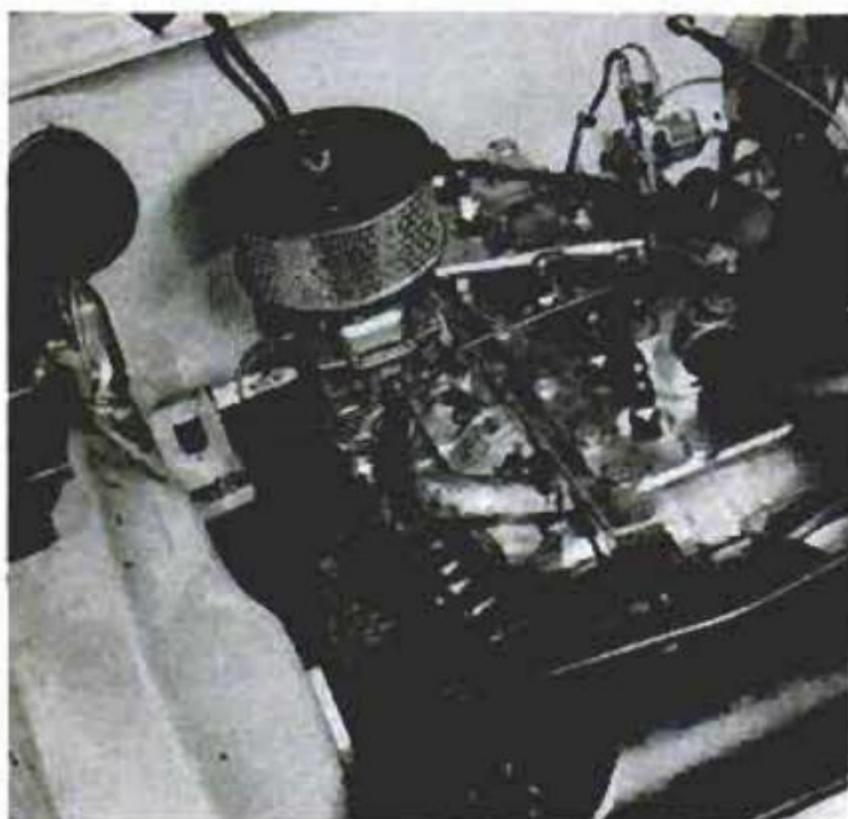




Hardtop illustrates the functional, yet attractive, lines of the Lark. Grille beside lights is heater intake

STUDEBAKER



WHAT DO YOU want in a new car? A home away from home? A place in the sun? Fins and flash to make neighbors bug-eyed? If so, the Studebaker Lark is not for you.

But if you want a vehicle that seats six in nonluxurious comfort, that parks in the garage and still leaves room for bikes and garden tools, that is designed for low first cost, low operating costs, then you'll be interested in the Lark.

It's small. Over-all, only 175 inches. That's less than 15 feet and it makes a 20-foot garage look like an airplane hangar. Overhang is 26 inches in front, 40 inches in the rear, about a foot less than most cars

Studebaker's flat-head six is not revolutionary, nor complex (back-yard mechanics will be glad to know)

Front and rear bumpers are interchangeable, so are left and right taillights. This is the four-door sedan





Two-door sedan is lowest-price Lark. Door and center post are only recognizable carryovers from last year

in front, nearly two feet less in the rear.

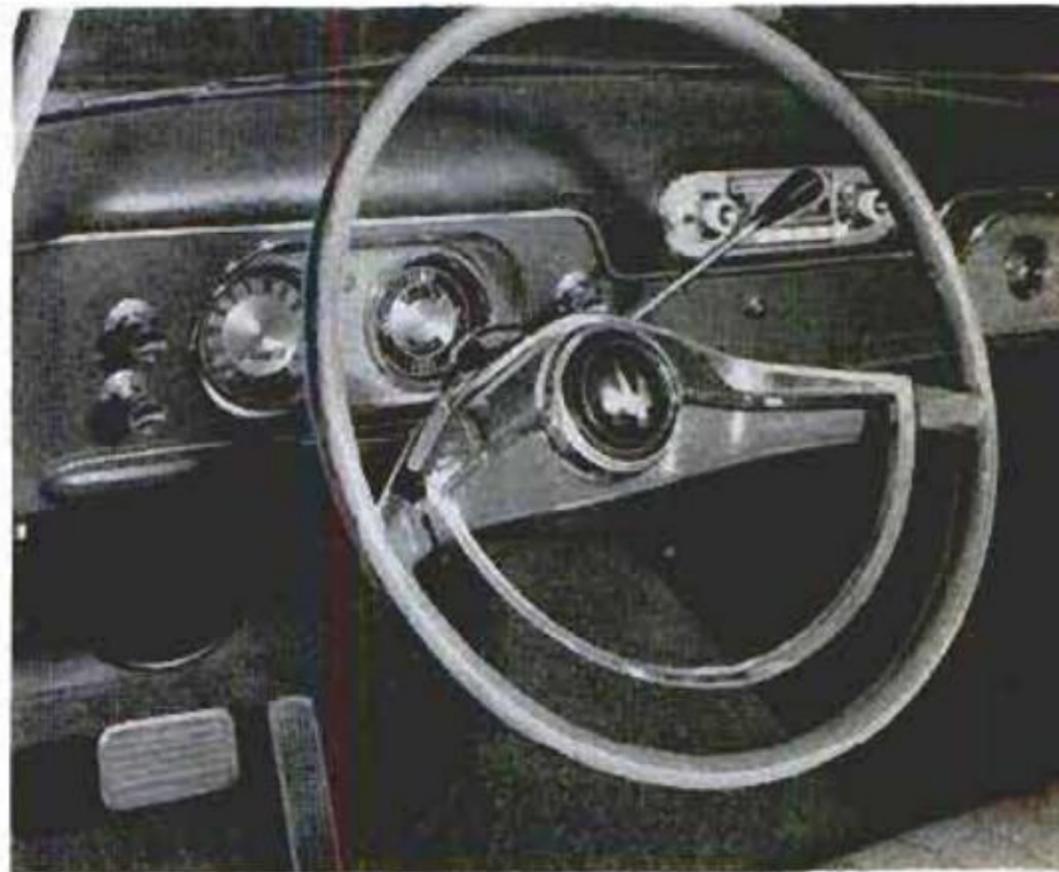
Inside it is surprisingly roomy. It seats six in reasonable comfort. You won't rattle around in it, but there are few new cars that seat six in comfort these days. This one has better midseat comfort than most.

Two engines are available. The L-head six with 169.6 cubic inches develops 90 horsepower. The V8 comes in two versions: A 180-horsepower model with dual-barrel carburetor, and a 195-horsepower model with four barrels. This latter is a bomb and pushes you deep into the cushions when you floor the throttle. It will hit 100 without fuss, if you're interested. Most people aren't these days.

But Studebaker isn't selling canned heat. It offers sensible transportation as it fights back with what it feels a growing number of buyers wants.

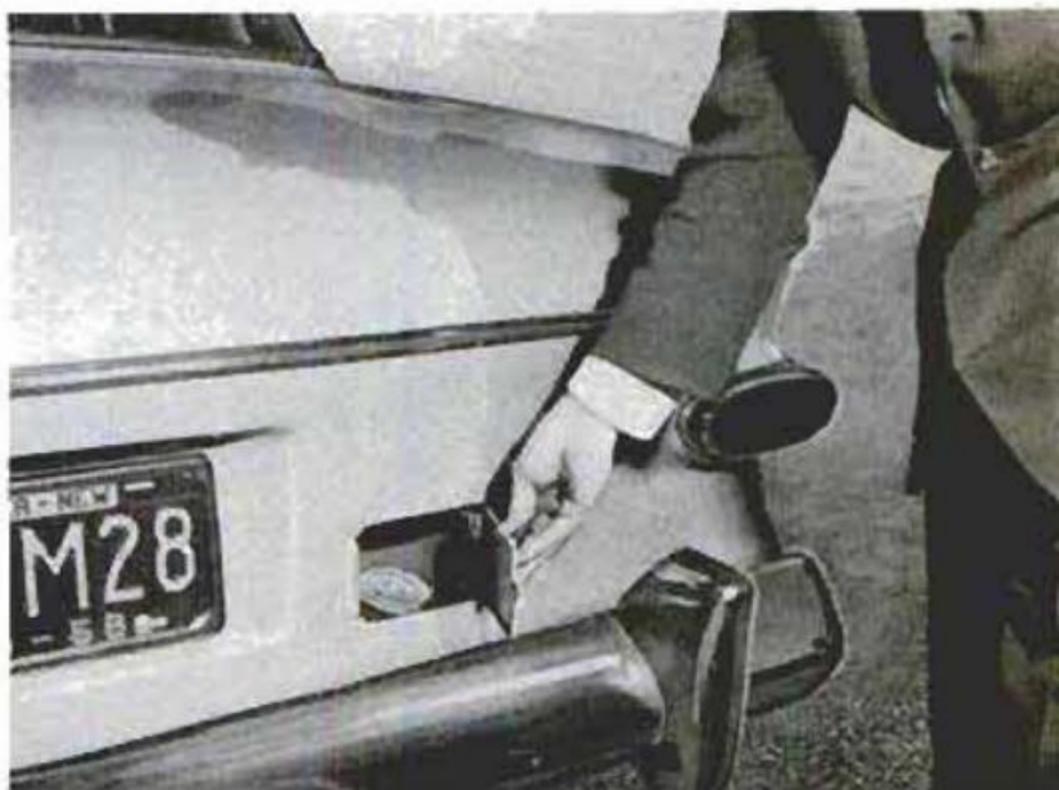
Styling is carefully thought out to reduce repair costs. All fenders bolt on, for example. Front and rear bumpers are inter-

