



The Chevy II Nova 400  
convertible in action

## COLORCADE of the '62s

### *Chevy's New Straight 4*

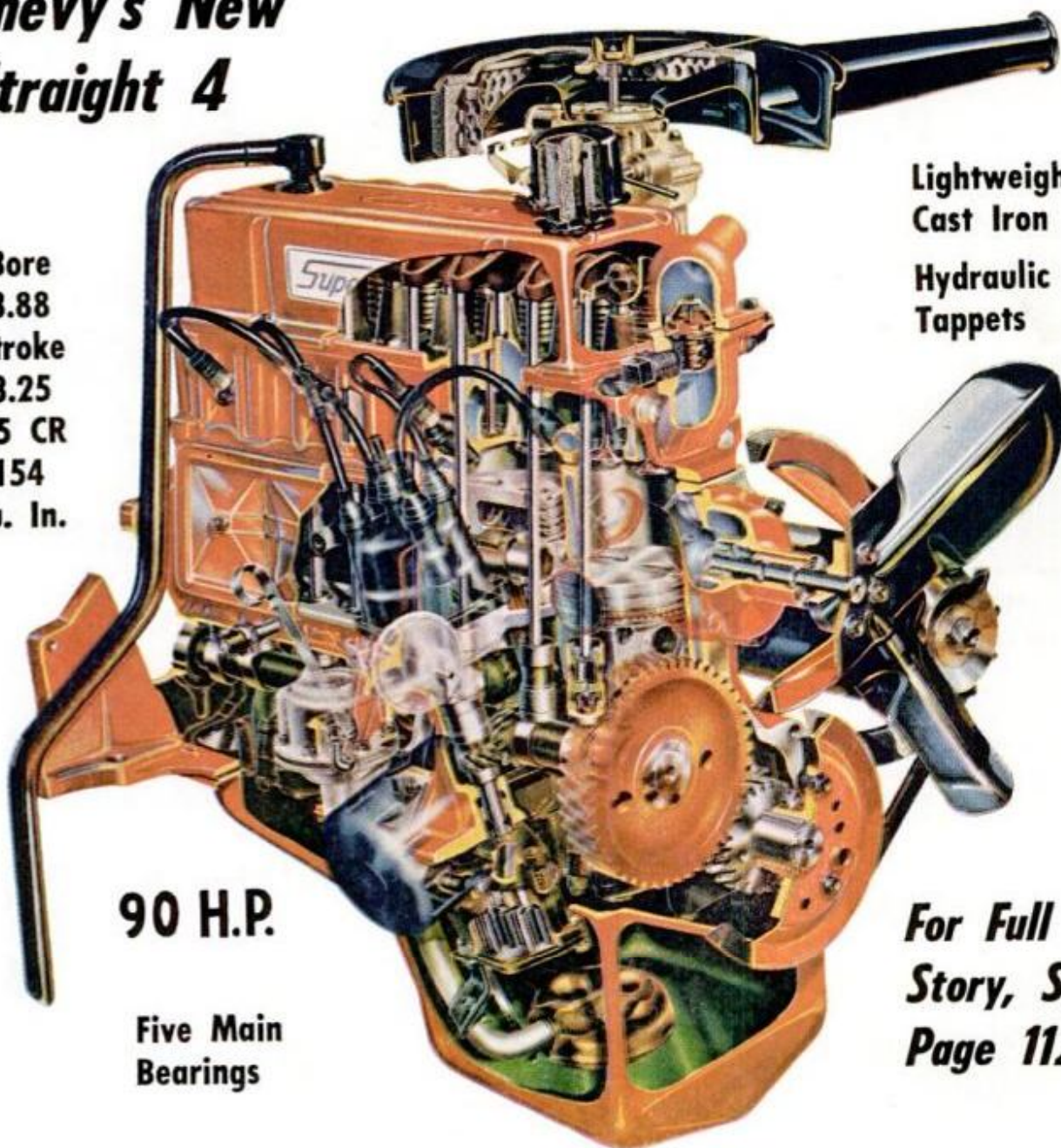
Bore  
3.88  
Stroke  
3.25  
8.5 CR  
154  
Cu. In.

Lightweight  
Cast Iron  
Hydraulic  
Tappets

**90 H.P.**

Five Main  
Bearings

*For Full  
Story, See  
Page 112*





**PONTIAC TEMPEST** has a new grille treatment, hood panel and rear molding. A convertible has been added to the line. Further details on page 118



**ROUND TAIL LAMPS** replace familiar cat's eyes on restyled '62 Comet. More on page 119



**FORD GALAXIE'S** smoothed-off rear end keeps traditional bull's-eye lamps. Details, page 115





**HANDSOME** new die-cast grille graces front of '62 Rambler American, unchanged in body style. Custom models have 125-hp. engine. For more details, see page 120



**STUDEBAKER'S** Gran Turismo Hawk, below, has new roof, is entirely restyled, see page 124



**OLDSMOBILE 98**, above, has twin tail lamps on "squared-off" rear panel. More on page 122

**WIDE-TRACK** Pontiac Bonneville sports a new grille, trim and roof line, see page 121







**MERCURY MONTEREY** takes to the air in suspension test. Roof line is flatter, windshield lower than on '61s. More details on page 121

**NEW DODGE DART,** right, has unit body that's 7 inches shorter, 4½ inches narrower. For details see page 116



**OLDS F-85** has added a convertible to the line for '62 and has restyled the grille and side trim. Convertible will be available with manual top. For details see page 120

**THUNDERBIRD** for '62 retains basic '61 sheet metal unchanged but has a new grille, restyled tail lamps and new rear ornamentation. For further details see page 124







**THIS STYLISH WAGON** with simulated wood paneling is the '62 Falcon Squire. More about Falcon on page 118

**A BRAND-NEW LOOK** for the all new, smaller-than-'61 Plymouth. More on page 117







**THE SIGNET**, crown jewel among '62 Valiants, is a two-door hardtop with bucket seats. Other Valiants featured on page 118



**FINLESS CHRYSLER** for '62 has new rear quarter styling and new grille. Above, the new "300" hardtop. More on page 122

**RAMBLER** also drops its fins for '62 in favor of sculptured rear deck. Also note changed roof line. More on page 120





**IT TAKES A LOT** to load the trunk of Buick's '62 Electra 225 hardtop. Roof line is new as are side panels and rear deck. Further details on page 122



