

PRICES

Basic list\$3275
 (Does not include local freight, taxes,
 license, dealer preparation)
 Common options: automatic transmission,
 sun roof, rear window defroster

ACCOMMODATION

Normal seating capacityA
 Seat width, front/rear2 x 19.0/48.0
 Headroom, front/rear36.5/35.9
 Usable luggagespace, cu ft.9.8

GENERAL

Curb weight, lb2216
 Wheelbase, in95.7
 Track, front/rear52.0/52.0
 Length176.1
 Width64.3
 Height51.7
 Fuel tank capacity, U.S. gal11.9
 Warranty months/miles12/12,000

ENGINE

Standard engine . 115.8-cu-in. cih inline 4
 Bore x stroke, in3.66 x 2.75
 Compression ratio7.6
 Net horsepower @ rpm75 @ 4800
 Net torque @ rpm92 @ 2800

DRIVE TRAIN

Standard transmission ... A-speed manual
 Automatic 3-speed transmission: ..\$254
 Final drive ratio3044

CHASSIS & BODY

Body/frame unit steel
 Brake system: 9.21-in. disc. front, 9.06 x
 1.97-in. drum rear
 Brake swept area, sq in275
 Power brakesstd, vacuum assist
 Steering type rack & pinion
 Turns, lock-to-lock3.0
 Power steeringna

SUSPENSION

Front: Upper A-arms, lower transverse
 arms, coil springs, tube shocks, anti-roll
 bar.

Rear: live axle, upper & lower trailing
 arms, coil springs, tube shocks, panhard
 rod

PERFORMANCE

Acceleration, time to speed, see:
 0-30 mphnk
 0-50 mphnk
 0-60 mphnk
 0-70 mphnk
 Standing y₁,mi, see @ mphnk
 Top speed, mphnk

BRAKE TESTS

Pedal pressure required for J₁₂.gdecelera-
 tion: rate from 60 mph, lbnk
 Stopping distance from 60 mphnk
 Fade: Percent increase in pedal pressure
 for six J₁₂-stops from 60 mphnk
 Overall brake ratingnk

FUEL CONSUMPTION

(73 Manta)
 Normal driving, mpg (R&T)23.5
 EPA test results17.9
 Range (l-gal. reserve)256

OPEL MANTA & 1900 WAGON



noisy fan, and is economical of fuel. There is no speed at which it creates any of the resonance or boom so often associated with fours; hence the Mantas can be driven at any road speed right up to top speed without audible mechanical distress.

The rub, alas, is the way Opels are sold and serviced in the U.S. We surveyed owners of 1900s and Mantas last year and found a discouraging degree of dissatisfaction with Buick-Opel dealers and service. These good cars and the excellent bigger Opels not available here-need a real chance in the U.S.

We lived with a Manta Luxus for 24,000 miles and rendered an extended use report to *Road & Track* readers (*R&T*, Dec 1973). When we first got the car, the Opel's good looks, pleasing performance, fuel economy, comfortable driving position and effortless freeway cruising characteristics quickly made it a favorite of the R&T staff, much in demand for weekend trips to San Francisco, Palm Springs and the like. It was in constant use and we crammed a hard two year's service life into slightly less than 12 months. With only minor qualifications the Manta completed the course with very high marks.

The Manta went about a wide range of activities without making much of a dent in the nation's dwindling fuel resources. We averaged 23.5 mpg over the 24,000 miles and that was achieved with a wide range of drivers and driving styles.

Regularly scheduled maintenance was a relatively painless operation. We took the car to the Buick dealer every 3000 miles for an oil change; the filter was changed every 6000 miles as recommended by Buick. Our routine maintenance visits came to a total of \$190 and would actually be at least \$30 more if a skipped 6000-mile tuneup were added. Opel could considerably reduce the customer's yearly maintenance expenditure by simply extending the recommended oil-change period from 3000 miles to 6000 miles, but perhaps the factory has special reasons for the short interval. Still, at 10.6 cents per mile the Opel is an economical car to operate.

Our quick 24,000 miles with the Manta Luxus was a pleasurable experience from start to finish. Our only real complaints were a squishy brake pedal, thumping and juddering brakes (none of which is serious-just annoying), a hot interior with poor ventilation, and wind noise. Otherwise, the Opel was dependable, relatively inexpensive to operate by today's standards and, perhaps above all, fun to drive.