Trunk is not voluminous, but is adequate. Spare lies flat. Fenders bolt on (three bolt holes are visible)



Simple dashboard is easy to read. Smaller body seems much tighter, more stable than previous Studebakers

Gas goes here. Trunk's high sill may be awkward when loading, but it's an important structural part





Station wagon has 113-inch wheelbase, 184.5-inch over-all length. Other models share 108.5-inch wheelbase



Small as it is, the wagon can be bought with a rear-facing third seat that folds down into floor when not being used

changeable (dealers like this). Tail-lights, too, are interchangeable, left and right. Chrome is noticeably absent. The grille is simple and easily replaced. There isn't even any hood ornament. The only brightwork is a strip that runs around the body to protect the paint in close parking and also to hide body joints.

By chopping off most of its overhang, Studebaker proves the old law of the vibrating reed—the shorter the reed, the less the vibration. The shortened car is tight and rattlefree.

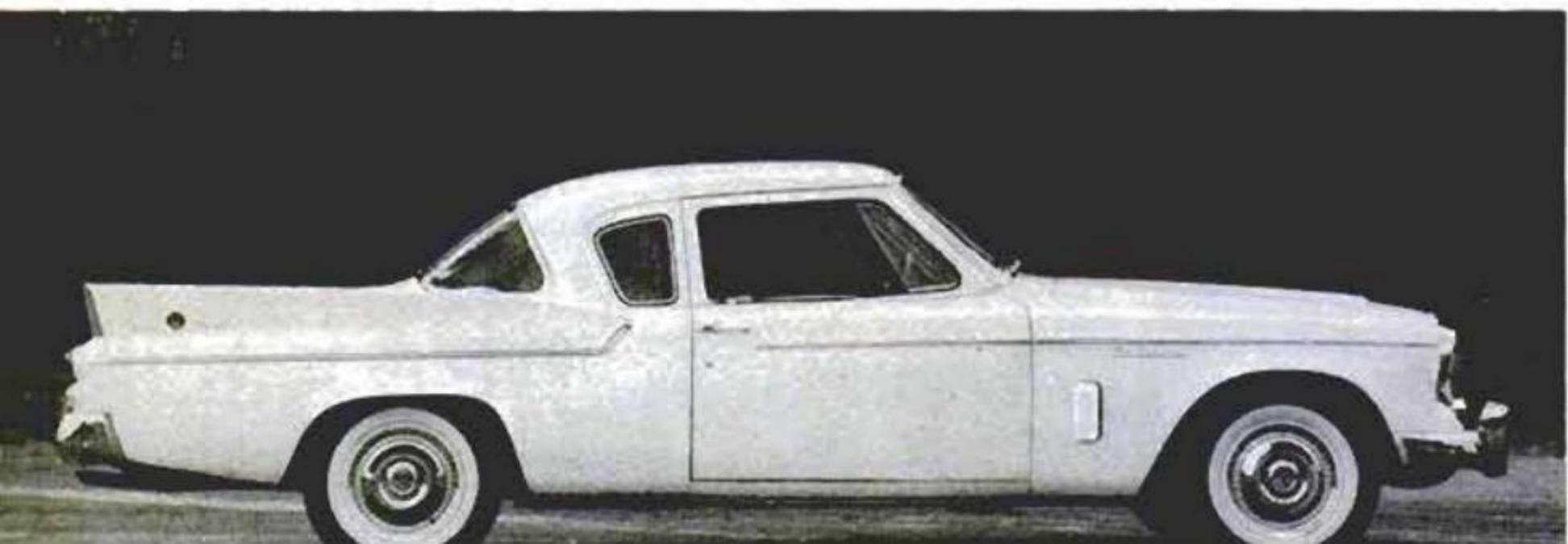
Steering is easy and precise. The brakes are excellent.

The Six has a new combustion chamber design, increased compression (8.3 to 1) and a shorter stroke. Carburetors are new on all engines.

Economy should be around 25 miles per gallon although *PM* makes no tests of preproduction prototypes, preferring to test the car *you* buy instead of a hand-built model.

Studebaker continues the Hawk line in the coupe. It has the same engine choices as the Lark. ★ ★ ★

Still available is the Silver Hawk coupe. Reclining seats are optional on this and all Lark models this year



More 1959 Cars Debut in DETROIT'S YEAR OF DECISION

WRITTEN SO YOU CAN UNDERSTAND IT
VOL. 110 NO. 5

*Your reaction to these new cars
may determine the auto industry's course
for the next 10 years*

By Arthur R. Railton

WHO'S RIGHT? The big boys like General Motors who believe the public's reluctance to buy 1958 cars was due to the recession, to a lack of confidence in the future, to the need for more enticing, exciting designs?

Or the little boys like American Motors who believe that the public did not buy the 1958 cars because they were too big, too expensive, too luxury loaded?

Who's right?

Economists, product planners, stylists, engineers, all want to know. The only person who can tell them is you. What you do in the next four or five months will answer the question.

Your answer will make 1959 a year of decision. It could chart the industry's course for years to come.

If you like and buy the bigger 1959 cars with their flat roofs, double-wrap windshields, tremendous rear-glass areas, lower seats, bigger fins, longer rear decks and more luxurious interiors, you'll disprove those critics of Detroit who have been ranting wildly all year.

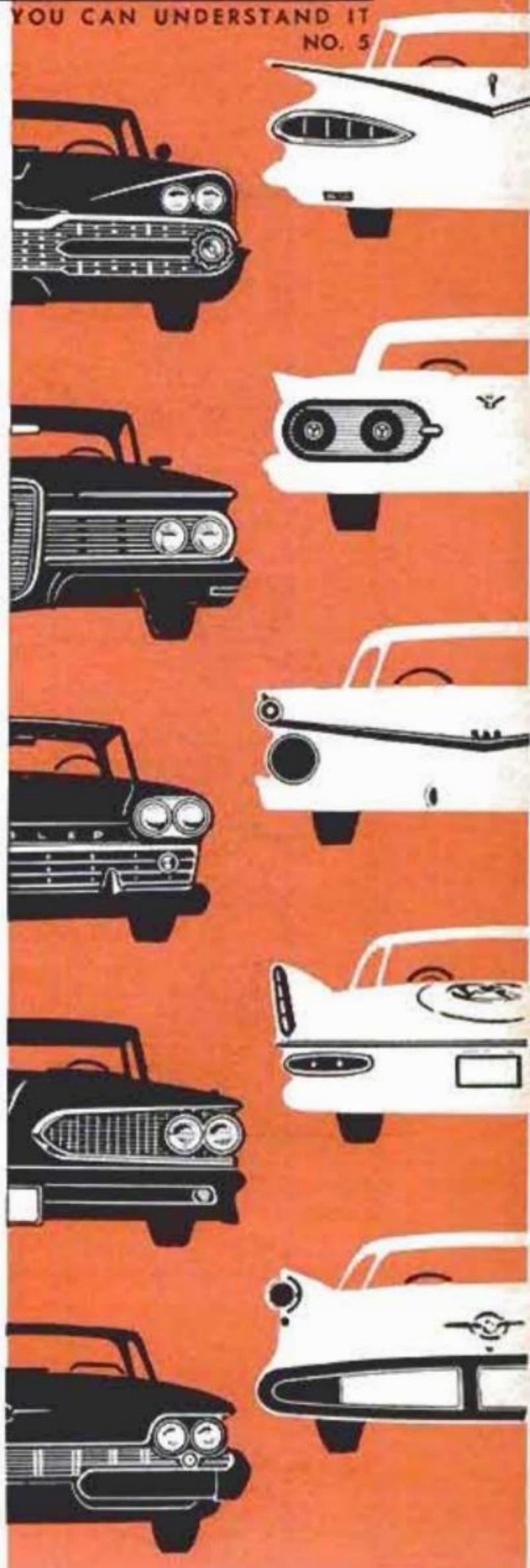
If you don't like these cars and if you prove it by buying Ramblers, foreign cars or the soon-to-be-announced small Studebaker, you'll force the big boys to reassess their position and to rechart their course.

General Motors is betting that the critics are wrong and is making it easy for you to help prove it. The new GM cars, from Chevrolet up, are fresh, alive and handsome. They are bigger, lusher and better looking than ever. That makes the choice a clear one: You can make your decision on clear-cut alternatives. The choice is whether you want comfortable, dependable transportation alone or whether you insist on glamor, prestige and a lifted morale as well as good transportation.