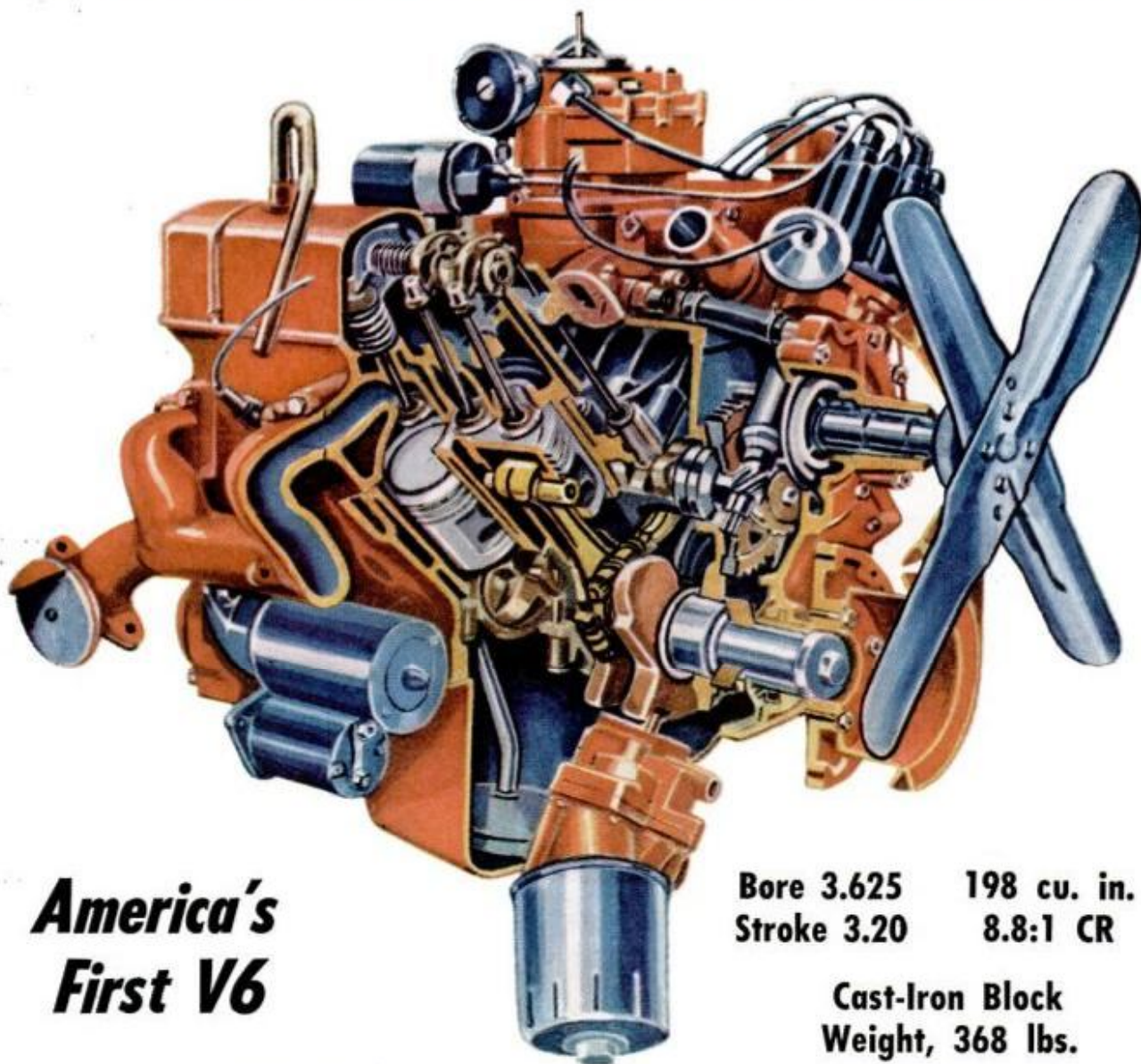
**CHEVROLETS** have been extensively restyled for '62. Note new roof line on Impala hardtop above. More on page 115

**THE '62 OLDSMOBILE** appears to have a grille within a grille. Starfire, below, has broad aluminum trim. More on page 122





# ***PM's 1000-Mile Road***



***America's  
First V6***

Bore 3.625      198 cu. in.  
Stroke 3.20      8.8:1 CR

Cast-Iron Block  
Weight, 368 lbs.



1962 Buick Special convertible will  
have manual top, economy price tag



# Test of Buick's New V-6

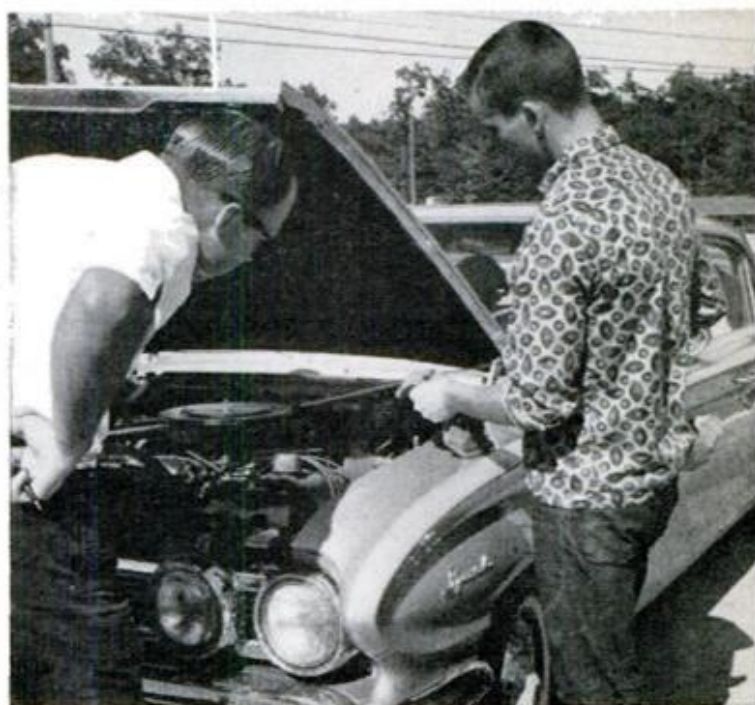
**After 1100-plus miles on both stick and automatic '62 Specials, PM finds Buick's new cast-iron V6 an exceptionally able and thrifty performer—the best compact engine yet**

**By Jim Whipple**

**W**HEN BUICK test engineer Ralph Dean pulled up in front of the Durant Hotel in Flint that warm July morning, no one noticed that he was driving a 1962 Buick Special. And if they had, not one in a hundred would ever have guessed that America's first passenger car V6 was mounted snugly beneath the sleek hood.

We piled suitcases, tape recorder and Kent-Moore fuel meter into the Special's trunk and climbed in to begin the very first road test of the new V6 made by anyone other than Buick engineers.

As we slid the seat back for a more comfortable driving position, we noticed that it went farther back than the 1961 Special's front seat. So much so in fact that our 6-foot 3-inch frame was instantly more comfortably postured and positioned behind the wheel. Yet my 5-foot 7-inch wife noticed no cramped knees in the back seat.



**RALPH DEAN**, Buick Test Engineer watches oil check. Attendant never noticed V6

We asked Ralph Dean about this. He told us that the rear seat cushion had been moved back into the body some inch and a half on the '62 Special, without requiring any changes to the body shell structure or encroaching on the back seat width.

We moved the control lever of the

## COMPARATIVE ECONOMY

Miles per Gallon at Constant Miles per Hour

Make and Year	30 m.p.h.	40 m.p.h.	50 m.p.h.	60 m.p.h.	70 m.p.h.	Over-all Test Mileage
'61 Comet Six 170 cu. in. Automatic trans.	29.0	27.5	24.5	21.0	18.0	19.8
'61 Tempest Four 194 cu. in. Manual trans.	27.0	26.5	23.5	21.8	17.6	16.8
'61 Olds F-85 V8, 215 cu. in. Automatic trans.	24.7	22.6	20.5	18.1	15.8	16.4
'62 Buick Special V6, 198 cu. in. Automatic trans.	27.8	26.8	23.8	20.6	17.5	19.3
Manual trans.	N.A.					23.25
'61 Corvair Six 145 cu. in. Automatic trans.	34.8	31.32	30.5	27.5	22.1	22.2
'61 Ford V8 292 cu. in. Automatic trans.	24.55	23.4	22.0	19.4	17.06	16.8

## COMPARATIVE PERFORMANCE

Acceleration: Miles per hour in seconds	Dodge Lancer Six 225 cu. in. Automatic trans.	Pontiac Tempest Four, 194 cu. in. Manual trans.	Olds F-85 V8, 215 cu. in. Automatic trans.	Buick Special V8, 215 cu. in. Automatic trans.	Buick Special V6, 198 cu. in. Automatic trans.
0-60	13.7	15.7	12.5	12.0	13.6
50-70	9.8	9.5	8.7	7.0	8.2





**FLINT BELLHOP** loads '62 Special with luggage for 8:30 a.m. start



**WE STOPPED** for this picture a few miles south of famed Mackinaw Straits bridge at 3 p.m.

Buick's Dual Path automatic transmission into neutral and turned the key. The V6 started instantly and it revved up so smoothly that we couldn't help comparing it with another V6, the one especially designed for light duty and medium GMC trucks. The GMC truck V6 is a very heavy 60-degree job, whereas the Special V6 is smaller, lighter and has a 90-degree V configuration.

