

1964 MERCURY Park Lane Marauder 390-4 bbl MPG= 9.3 City/ 16.7 Hwy/ 10.8 Overall

Written by Double Dragon

Monday, 27 December 2010 14:00 - Last Updated Tuesday, 06 June 2017 22:24

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oneownercollectorcar.com

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Metric= 6.4 L engine- 25.3 L/100km City, 14 L/100km Hwy

The 1964 Mercury Marauder is a fastback model available on several of the full size Mercury platforms: Monterey, Montclair and Park Lane.

The OOC two door Park Lane Marauder was a ONE OWNER car for over 20 years until the first owner was no longer able to drive. The engine was rebuilt around 150,000 miles. Otherwise, the car has received no more than necessary maintenance. See the full history and photos of this car in the 20 YEARS PLUS section of this website in the CAR STORIES department.



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Precise MPG figures for this car are elusive. Years ago when the Marauder was ticketed for speeding, an independent speedometer calibration company was hired to check the speedometer which they pronounced to be reading low. They performed an adjustment on the speedometer which seems to have pushed the readings too high.



Milepost markers show the odometer to be basically accurate, but speedometer and odometer readings are frequently not aligned. Cruising speeds may be slower than indicated. Fuel consumption at 60 versus 70 MPH is going to be much different, so the highway figures should be taken with a grain of salt.

1964 MERCURY PARK LANE MARAUDER 390 MPG READINGS WHEN NEW= 12-15 MPG.

The June, 1964 issue of CAR LIFE tested a plain Mercury Park Lane 390 which shares its drive train with the OOC Marauder. The CAR LIFE test car was a four door instead of a two door, and it produces extra air drag with its strange looking reverse rear window named "The Breezeway". The Breezeway can be lowered a crack to circulate air through the car via the front vent windows. The system looks weird, but provides noiseless airflow. The Marauder has a much better looking and more aerodynamic fixed fastback rear window.

The CAR LIFE test car curb weight of 4,360 pounds swelled up to 4,660 pounds with testers and their equipment. The bias ply 8.00x14 tires were set at 24 PSI. With an automatic transmission, 3.00:1 axle ratio and the same 300 HP power plant as the OOC Marauder, the CAR LIFE Park Lane ran 0-60 in 9.3 seconds with a top end of 116 MPH and test average of

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12-15 MPG.

The frontal area of the CL Park Lane which has the same nose as the Marauder is 25.2 square feet. Weight and frontal area are the two big factors in MPG.

In the same issue of CAR LIFE the cover story was a 1964 Tempest GTO. It has a frontal area of 21.8 square feet, curb weight of 3,470 pounds, and test weight of 3,800 pounds. Weather and criteria used for calculations were likely similar. The full size Marauder pushes an additional 4 square feet through the air versus the intermediate GTO. The Marauder hauls an additional 860 pounds.

The GTO was rated at exactly the same 12-15 MPG despite less weight and frontal area and one cubic inch differential in engine size. Possibly the high performance camshaft or the 3.23 rear axle in the GTO ate up the margin.

A MOTOR TREND test done the previous year in October, 1963 tested an actual Marauder. The 1964 Marauder tested was built on the Montclair platform which normally came with a 250 HP version of the 390 with single exhaust and a 2 barrel carburetor.

The MT four door Marauder had the optional 266 HP version of the 2 barrel, still less than the Park Lane standard 300 HP engine. Test weight was 4,800 pounds, while the curb was 4,390 pounds- just 30 more than the CAR LIFE test car. The mild MT Marauder was much slower than the CL Park Lane with 0-60 taking 12.8 seconds, the quarter in 17.6 at 71.5 MPH and a top end of 107 MPH. The CL Marauder posted a steady HWY 16-18 MPG. Even heavy stop and go figures were still a respectable 11- 13 MPG City.

The 1964 Marauder came out during Mercury's 25th Anniversary, a fact that is celebrated with this logo embossed into the center of the steering wheel.

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TOP 10 REPAIRS EXPENSES FOR 1964 MERCURY PARK LANE MARAUDER 390-4 BBL MPG= 9.3 CITY/ 16.7 HWY/ 10.8 OVERALL

tips on how to avoid high repair costs

The convenience and pleasure of car ownership does cost money. There are the unavoidable expenses of initial purchase, fuel, and oil. But what of certain expenses that can be avoided?

Small tears or rips in the upholstery should be repaired immediately to avoid major repair later. Clutch and transmission repair can usually be avoided with good driving and gear shifting habits, including observance of the Quality Car Care Program. Engage the clutch smoothly, do not ride the pedal with your foot, and never partially engage the clutch as a substitute for the brakes.

tips for driving economy

Don't look for top economy in your new car until it has been driven at least 2,000 miles. It's normal for a new car to use more fuel during the break-in period. But when it's ready to perform at its best, follow these simple driving tips to get the most mileage for your gasoline dollar.

1 START GRADUALLY, ACCELERATE GENTLY

Jack-rabbit starts and sudden bursts of speed are the main causes of excessive fuel consumption in ordinary driving. By accelerating more slowly, you'll need less power and gasoline to move the car the same distance.

When Double Dragon writes about the low cost of the illustration has the Breezeway back window. The

2 DRIVE AT MODERATE SPEEDS

Your Mercury's best economy is at speeds between 35 and 40 mph. The faster you drive your car, the greater your fuel costs per mile. And a car that is driven constantly at abnormally low speeds will not give good economy either.

3 KEEP YOUR CAR IN GOOD CONDITION

Follow the lubrication and maintenance recommendations given in this manual. These routine attentions to your Mercury will pay off in greater fuel savings and in longer life for your car. Quality Car Care by your dealer is important.

3 DRIVE AT STEADY SPEEDS

Whenever possible, vary your car's speed as little as possible. The driver who flops the accelerator pedal, moving the car in little bursts and pauses, is simply throwing away nickels and dimes.

beware of "bargain" parts

When did you last get a "bargain"? One that was well below established prices—and one that really did what

4 AVOID HARD BRAKING

Each brake application means the loss of much energy already consumed to get your car up to speed. You'll save gas if, instead of rushing up to a red traffic light or stop sign, you let up the accelerator pedal so that the car does most of the slowing down itself.



5 TURN OFF THE IGNITION WHEN PARKED

An idling engine can be a real gas hog because it needs to consume fuel, too. Turn off the engine when you're parked.

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