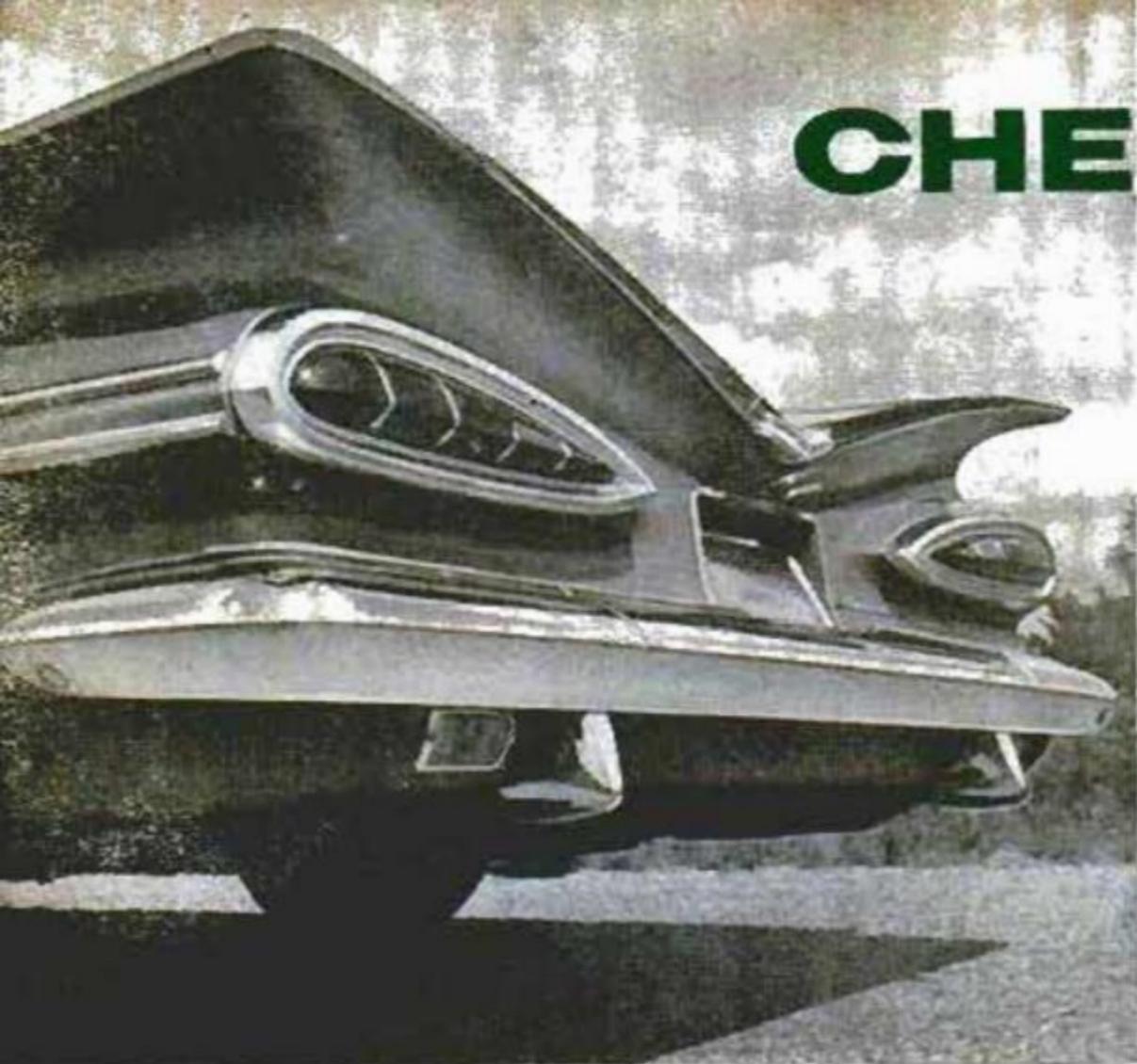
Rambler is betting with the critics (although it hedges somewhat with its Ambassador models which give no additional interior room for people or luggage despite a longer wheelbase and body). Convinced that the public wants sensible, neat designs that provide transportation and not transmutation, American Motors is offering cars virtually unchanged from 1958.

Chrysler and Ford are in a high-noon position somewhere between AM and GM. After an admittedly

(Continued to page 252)



CHEVROLET



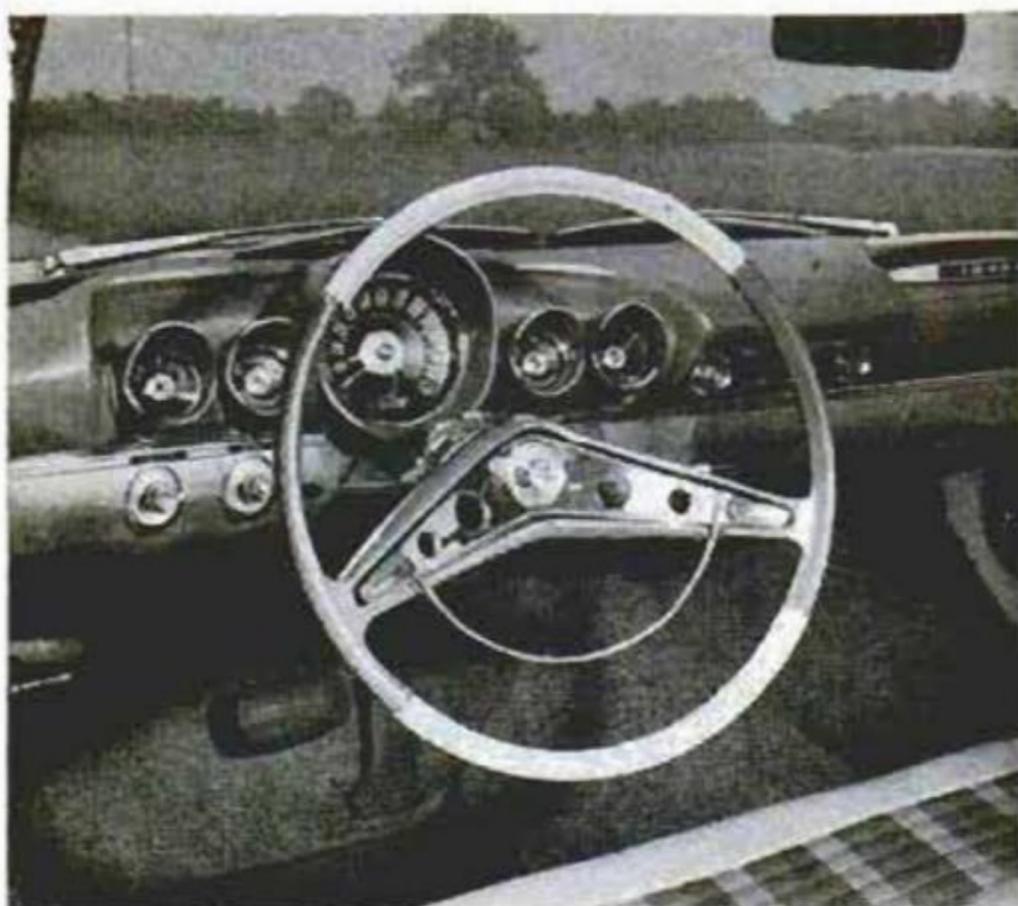
Backup lights are mounted below a plain, straight-across bumper. Gas filler opening is behind the license plate

STYLING IS THE THING with the new Chevrolet, as with all GM cars for 1959. Its low, flaring rear end is as expansive as the deck of an aircraft carrier and looks almost as wide from the driver's seat.

Horizontal taillights squint, like giant cat's eyes, from under chrome eyebrows.

At the front, two sets of paired headlamps are set as low as the law allows to accentuate the road-hugging design. Consequently, they provide better lighting in fog. Over the simple, unobtrusive grille, two wide nostrils serve as air intakes for the engine compartment. Tucked in their outer corners are turn-indicator lights.

Engine changes are minor. A new camshaft and changed carburetor metering in the Six mollify the public's demands for more



Holes in boomerang-shaped wheel spokes provide a racing-car character to the car. Horn ring has thumb button near rim



Slots in the wheels and extra-cost wheel covers create a flow of air to cool brakes

Visibility is limitless in the flat-roof model of the Impala four-door hardtop with wrap-around rear glass





Flat, flaring wings at the rear of the Impala convertible make it look several feet longer than it is

miles per gallon. The camshaft provides a shorter valve overlap, reducing waste at low engine speed. As a result, horsepower is cut to 135 from last year's 145—thus the pendulum swings back.

In the two V8 engines, horsepower is unchanged (185 and 250). Rear-axle ratio is now 3.08 to 1 with the big engine, instead of 3.36 to 1 and here, too, economy is up slightly at the expense of performance.