But both engines have in common a smoother feel and sound with less accompanying vibration than any of the inline 6s in production today.

The difference between the V6 and the Special's 155-horsepower V8 was noticeable to us, because we had prepared for this road test by driving a Special V8 immediately prior to the trip.

As we rolled easily through the heavy Flint traffic, we couldn't help noticing what an effective power team the Special's automatic transmission made with the new V6. The V6 with automatic can be told from the aluminum V8 Special only at speeds below 30 m.p.h., and then when you're in drive-range operating slowly on part throttle.

**WE WARMED UP** the V6 by the shores of Lake Superior near Munising, Mich. at 8:45 on cool, damp Sunday morning

At the outskirts of Flint we pulled into a gas station and then supervised the careful topping up of the gas tank. While we were at it, we asked the attendant to check the oil and the crankcase. And we found it necessary to top that up, too, with half a quart. The attendant never noticed the V6 even though he plunged his hand down among the three spark plug leads to get the dipstick on the engine's left side.

Leaving Flint we traveled highway No. 10 to Saginaw. The itinerary of our two-day trip was a swing up through the Upper Peninsula of Michigan and the return to Flint the next day. The object was to put lots of miles behind us and check out the performance and economy of the V6, in a typical family-loaded sedan, on many different types of highways and under as many different traffic conditions as possible, still keeping out of the large cities.

In the heavy, but fast moving traffic from Flint to Saginaw and Bay City we did a lot of accelerating and decelerating between 30 and 60 m.p.h. The power came on so smoothly and quickly that we couldn't help wondering how much credit for this per-







**TOP OF THE LINE** is the '62 Special convertible available in standard (manual top) version with V6 or V8 engine

formance was due to the excellent Dual Path transmission and how much to the V6 itself. We decided immediately to check out a manual transmission version of the V6 which would, we felt, be the acid test of its smooth performance.

After leaving Bay City, we headed up Route 23 past Saginaw Bay to Standish, and we cut in on Highway 76 through Roscommon up to Grayling where we picked up Highway 27 to take us on up to the famed five-mile Mackinaw bridge across the Straits into the upper peninsula.

After a short lunch stop, we piled out on the road, joining an almost endless line of cars headed for the Straits. About every fourth car was pulling either a boat or camping trailer on this narrowish two-lane black-top road. In order to make time we had to cut out and pass cars and trucks.

In the beginning of the game we used kick-down acceleration of the automatic transmission to blast our way around the slower cars at around 40 m.p.h. and sweep up to 60 to get back into line before a curve or an oncoming car.

Ralph and I had estimated that our payload was in the neighborhood of 650 pounds which, added to a car weight of about 2800 pounds, gave us an overall weight of almost 3500 pounds. However, the 198-cubic-inch V6 took care of its task without a murmur.

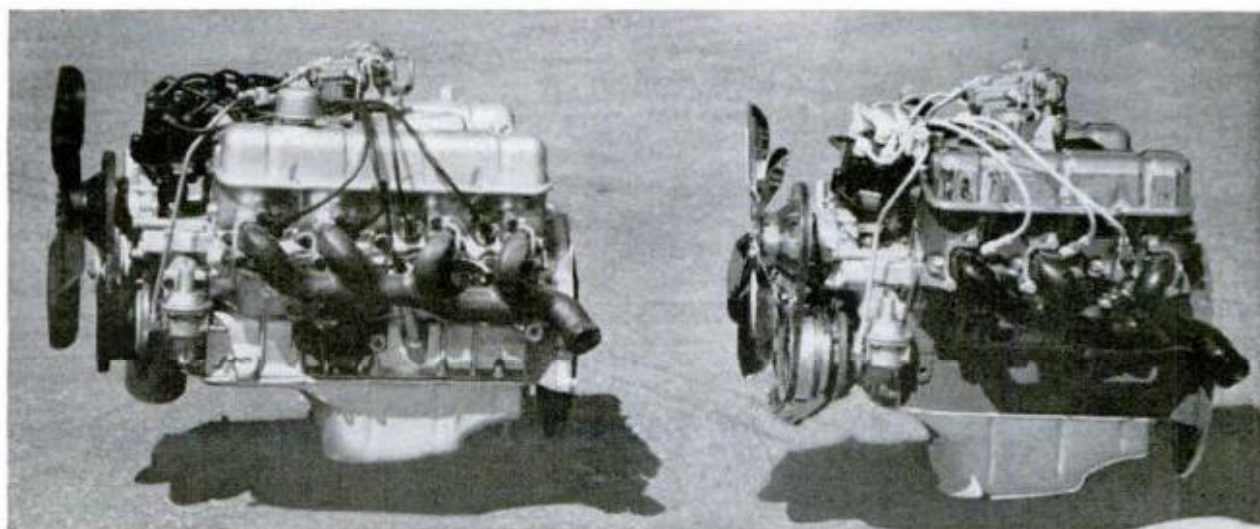
Although I was leaning pretty heavily on the throttle pedal in these passing maneuvers I never felt that the car was logy, sluggish, or underpowered. The speedometer read well over 22,000 miles, but Ralph told me that the engine was relatively new, having been placed in the car approximately 900 miles back.

From the quick response and over-all performance of the engine there was no doubt that it was properly broken in.

After I'd swung out and passed what seemed to be my hundredth boat trailer, we found ourselves at the big Mackinaw Bridge and crossing the Straits. The bridge is so long that a driver making repeated trips back and forth over it would surely qualify for sea duty.

Once on the Upper Peninsula we set out  
(Continued to page 258)

**TAKE YOUR CHOICE** of either 155-hp. aluminum V8 (left) weighing 322 lb. or cast iron 135-hp. V6 (right) weighing 368 lb.







**CLEAN-LINED** Chevy II four-cylinder sedan is rated at 90 hp. It cruises at 70 m.p.h., will top 80 flat out

## Chevy II

**N**EW FROM ITS two-ply tires to its flat roof pan, Chevrolet Division's new compact takes a new name—Chevy II. This car, which comes in complete line of two and four-door sedans, four-door wagon, two-door hardtop and a convertible, is intended as a basic family car. It is definitely a roomier car than Corvair, although not much larger.

Chevy II sedans have two to three inches more hip and shoulder room, higher seats and more entrance room. Chevy II is 4 inches wider, 3.5 inches higher, 3 inches longer over-all (183 vs. 180 inches) and has a 2-inch longer wheelbase (110 vs. 108 inches) than Corvair.

On the other side of the coin, the new car is definitely a compact compared to the big Chevrolet (now limited to Bel Air and Impala series) with its 119-inch wheelbase

**SEPARATE** front frame structure of Chevy II (above) bolts onto main unit body at cowl. Front fenders themselves bolt onto this front unit as do grille, lights and bumpers

**CHEVY II's** Nova 400 convertible (left) has a money-saving, spring-balanced top. Sedan (below) has 59-inch-wide rear seat, good headroom







**FRONT-MOUNTED** engine-transmission requires a moderate tunnel in front compartment, but legroom's good



**CHEVY II's** 13-inch spare sits forward in 13.3-cubic-foot trunk, leaving usable space unobstructed

and 209-inch over-all length. Chevy II is a bit roomier inside than some of the compacts with which it competes.

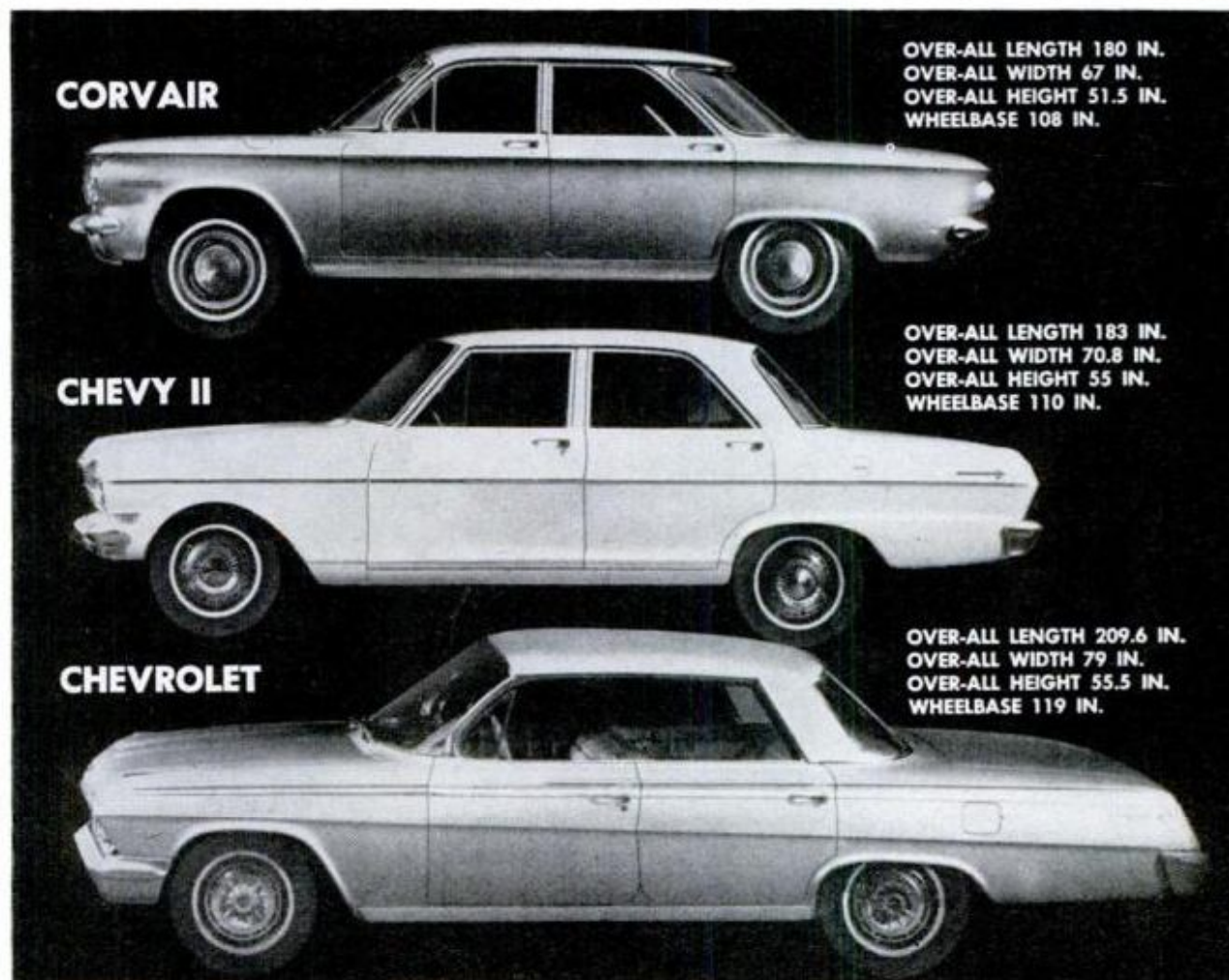
The new car pays the penalty of greater weight for its extra room, however. Compared to Corvair's six-cylinder sedan (curb weight) Chevy II's four-cylinder-engined sedan weighs 175 pounds more (2545 vs. 2370). The six-cylinder option adds an additional 100 lb. to Chevy II.

The four-cylinder engine displaces 154

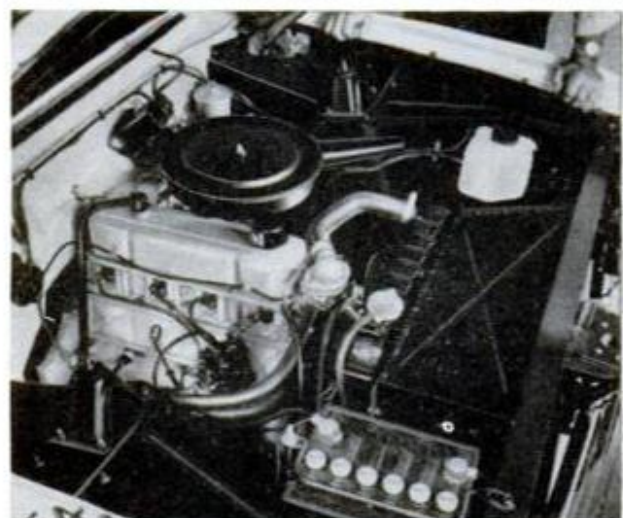
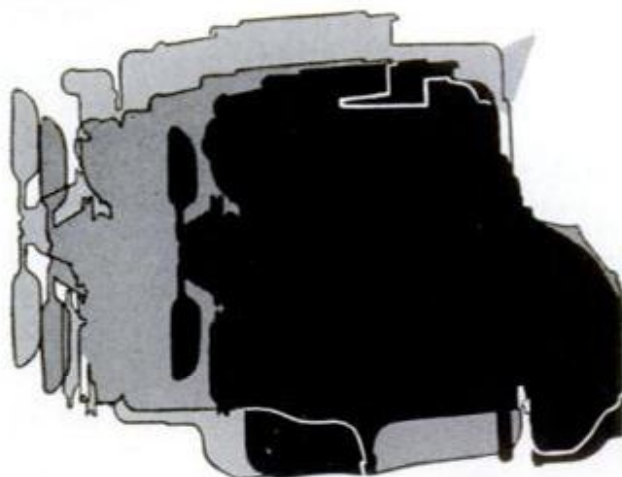
cubic inches, having a bore and stroke of 3.88 x 3.25 inches. The Six has a bore and stroke of 3.56 x 3.25 for a total displacement of 194 cubic inches. Compression ratio is 8.5 to 1 for both engines. The four is rated at 90 horsepower, the Six at 120.