Steering effort with power assist has been reduced markedly. The over-all ratio of the manual steering unit is up, reducing effort here too, while increasing wheel wind. A flexible coupling in the steering

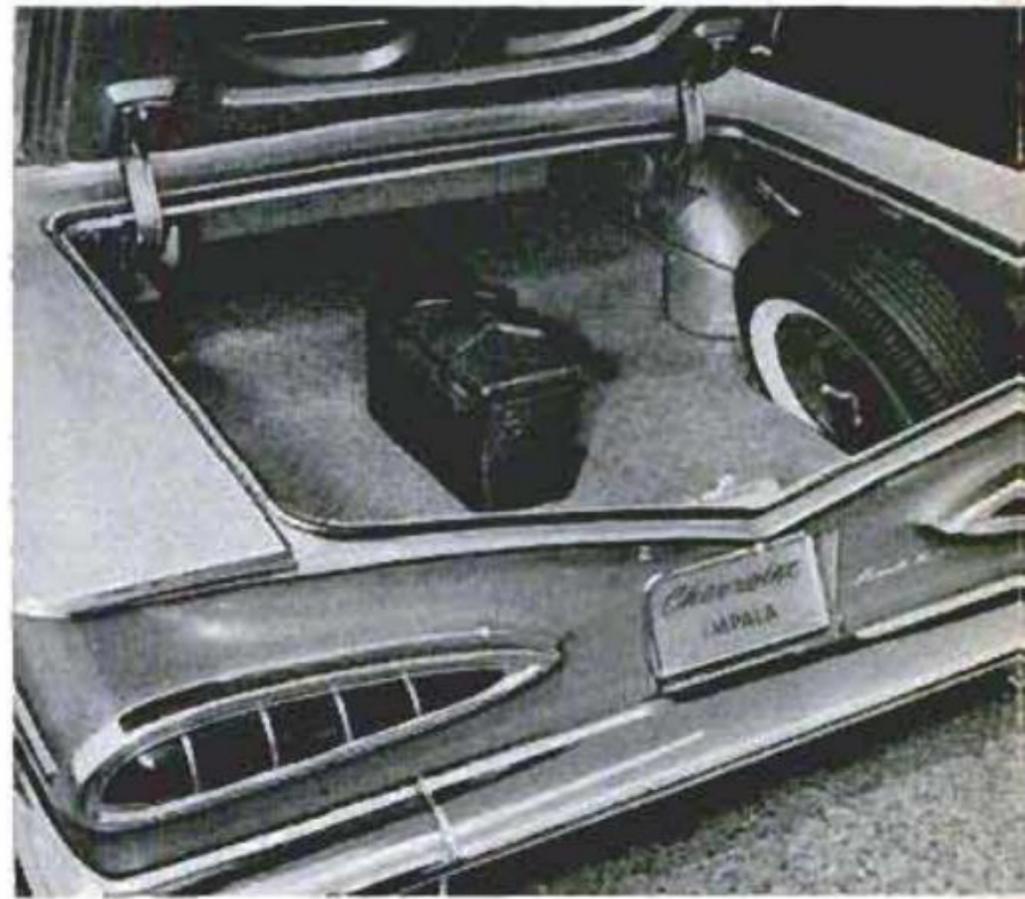
shaft isolates the wheel from road shocks.

Ride is softened from the firmer 1958 package. Cornering stability suffers somewhat, but there is no feeling of loss of control. Tar strips and small road bumps are swallowed up without fuss and noise levels inside the car are much lower.

Brakes are improved by 27 percent more lining area. Front shoes are $\frac{3}{4}$ inch wider, rear shoes $\frac{1}{4}$ inch wider. Long slots in the wheels direct air over the larger drums to speed heat dissipation. Air suspension is optional again, as is fuel injection. Chevy also offers the highest compression in the business: an optional 11 to 1. ★ ★ ★



Station wagons have no upper tailgate. Glass winds down into lower half of door manually or electrically (option)



Trunks are bigger than ever. Chevrolet's has a high sill over which you must lift your luggage

Rear window and double-wrap windshield of Impala hardtop are huge. Roof seems almost postage-stamp size

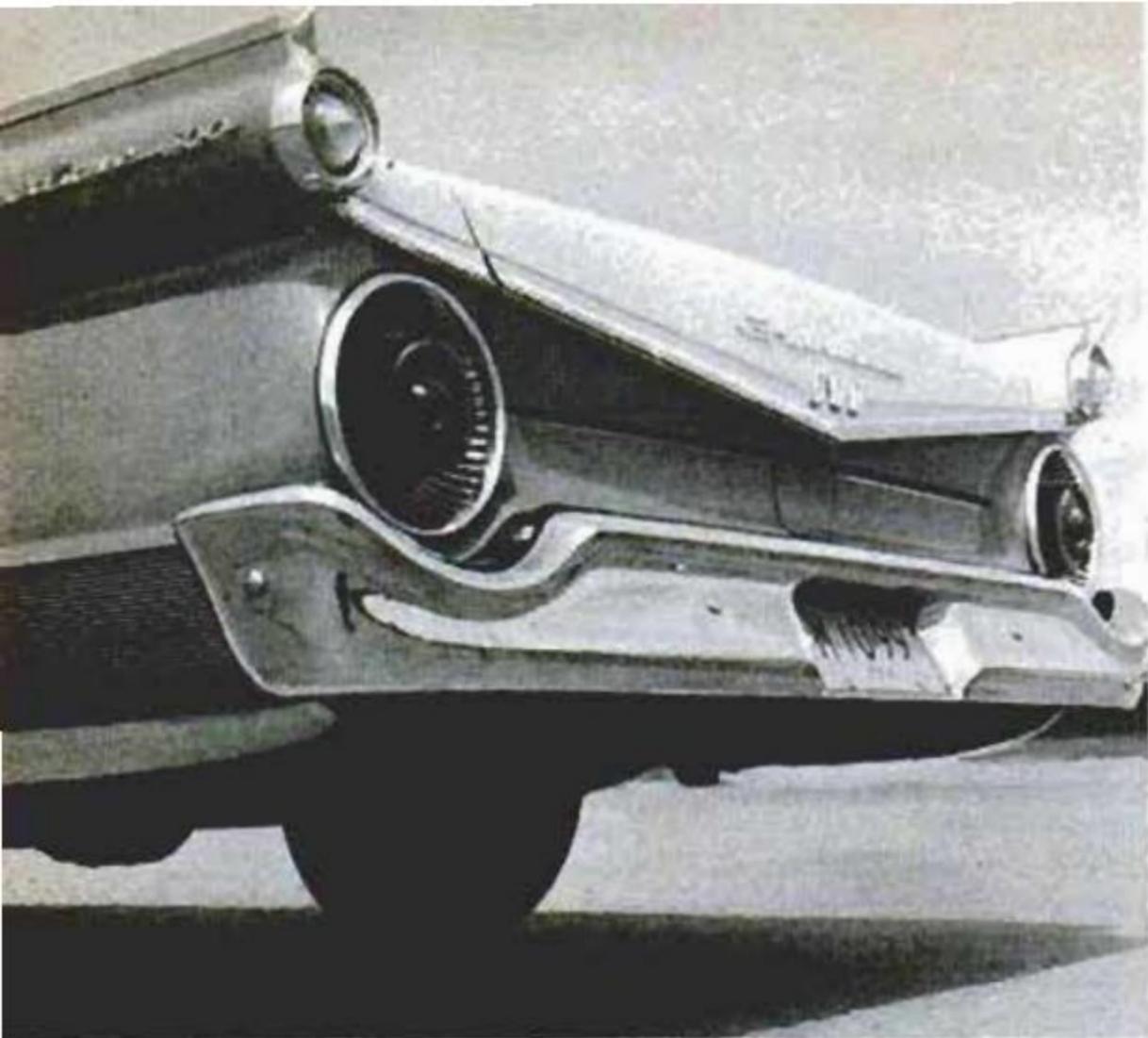


FORD

YOU'LL HAVE no trouble recognizing the 1959 Ford—it has the Ford personality all over its new sheet metal. But changes go deeper than is apparent—they perhaps herald a bold change in philosophy.

For the first time in years, horsepower has been reduced in the interest of economy on two of the four Ford engines (the 1959 ratings are 145, 200, 225 and 300 horsepower compared to 145, 205, 240 and 300 in 1958). Torque is reduced on all four engines also.

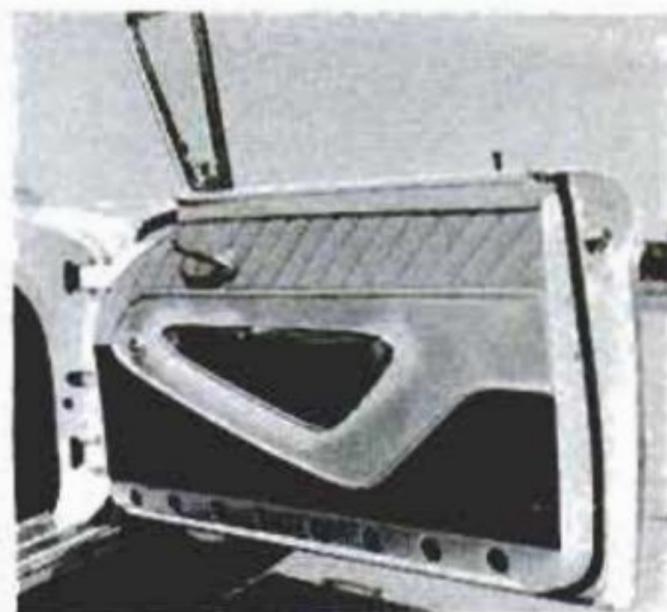
Compression ratios are decreased across the board. All except the power-pack 352-cubic-inch optional V8 now use regular gasoline which, Ford says, saves as much as a dollar a tankful.