With either engine, the buyer may option three-speed manual synchromesh transmission with column shift or a new lightweight version of Powerglide automatic. Chevrolet's Positraction, limited-slip differential

**COMPARISON** shows Chevy II is not much longer than Corvair, but has interior nearly as large as Chevrolet's





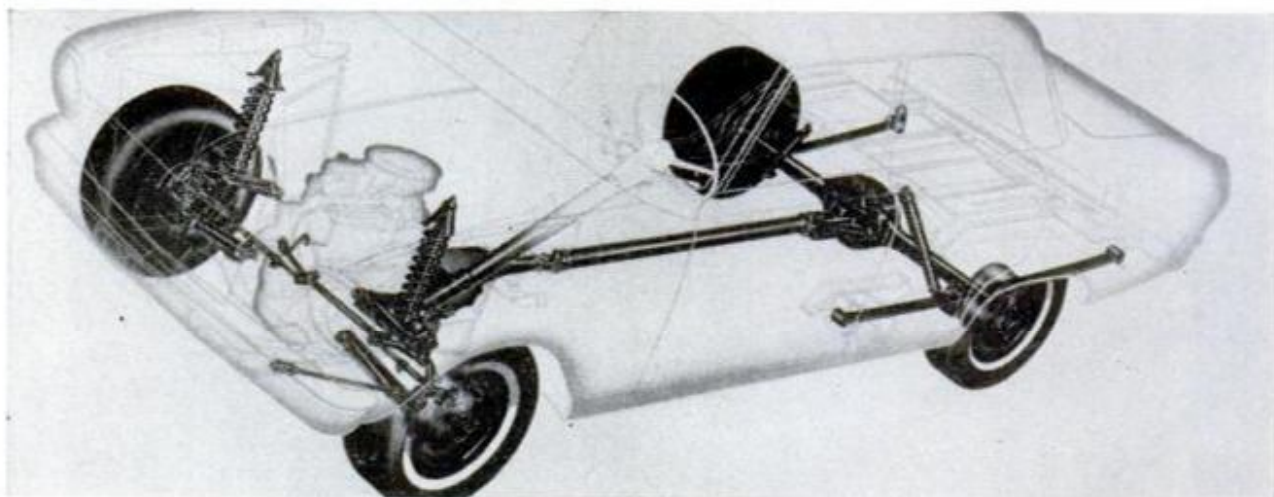


**SOLID SILHOUETTE** (above) compares Chevy II's Four (below left) with its 120-hp. Six (darker outline and at left) and Chevrolet's Six (lightest outline)

is available as an optional extra with either engine or transmission combination on all models. Standard rear axle ratios are; 3.36 to 1 on four-cylinder coupes and sedans with manual transmission, 3.08 to 1 on four-cylinder automatics, six-cylinder sedans and coupes.

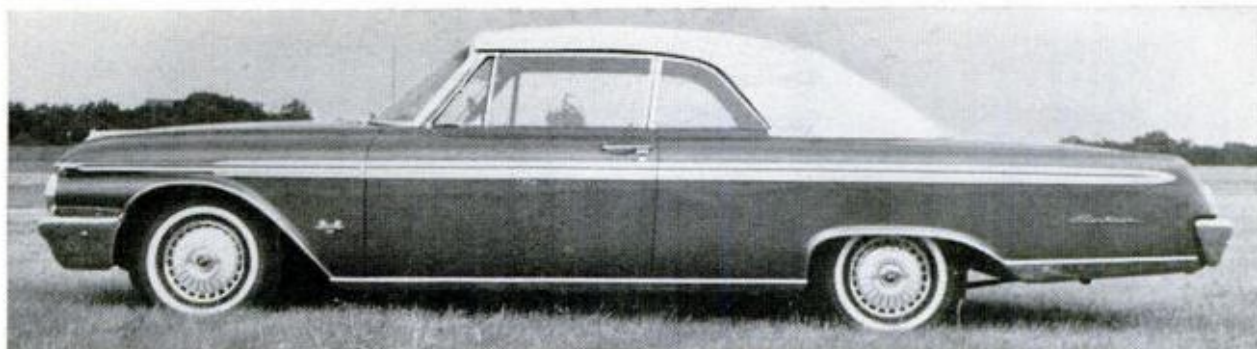
Chevy II is a unitized car, in line with current practice for compacts, but it has  
(Continued to page 262)

**PHANTOM VIEW** of Chevy II shows front suspension with coils, rear with new single-leaf springs





## FORD



IN ADDITION to its new grille, side panels, rear deck and trim, the '62 Galaxie has a new roof line and shallower windshield. Wheelbase and over-all length remain at 119 and 209 inches respectively. (The '62 Fairlane is a totally new and smaller car which will be described in the November issue of PM.) All Galaxie models have the Thunderbird roof and rear quarter. Engine choices are: the 223-cubic-inch Six of 135 hp.; 292-cu.-in. V8 of 175 hp.; 352-cu.-in. V8 of 220 hp. and 390-cu.-in. V8 in 300, 375 and 401 hp. versions.



## CHEVROLET

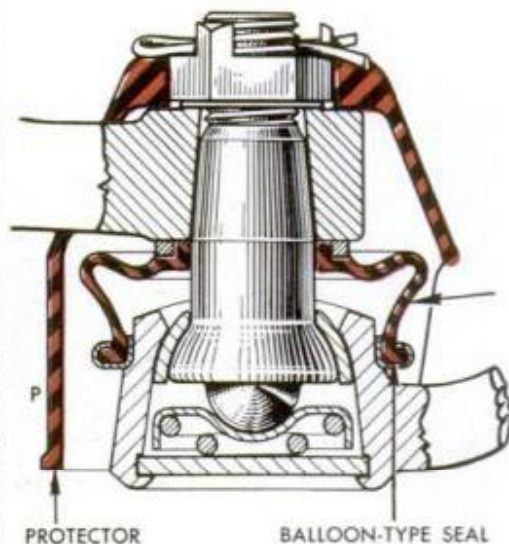


BASIC DIMENSIONS of 119-inch wheelbase and 209-inch over-all length are unchanged from '61, but the '62 Chevrolet has new styling on front and rear fenders and rear deck. Sedans have dropped the "visor" of past year and have adopted roof and rear window styling of the four-door hardtop. Added to the familiar 236-cubic-inch Six and 283-cu.-in. V8 are two high performance V8s: a 327-cu.-in. V8 (an enlarged version of the 283) and a 409-cu.-in. V8 version of the former 348 engine.





# DODGE



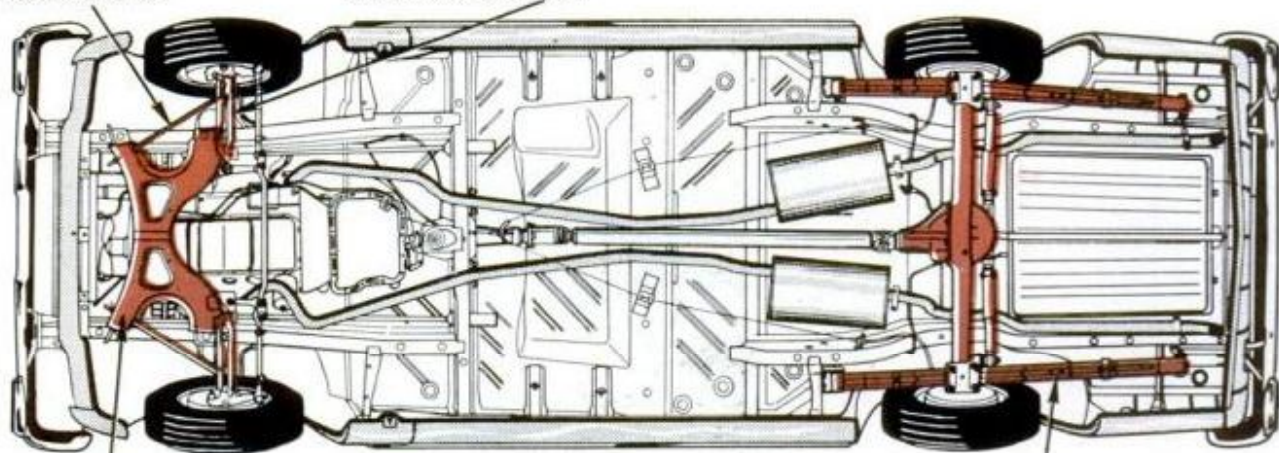
**SCULPTURED STYLING** and "continental" look of '62 Dart give it Lancer-Valiant flavor, top. New body, above left, has interior dimensions similar to larger '61 model. Tie-rod end, right, has lube sealed in

**MORE THAN 200 pounds** has been cut from the weight of the 1962 Dodge Dart by reducing the length 7.4 and the width 2.2 inches. Wheelbase is down from 118 to 116. Completely unitized body no longer has front stub frame. Only bolt-on frame part is K-shaped front suspension member which supports torsion bars, control arms and steering linkage. A new automatic transmission for V8 models is 60 pounds lighter and more compact, which lowers front floor hump. Parking brake now acts—

as an emergency brake should—on rear-wheels instead of drive shaft. Brakes are now the self-energizing type with automatic adjustment. A new, lightweight starter has greater power due to 3.5 to 1 reduction gearing. All 10 points on front suspension and steering linkage have sealed-in lube designed for 32,000-mile service intervals. Dart engine options are: 225-cubic-inch, 145-hp. Six; 230 hp., 318-cu.in. V8 with a power package of 260 hp.; 361-cu.-in. V8 of 305 hp.

TRAILING STRUT

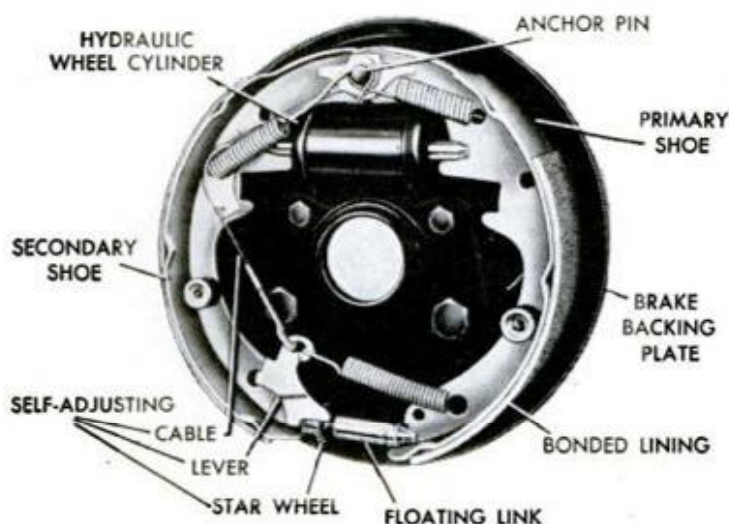
LOWER CONTROL ARM



FRONT SUSPENSION CROSS MEMBER

MULTILEAF SPRINGS





**FURY HARDTOP** on 116-inch wheelbase, top, is 200 lb. lighter than 1961 counterpart. Plymouths have new servo action self-adjusting, brakes, left, and a very functional instrument grouping plus new manual shift

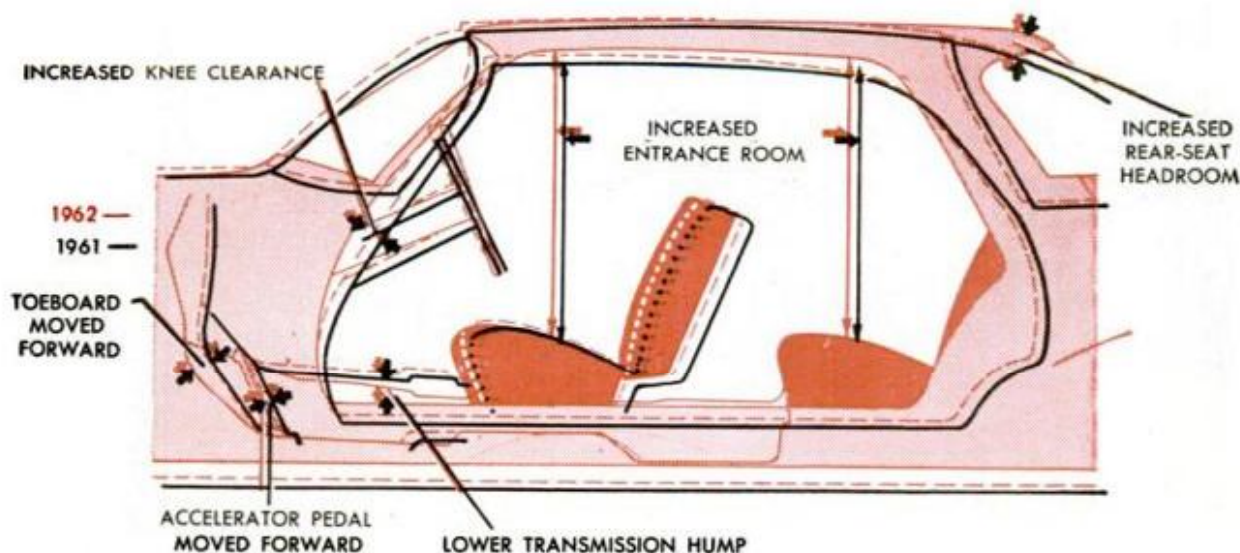
**PLYMOUTH'S** all-new unitized body for 1962 is five inches narrower and seven inches shorter with a wheelbase of 116 inches compared to 118 for the 1961 car.

In drawing below, shaded area represents 1962 body while dotted lines outline the '61 structure. Note improvement in front seat legroom and lower tunnel.

Bolt-on front stub frame has been eliminated, but torsion-bar front suspension remains unchanged except for new support

cross member. All suspension and steering linkage joints have sealed-in lubrication. Ball joints require refill every 32,000 miles.

A new three-speed automatic transmission on V8 models is 60 lb. lighter due to its more compact design and aluminum case. New car is approximately 200 pounds lighter than last year's. Body sills are galvanized to improve rust resistance. Engine options are 225-cubic-inch Six, 318 and 361-cubic-inch V8s.

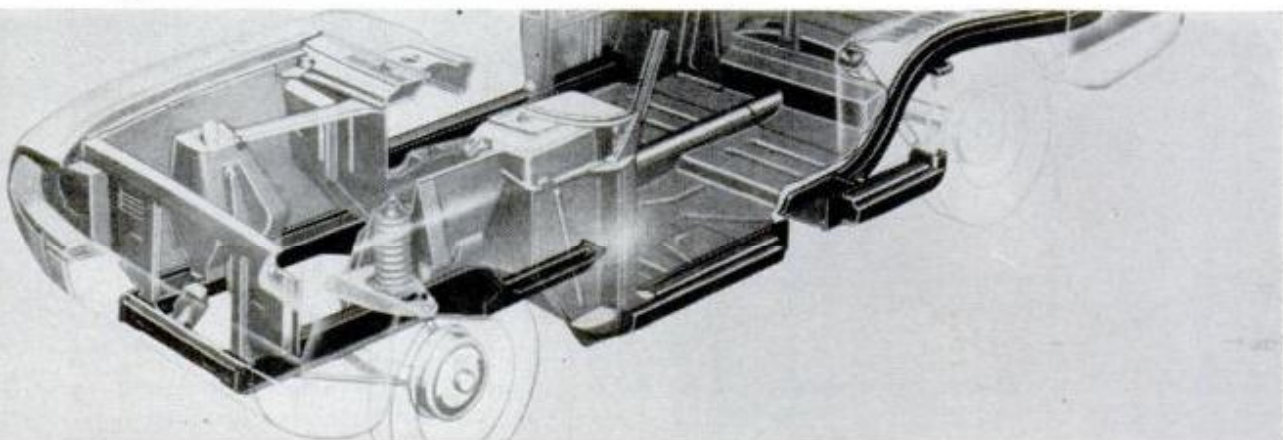






**VALIANT** Though unchanged in basic design and structure from the '61 model, the new Valiant (above) brings with it many refinements—the sealed-in 32,000-mile lubrication, new starter, manual shift on the steering column, bonded brake linings, new engine

mounts, galvanized body sills and softer suspension. Aluminum cylinder blocks, standard on the 225-cubic-inch, 145-hp. engine, weigh 45 pounds less than the 170-cu.-in., 101-hp. engine. Another 50 pounds is saved by lighter batteries and new steering gear.