You don't have to be told this is a Ford—the big saucerlike taillights identify it. The two upper lenses are backup lights



Ford continues its neat, uncluttered dash, but has replaced the curved shroud with a straight one like the rest of the industry



Holes in door panel are decorative only, but would be ideal place for reflectors

Although rumors of competition are heard often, Ford still has the only retractable hardtop in the industry



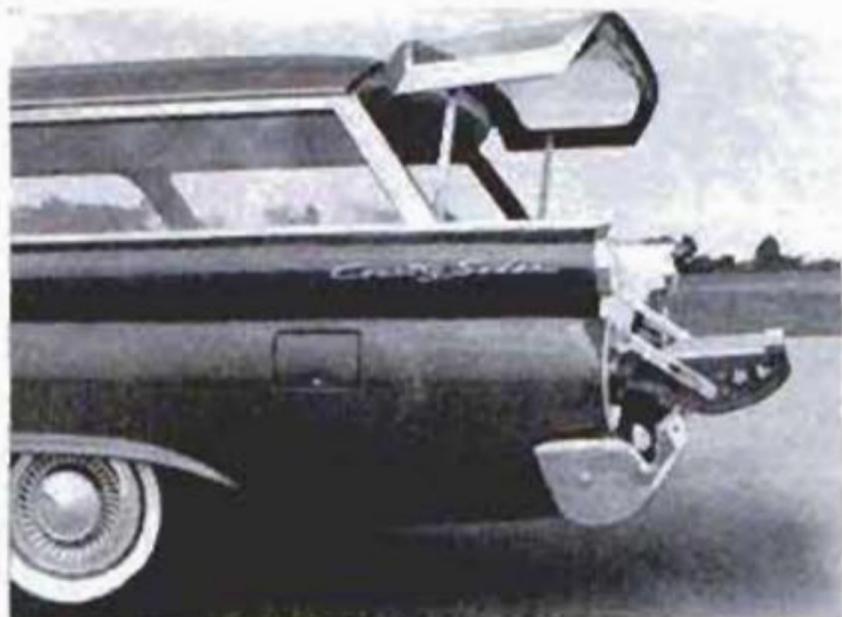


Ford says its cars, like this Fairlane Sedan, have "dignity and quiet good looks," with no excessive curves

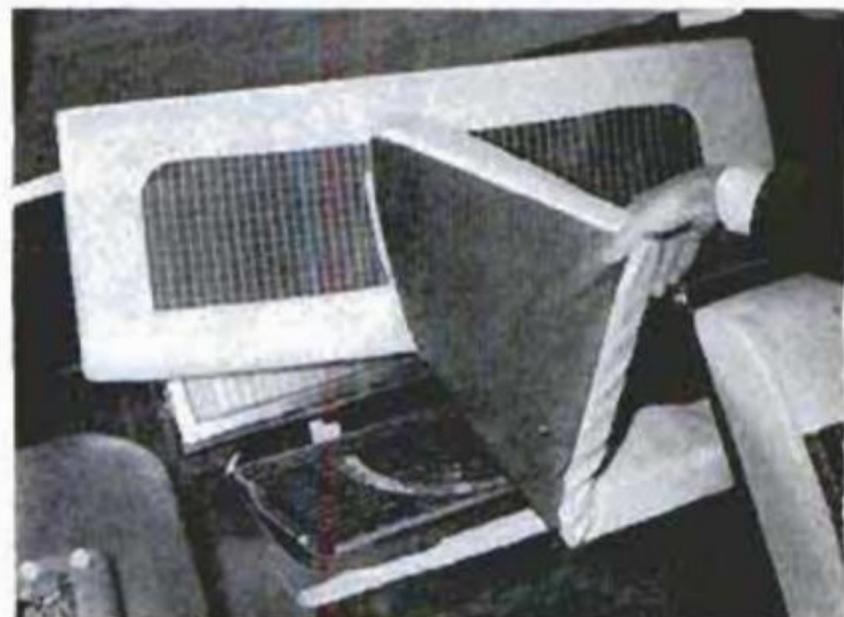
A low-cost two-speed automatic transmission with 105 fewer parts than the regular three-speed Cruise-O-Matic is available as Ford moves closer to the soon-to-come day when the automatic transmission will be included at no extra cost. The new transmission weighs 22.8 percent less. However, total car weight is up at least 150 pounds. Other economy-related items include a full-flow oil filter which permits

4000 miles between oil changes. Aluminum-coated mufflers have asbestos insulation to reduce rusting caused by condensation to give a life expectancy of two years.

The cars are longer, all being on the big 118-inch wheelbase this year. Custom models are six inches longer, Fairlanes one inch longer, all are 208 inches over-all. They are 1.4 inches narrower and interior dimensions are somewhat reduced. ★ ★ ★



Unlike most competitors (which use roll-down rear glass), Ford has a two-section tailgate on wagons



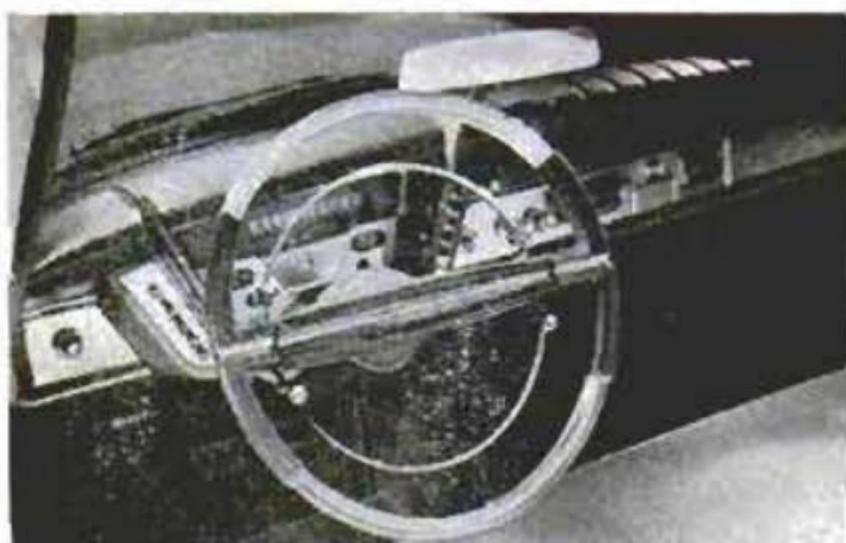
Third seat of the wagon folds into floor. Secret of it is the use of removable foam-rubber seat cushions

Country Sedan has 52 percent of its weight on back wheels, making it a great car for driving on icy roads





From the rear, the obvious change in the Plymouth is this thin fin shape and the horizontal taillight



Completely new is the dashboard with transmission push buttons arranged diagonally to left of wheel

THIS YEAR'S "hot one" may be the 1959 Plymouth. It has a big V8 optional engine of 361-inch displacement (biggest in its field) that puts out 305 horsepower and 395 pound feet of torque.

Of course, this souped-up V8 with four-barrel carburetor, dual exhausts, dual breaker points, heavy-duty valve springs and special camshaft is optional at extra cost. The regular V8 gets 230 horsepower out of 318 inches (a power-pack version develops 260 horsepower).

If you prefer economy to power you can order a special penny-pinching rear axle (at no extra cost) that is said to increase gasoline mileage as much as 10 percent.

Top model in the line this year is the Sport Fury, which comes only as a hardtop (below) and convertible



Styling changes are extensive despite the use of a carryover body shell. The front-end treatment is all new with scalloped eyebrows over dual headlamps and an eggcrate grille. At the rear, changes include taillights that are now horizontal beneath the slender chrome-edged fins. You may, at extra cost, have a dummy spare-tire cover embossed in your trunk lid, *a la* Imperial.

Over-all length is 208.2 inches, an increase of 2.2 inches, due entirely to the extended bumpers. Width has been reduced to 78.0 inches.