**FALCON** A new bumper, grille, parking lamps, tail lamps and slight changes in the fenders have altered the appearance of the '62 Falcon (left). Rocker panels and some other structural parts are galvanized for corrosion protection (above). In addition to new pistons and a vibration damper, Falcon has a new carburetor and leaf-type mount at rear of the engine for better isolation of noise.

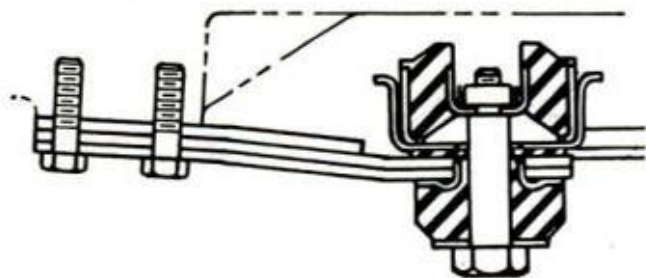
**TEMPEST** Addition of a convertible coupe (below) and a restyled grille are the biggest changes in Tempest for 1962. Both the two door sports coupe and the convertible are available in

Le Mans versions with bucket seats and special interior trim. A four-speed manual transmission is optional as well as the 215-cubic-inch aluminum V8 rated at 185 hp. Suspension action has been softened.





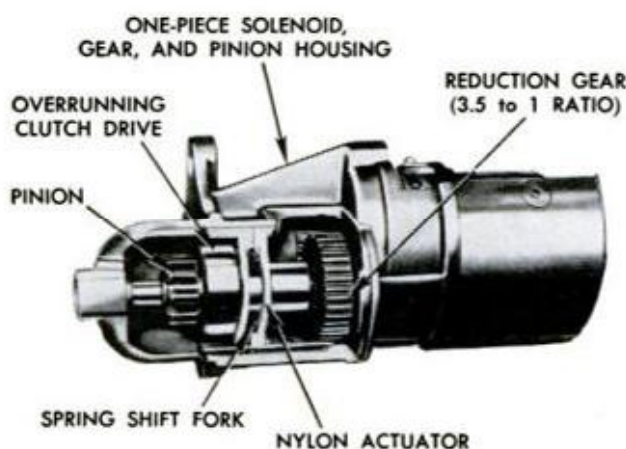
## COMET



**CHANGES** IN grille and rear body have given Comet a surface new look for '62, though body-chassis dimensions are the same. Many improvements have been made in the sound-deadening "package" throughout the car. The rear mount for both the



85 and the 101-horsepower engines is a dual rubber insulator combined with a three-leaf steel spring (drawing, left). The crankshaft has a vibration dampener for smoother driveline and the carburetor has been redesigned to up fuel mileage.



**LANCER** For '62, the Lancer line sports two and four-door sedans and a wagon, all in standard and deluxe series, plus a luxury-trimmed two-door hardtop with bucket seats—the Gran Turismo. A new grille is the big styling change. Lancer also sheds 45 pounds with a lighter starter

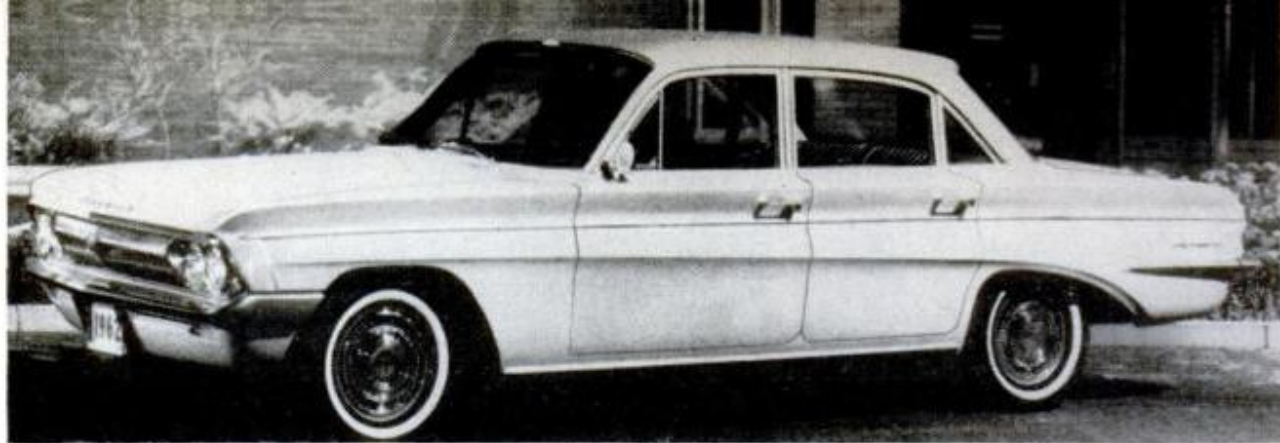
(left), aluminum steering gear and new suspension components. In '62, all 225-cubic-inch engines have aluminum blocks. New engine mounts give better vibration isolation, Neoprene seals are used in suspension and steering linkage and sealed-in lubricants are good for 32,000 miles.

**CORVAIR** Corvair has undergone no major changes in either body-chassis elements or in engine for '62. Trim on the front and rear panels has been changed slightly. Engine remains at 145-cubic-inches displacement for the six air-cooled cylinders. As on the 1961 models

there are two power plant versions—an 8 to 1 compression ratio with 80 hp. and cool short-duration valve timing, and a 98 hp. variation with 9 to 1 compression and hot valve timing. Four-speed manual transmission is available with either engine as is Positraction limited-slip differential.







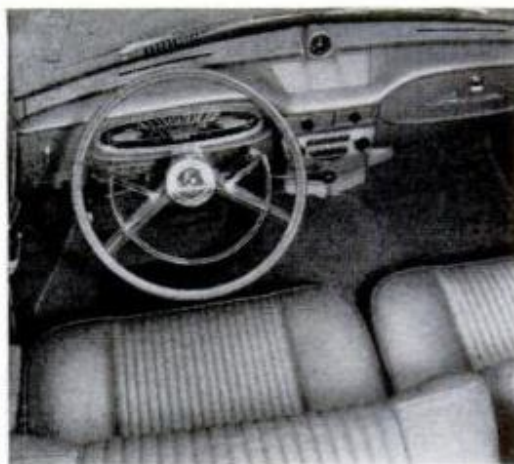
**OLDS F-85** With the exception of its hood, grille and tail lamps, the '62 F-85's styling remains essentially unchanged. Olds engineers have moved the rear seat cushions back into the body to increase legroom by about two

inches. Transmission action has been smoothed out by addition of a pressure-compensated shift pattern. In addition to the four-door sedan, four-door wagon and the club coupe, there's the 185-hp. Cutlass sports coupe and a new convertible.



**LARK** Larks have been restyled for '61 with all new rear sheet metal, new hood and grille (above). The line has been split into two sizes: 109-inch wheelbase, 184-inch over-all for the new luxury Daytona series, convertible and hardtop

(and same models in Regal series), and the Deluxe two-door sedan. The four-door sedans and wagons in Regal and Deluxe series are on a 113-inch wheelbase and measure 188 inches over-all. A new location for the spare tire increases trunk space.



**RAMBLER AMERICAN** A new die-cast grille of elegant simplicity alters the appearance of the Rambler American—and is the sole styling change for '62. The lineup consists of two and four-door sedans and wagons and bucket-seated convertible

(above). Engine option is the overhead-valve 125-hp. Six. The 90-hp. side-valve Six is standard on the Deluxe and Super models. Separate hydraulic master cylinders for front and rear brakes are a new safety feature which will be standard on all models for 1962.



**PONTIAC** Pontiac's '62 models include: a 120-inch-wheelbase Catalina, 211.6 inches over-all, and the Star Chief and Bonneville (right), 218 inches over-all on 123-inch wheelbase. A one-car series, the Grand Prix, is a two-door hardtop on Catalina chassis with special grille and 303-hp., 389-cu.-in. V8. Lubrication interval on all—35,000 miles.



## MERCURY

Mercury's '62 styling includes a new grille, and redesigned roof line extending four inches further over the windshield. Tail lamps are faired into the rear fenders, like rocket tubes. Wheelbase remains the same at 120 inches and the cushion-link suspension system, initiated last year, which permits wheels to give rearwards for greater

shock absorption, is continued in '62 models. Ball joints have been revised to take up wear while molybdenum disulfide grease is sealed into all suspension and steering lubrication points, allowing 30,000 miles of driving between grease jobs. Engine choices include 138-horsepower Six, and 175, 220 and 300-horsepower V8s.



**RAMBLER** Both Rambler Classic and Ambassador now share an identical unit-construction body on a 108-inch wheelbase. Formerly, Ambassador shared Classic's body, but on a 117-inch wheelbase. Classic has an aluminum-block, 127-hp. six-cylinder engine only. Ambas-

sador has a 250-hp. 327-cu.-in. V8. Both have same new front-end treatment, but are differently trimmed at the rear. New roof pan increases headroom. Manually operated air pump tilts right front seat. Last-minute change replaces side trim on prototype above with single aluminum band.





## OLDSMOBILE

Oldsmobile's new combustion chamber ups efficiency to six percent on its 394-cu.-in. engine. On the 88, with two-barrel carburetor, this engine develops 280 hp. On super 88

and 98, using four-barrel carburetor, it develops 330 hp. Front, rear and roof line of hardtops, are all changed. Starfire coupe and convertible have bucket seats.



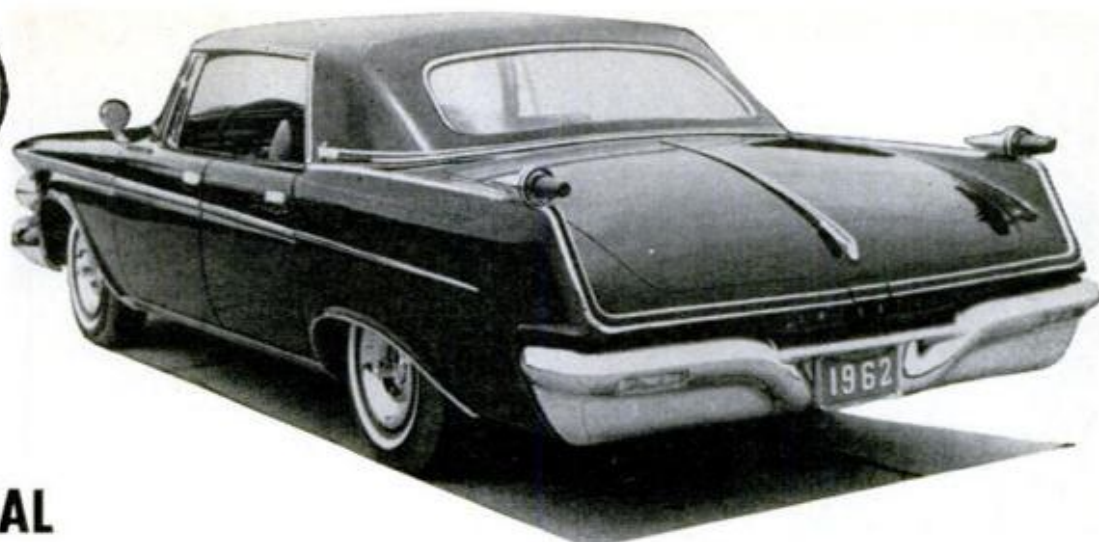
**BUICK** Extensive body-design changes on '62 Buicks includes hardtops with roofs patterned after the contours of a fabric convertible top. Wheelbases remain the same—123 for LeSabre and Invicta and 126 for the Electra. All share the same 401-cu.-in. engine which develops 280 hp. on LeSabre and, with four-barrel carburetor, 325 hp. on the Invicta and Electra. Roomy trunk of the Electra is shown on page 107.

**CHRYSLER** A "300" line with two and four-door hardtops and convertible on a 122-inch wheelbase, replaces the Windsor for 1962. Other models are the price-leading Newport 122-inch wheelbase and the New Yorker with 126-

inch wheelbase. The super-powered semi-sports "300 H" series will be a convertible and a hardtop on 122-inch wheelbase with leather-covered bucket seats for four. Fuse block for most circuits is conveniently located in the glove compartment (inset).







## IMPERIAL

REESTYLING of roof and rear-quarter panels has produced a cleaner look. Radiator ornament (inset) is new. Biggest mechanical change is a new, more compact auto-

matic transmission, 60 pounds lighter than previous TorqueFlite. It permits lower front passenger-compartment tunnel. Chassis lube is needed once in 32,000 miles.



## CADILLAC

CONSIDERABLE refinement of line has given the '62 Cadillac a trimmer elegance. Fins are smaller (far right) as is the grille pattern. A novel cornering lamp above front bumper tips lights up (right) when wheels are turned and the headlamps are on. Braking has dual master cylinders for safety.



## LINCOLN

LINCOLN CONTINENTAL has a restyled grille on an unchanged unit body which gives the car a simpler, more attractive head-on appearance. There are two models: a four-door sedan and a four door convertible. Convertible top bows are new, giving a flatter roof line. Raised steering wheel gives more room in the driver's seat. Chassis lube lasts 32,000 miles.







**CORVETTE** Big news on the '62 Corvette is the larger version of the previous 283-cubic-inch engine. New power plant has bore and stroke of 4.00 x 3.25 inches, displacement of 327 cubic inches, compression ratio of 10.25 to 1 (or 11.25 to 1 for special camshaft). Fish-gill trim has been added to dummy slot on side panel. New engine enables Corvette to accelerate from 0-60 m.p.h. in 6 seconds.



**THUNDERBIRD** A newly contoured grille, bumper and headlamp housing area, plus new tail lamps has altered the appearance of the '62 Thunderbird which is available in hardtop and convertible models. Two front bucket seats and semibucket rear seat are arranged

around a central console which holds the heater controls. Engine is Ford's 390-cubic-inch four-barrel V8 rated at 300 hp. New models added at last minute are Landau coupe with vinyl-covered top and Sports Roadster which has special cockpit cover that closes over entire rear seat area.

**HAWK** An entirely new appearance was created for the '62 Studebaker Hawk, known as the "Gran Turismo," but it's on unchanged 120-inch-wheel-base chassis and basic body shell. A new top with T-Birdish rear window and no

door posts has converted the Hawk from coupe to hardtop. Rear fenders have been de-finned and there's a new, finer-mesh grille and scoopless hood line. Interior has bucket seats and walnut-grained aircraft-type instrument panel (left below).