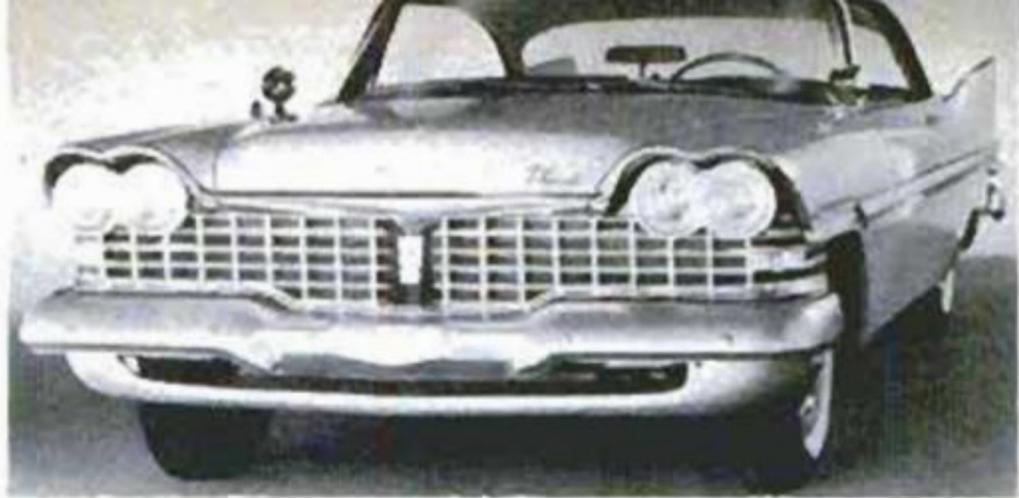
Push buttons for automatic-transmission cars are now arranged vertically alongside the instrument grouping. A similar vertical row of buttons on the right side of the dash controls the power-operated heater and ventilating system.

Also optional on Plymouths for 1959 is a combination air-and-steel suspension system. Torsion bars are retained in front (shortened and slimmed out slightly) and an air-bag system has been added to supplement the regular leaf springs in the rear at extra cost. It is in the rear where most load leveling is needed.

Since this is the principal attribute of air suspension, Plymouth (and Chrysler) feels that bags are not needed up front. With this system, the steel springs will still support the load if necessary, eliminating any possibility of breakdown should the air system fail.

Swivel front seats are standard on the Plymouth Sport Fury for ease of entry and exit.

Plymouth has dropped the series name

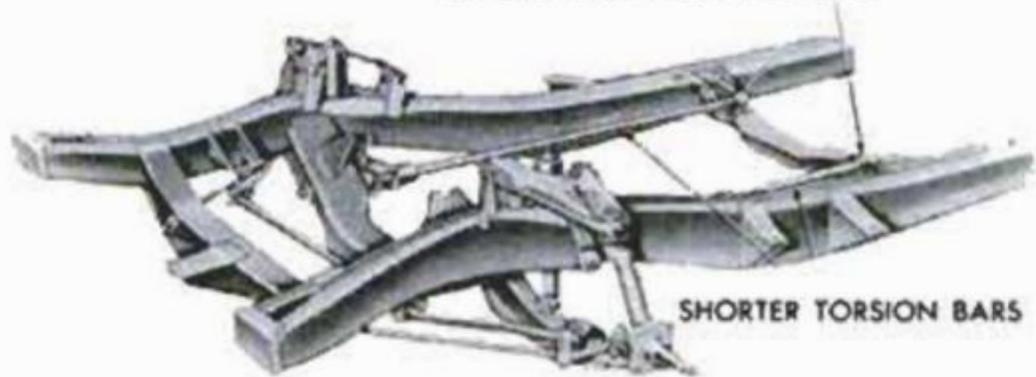


Distinctive are Plymouth's scalloped front fenders which, along with its eggcrate grille, provide a fresh look to the front end



Available at extra cost is a dummy spare-tire cover that is embossed on the trunk lid. The canted tailfins are new also

REDESIGNED ANCHOR POINTS



SHORTER TORSION BARS

Torsion bars are retained in front, but have been shortened and thinned out somewhat. Air bags are available on the rear wheels

Plaza and now the models are arranged in this order (from bottom to top): Savoy, Belvedere, Fury, Sport Fury (the Sport Fury series includes only two models, a convertible and a two-door hardtop). ★★★

New for the wagon trade is a ceiling-mounted air conditioner. A lockable luggage space is also optional





Winding country roads are a pleasure in the easy-to-handle, road-hugging Star Chief four-door hardtop

YOU HAVE PLENTY of choice in Pontiac this year—horsepowers range from 215 on a special economy V8 to 345 on the optional triple-carburetor V8.

Despite this broad range, all engines share the same displacement of 389 cubic inches. The special economy version is an indication of the changing trends in Detroit thinking. It has a smaller carburetor to provide a leaner fuel mixture. Its special camshaft has reduced valve overlap for minimum fuel waste. The rear-axle ratio of 2.87 to 1 adds to its miserliness.

Handling is excellent. The car has a confident sure-footedness due, along with other things, to a tread that is increased

nearly five inches in width. The wider tread, incidentally, also reduces underhood temperatures and improves engine accessibility, something mechanics will enjoy even more than owners.

Brakes have been improved by increasing the lining area nearly 10 percent and also by the addition of a cooling flange to the front drums.

Pontiacs come in two wheelbases: The 122-inch Catalina (213.7 inches over-all) and the 124-inch Star Chief and Bonneville (220.7 inches over-all). However, in one of Detroit's great mysteries, the smaller model of the series has more interior room than the big ones. ★ ★ ★

Pontiac has a highly styled rear-end treatment with twin fins on each fender. This is a Catalina hardtop





Bonneville convertible has bucket seats in front, stylishly contoured. Wide dash shroud eliminates windshield reflections



Stylists keep playing hide and seek with gas-station workers. Here's the gas cap



Spare tire lies flat. Ledge covers the rear axle. This is the "small" Catalina trunk, the others have even more luggage room



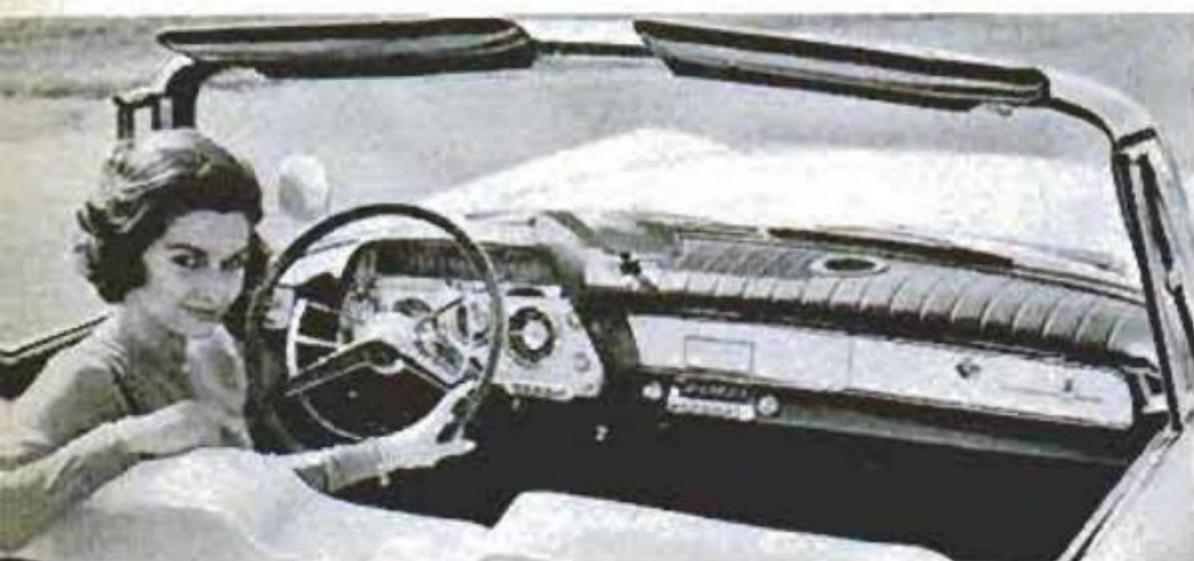
Roof of four-door hardtop extends beyond the tremendous wrap-around rear glass

Station wagon has an optional rear-facing third seat and its back window rolls down into the tailgate





Most noticeable new feature on the 1959 Dodge Coronet four-door sedan is its bold slanting "eyebrows"



Above, Dodge now has vacuum-actuated controls for the heater. Push buttons for the control are located to the right of wheel. Below, oblique chrome shrouds wrap around jet-tube taillights



Dodge offers two four-door wagons. This one is the Custom Sierra model with a rear-facing third seat

DODGE

DODGE STYLISTS have given the front end of the 1959 models an all-new look with its bold slanting headlamp eyebrows and a wider, oval-shaped aluminum grille.

At the rear changes are not so great, but the Dodge character is retained with enlarged swept fins and jet-tube taillights.

A new roof on four-door hard-top models has a slightly raised rear section which permits the rear seat to be moved backward inside the greenhouse. This move increases rear-seat legroom as much as three inches with little or no loss in headroom. The rear window on this model is 15 percent larger than previously.

Dodge has four different engines again this year. Lowest on the power list is the six-cylinder L-head engine of 230-cubic-inch displacement. It develops 135 horsepower and has an 8.0 to 1 compression ratio. Changes on this engine are minor.

The 326-cubic-inch V8 is all new for Dodge this year and it has a 9.2 to 1 compression and two-bar-





Its famed sweptwing design more emphatic than ever, the Custom Royal convertible looks as sleek as a jet

rel carburetor. Its output is 255 horsepower.

Next up the list is the 361-cubic-inch V8 which is the powerful D-500 version used last year. It develops 295 horsepower with a two-barrel carburetor, 305 horsepower with a four-barrel carburetor.

Biggest Dodge engine this year is the 383-cubic-inch V8 which comes in two models: One puts out 320 horsepower; the other puts out 345 horsepower with two four-barrel carburetors, a special camshaft and heavier valve springs.

An aluminized dual-exhaust system is optional at extra cost on most models. Some models have it as standard equipment.

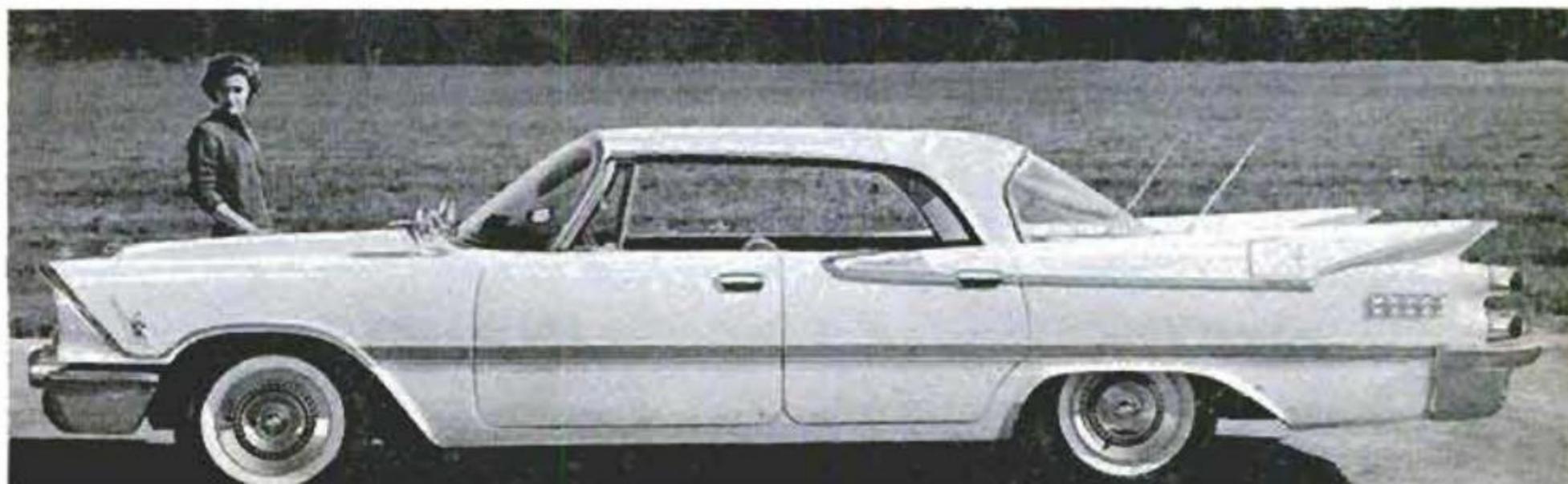
Over-all length has been increased by 3.5 inches (it is now 217 inches), width is greater by 1.7 inches (now 80 inches). Dodge's wheelbase is still 122 inches.

Interiors have been restyled and push-button heater controls are optional as are electronic headlight dimmers and automatic rear-view mirror tilters. The steering wheel is flatter on the top half than the bottom so it could be raised to provide more room under the wheel without blocking vision of short drivers. ★ ★ ★



Swivel front seats are optional on Custom Royal models. All Dodges have added padding in the center of rear seat this year

Four-door hardtops have a new stepped roof which is slightly higher in the rear for more interior room

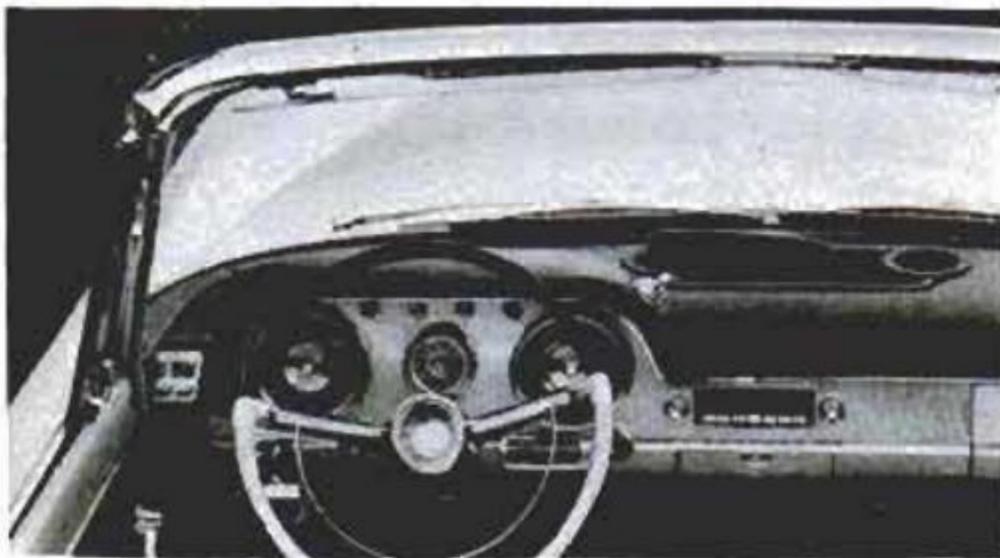




Two-tone roof and new front end are changes on the 1959 Chrysler. This is the Windsor two-door hardtop



Completely fresh is the rear-end styling. Bumper is more massive this year and has a recessed anodized-aluminum insert



Above, top is smaller than bottom half of wheel, allowing it to be positioned higher for more legroom without blocking vision. Below, rear of hardtop roof is stepped up for added room

CHRYSLER

CONTINUING its trend-setting style, Chrysler redesigned its front and rear while adding a fresh look to its roof. Anodized-aluminum grilles wrap around front fenders.

Under the sheet metal, Chrysler has a new V8, replacing the heavier and more expensive hemispheric-head engine with its two rocker-arm shafts. The new single-rocker-arm-shaft V8 comes in two sizes: 383 cubic inches in the Windsor and Saratoga; 413 cubic inches in the New Yorker and 300E. Horsepowers are 305 and 325 on the small engine, 350 on the New Yorker and 380 on the muscular 300E.

Exterior dimensions are about the same, except for the Windsor being 1.5 inches shorter. Interior room is the same except for a healthy 3-inch addition to rear-seat legroom on four-door hardtops and a small increase in kneeroom under the steering wheel.

Swivel seats, rear-view mirrors that dim themselves, push-button heaters and air suspension as a supplement to rear leaf springs are available on all models. ★ ★ ★





Principal styling change is the front grille which has been emboldened to make the car look lower

IMPERIAL

IMPERIAL CONTINUES its luxury look, enhancing it with a stainless-steel roof on Landau models (at extra cost). The unpainted roof panel looks like brushed aluminum and yet is strong and durable.

Another styling change is the front grille that gives the front end a bolder, lower appearance. For identity reasons, the Imperial's well-known rear-end styling is virtually unchanged, although the bumper has been redesigned. Last year's very popular dummy spare-tire cover on the trunk lid is continued but now that Plymouth offers a similar option, it is expected that the plain trunk lid will become more popular with Imperial buyers.

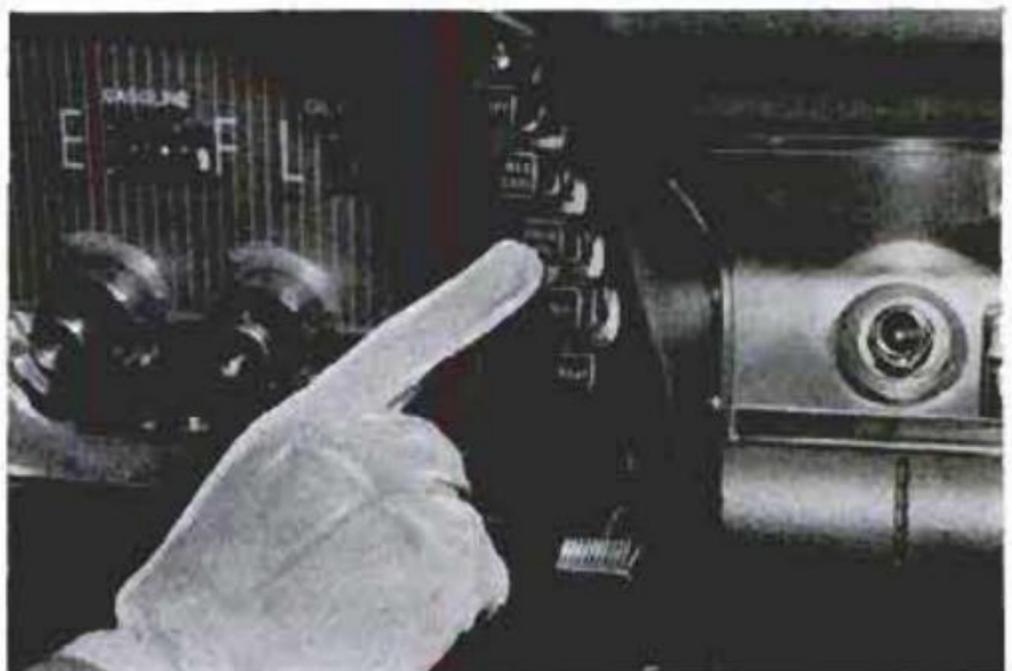
Interior room is increased somewhat by a lowered floorpan in the rear-seat area. This required a minor frame modification and provides added legroom for rear-seat passengers.

Comfort is stressed as a 2½-inch foam-rubber padding is used on front and rear seats.

All models have the completely new Chrysler V8 of 350 horsepower and 413 cubic inches. This engine is approximately 100 pounds lighter than the double-rocker-shaft V8 it replaces and yet delivers more power at lower engine speeds.

Admirers of the soft, luxury ride will be pleased with the 11-inch tires on the 1959 Imperial. These tires, biggest in the industry, run on 16 pounds of air and smother road bumps like soft balloons.

Above, Imperial has a stainless-steel roof option this year. Its rear-end styling is much the same as previously. Right, heater controls are operated by these push buttons





THUNDERBIRD



AFTER A MOST successful year (37,892 were built), the Thunderbird has virtually no changes for 1959. Experts will notice that brightwork inside the grille is different as it is in the decorative insert behind the taillights.

Another minor change is that the instruments now have black numerals on white (last year, white on black). Natural leather upholstery is optional this year for the first time.

Coil springs have been replaced at the rear by leaf springs, making track bars unnecessary and providing more dampening action due to friction characteristics of leaves. Ride and handling are said to be improved by the change.

Engines are a 352-cubic-inch V8 of 300 horsepower and an optional 430-cubic-inch V8 (probably from Lincoln).



CORVETTE



CHANGES are minor in the 1959 Corvette, the car that proves Detroit can build a top-drawer sports car when it really wants to.

Engines are unchanged from 1958 with horsepowers ranging from 230 to 290, no small feat with a 283-cubic-inch engine. Radius rods have been added to the rear suspension to resist axlehousing torque reactions. Brakes now have better cooling and an optional lining gives superior antifade characteristics. The optional four-speed transmission has a manually controlled reverse-gear lockout.

Styling changes are limited to the removal of those washboard ribs from the hood and interior refinements which include a stowage bin just below the passenger's grab bar. Seats have been contoured for more "bucket" effect. Brightwork on the rear deck has been removed. Brake-lining area has been increased by wider brake shoes at the rear.

RIDING A wave of success, American Motors offers 1959 models that are only slightly changed. A new rear door eliminates last year's awkward junction of tailfin and door panel.

The front grille is new



RAMBLER • AMERICAN

and is die-cast in two pieces to minimize repair bills if it is damaged.

Economy of operation continues to be of major concern. The 127-horsepower Six has a glass carburetor bowl to permit accurate checking of float level. Available is a dual-throat carburetor to increase horsepower to 138.

The Rebel V8 has 215 horsepower, unchanged from 1958 while the Ambassador V8 develops 270 horsepower.

Revived is the American two-door station wagon. The American two-door sedan is continued. Both are up-dated versions of the 1955 Rambler.

Separate front seats are available at extra cost so one seat can be moved forward while the other is pushed back. A removable headrest makes sleeping in the reclining seats easier than ever.

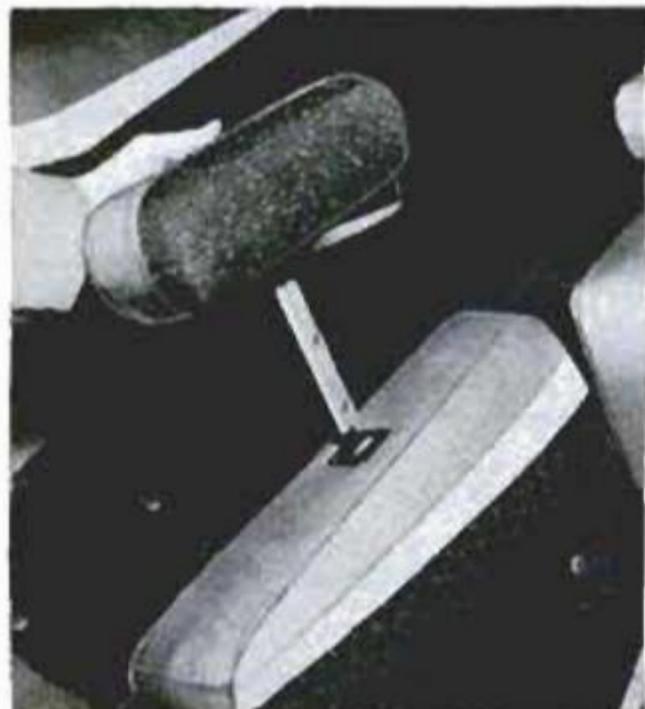


Top, Rambler four-door hardtop and under it the Ambassador station wagon. Notice the less abrupt rear-fin line. Below, the revived American wagon



Headrest for the separately adjustable front seats looks like a you-know-what

Glass bowl of the economy carburetor (shown here with air filter removed) permits the mechanic to adjust float level accurately



What Is and What Isn't New for 1959

ENGINE	CHASSIS	STYLING
AMERICAN —No change	No change	Two-door sedan revived. Sedan model unchanged.
BUICK —LeSabre: Higher compression; displacement unchanged. Others: Bigger bore, longer stroke, higher compression.	New frame, air bags at rear only, improved brakes, easier steering, redesigned track bar.	All-new body. Longer, lower, wider. A completely new Buick personality.
CADILLAC —Higher compression, bigger displacement due to longer stroke. Improved automatic choke.	Modified frame, easier steering, improved shocks, transmission simplified by dropping rear pump.	All-new body. Little (if any) longer, but lower, wider. Front has Caddy image, rear has spaceship look.
CHEVROLET —Six has been detuned for more economy. Two V8s unchanged; 11 to 1 compression optional—industry's highest.	Longer wheelbase, modified frame, easier steering, brakes improved, air suspension optional.	All-new body. Longer, wider and lower. Completely fresh personality.
CHRYSLER —All-new V8 of single-rocker-shaft design. Bigger displacements, more power, lighter weight.	Frame unchanged. Air bags optional rear only. Torsion bars shortened and thinned.	Front and rear changes. Body shell retained. New roof offset adds rear-seat room in hardtop.
DE SOTO —Displacements up, bores increased, compression unchanged. Valves larger on two big engines.	Frame unchanged. Air bags optional rear only. Torsion bars shortened and thinned.	Front and rear changes. Body shell retained. New hardtop roof improves rear-seat room.
DODGE —Six unchanged. New V8 added for Coronet. Others have enlarged version of previous engine.	Frame unchanged. Air bags optional rear only. Torsion bars shortened and thinned.	Big change in front. Body shell retained. Rear-seat legroom in hardtop increased.
FORD —All engines unchanged except compression lowered for more economy on regular gasoline. Power down some.	Frame unchanged. Air suspension no longer available. All models on 118-inch wheelbase.	All-new body. Slightly longer, lower and narrower. Retains Ford personality.
IMPERIAL —All-new V8. Bigger displacement, more power, less weight.	Minor frame changes to fit new floor pan. Torsion bars redesigned. Air bags optional rear.	Front end restyled. Body shell retained. Improved rear-seat room. New stainless-steel roof.
OLDSMOBILE —Eighty-Eight unchanged, others restroked for more displacement and power. Automatic choke improved.	Major changes in frame. Wider tread, "98" wheelbase down slightly, others up slightly. Brakes improved.	All-new body. Now "98" has larger interior than others. Trunks bigger. Bodies longer, wider, lower.
PLYMOUTH —Six cylinder unchanged, standard V8 also. Power-option V8 has more displacement, bigger bore.	Frame unchanged. Air bags optional rear wheels. Torsion bars shortened, and thinned.	Important front and rear styling changes. Body shell unchanged. Interiors new.
PONTIAC —Displacement up sharply by increased stroke. Power range from 215 to 345 hp. Economy V8 offered.	Modified frame. Wheelbases unchanged. Tread wider by almost five inches. Brakes enlarged.	All-new body, all-new personality. Longer, wider and lower.
RAMBLER —All engines unchanged except for economy carburetor on Six.	No change	Front grille restyled. Rear doors redesigned.
CORVETTE —No change	Radius rods added to rear suspension. Brakes much improved.	Almost unchanged. Some bright-work removed, ribs taken off hood. Interior refined.
THUNDERBIRD —Standard engine unchanged. Optional 430-cu.-in. V8 available.	Leaf springs replace coils at rear. Unit body continued.	Minor trim changes only both inside and out.