

Buick Riviera

**POPULAR
MECHANICS**

OCTOBER

1962



BUICK'S RIVIERA packs a 340-horsepower wallop, has a 117-inch wheelbase frame under its razor-edge body

The Longer, Livelier '63s

What They'll Be Like to Live With

By Jim Whipple

AT FIRST GLANCE it might seem that the motto of those who styled the 1963 cars was "let's not be too different."

Almost everywhere you look, there's a T-Bird style roof, perched on a comfortably rounded-off rectangular body that spells GM styling.

But a second, closer look reveals the beginning of two striking new styling trends.

One trend substitutes creases for chrome to achieve a crisp silhouette reminiscent of the Rolls-Royce razor-edge school. You'll see it on Buick's Riviera, in the roof and rear quarter panels of the new Chryslers,

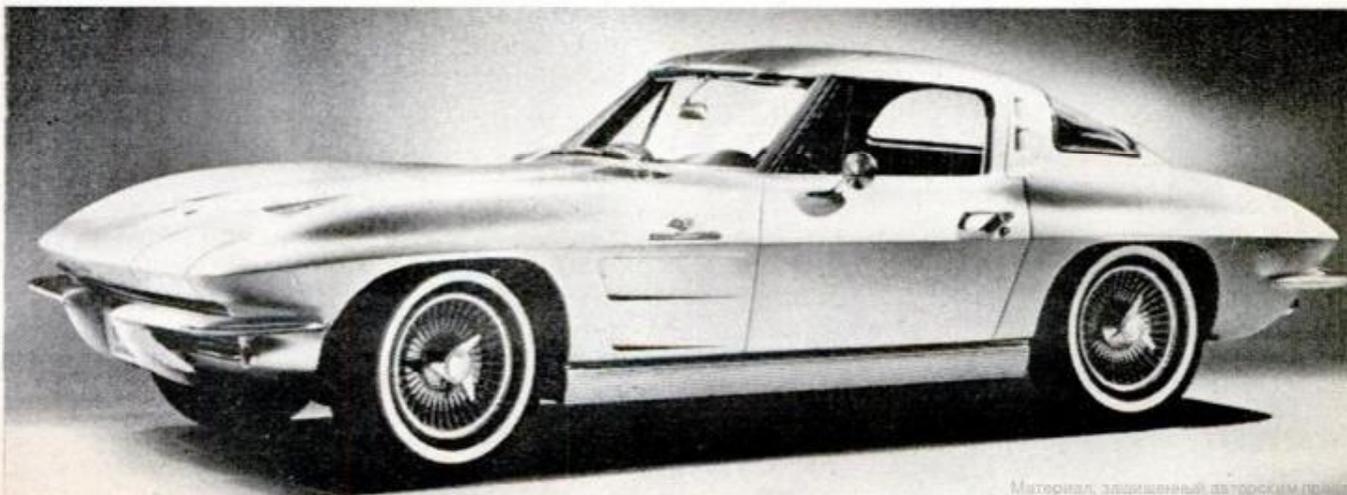
and on Dodge's compact Dart (which used to be called the Lancer).

Frankly, we think that razor-edge body lines might, in a year or so, sweep the industry as completely as the late, unlamented fin and wrap around windshield, both of which have finally been laid to rest in '63.

The sharp-edged bodies make more styling sense because they appear functional; the creases come where you have to fold the metal anyway. And after all, what did fins ever do except provide a breeding ground for monster tail lamps?

The second interesting trend, still in the

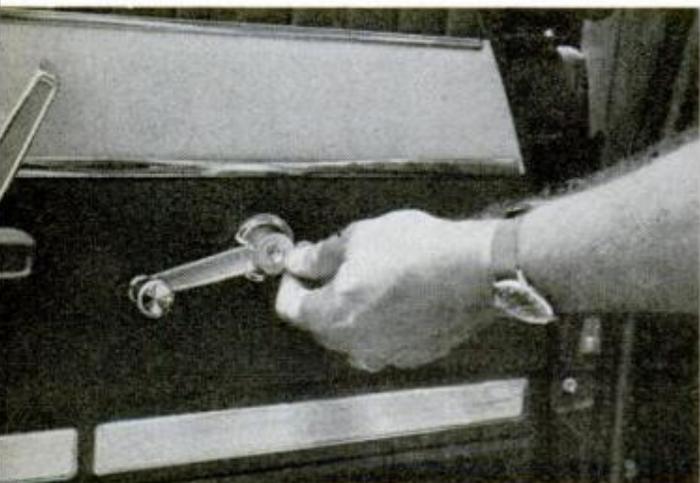
CORVETTE STING RAY, a true sports car, has marine-life look to new fiberglas body, plus "swing" rear axles



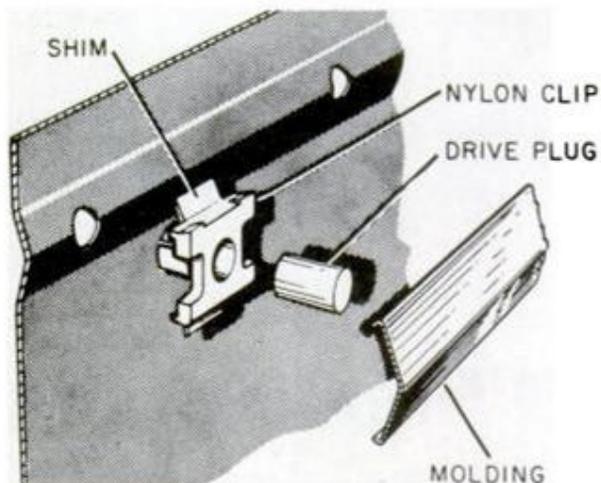
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DODGE DART and Valiant looked alike, were sized alike in 1962. For '63 (above) they share slant Six engines, windshield, suspensions and drivelines but have different bodies. Valiant's wheelbase is 106, Dart's 111 inches



WINDOW CRANKS on Dart, Dodge, Plymouth and Valiant have screws that lock in nylon threads



RUSTPROOF, rattleproof nylon clips replace wire in fastening trim moldings on all '63 Chrysler cars

early stages of gestation as it appears only on two advance-look cars, might be called marine life aerodynamics. It is embodied in the fish-like curvature of Studebaker's Avanti and the new Corvette Coupe.

Most of you have already seen the Avanti, and after you've had a chance to drive it, you'll probably agree that it's a T-Bird with some real hair on its chest. Although it lays no claim to being a full-fledged sports car, among American cars in production trim, its roadability is second only to Corvette's. But for those seeking really capable competition machinery, 1963 may well be remembered as the year of the Sting Ray. That's the fishy title Chevrolet has hung on its startling, new swing-axle Corvette. And in this car, you'll see the most exciting mechanical developments of the year—a year when most engineering departments have been busily refining previous mechanical breakthroughs. More on this car—and this point—later.

As styles, both the razor-edge and the marine life looks are the exceptions for 1963. Most models lean to the conservative, and many have even abandoned the sculptured side panels that provided some wel-

come individuality on '61 and '62 models. Instead, the bread-and-butter models of the '63s use broader, flatter expanses of side paneling.

There's a plus to this approach which stems from its simplicity. On some cars, such as Pontiac's Grand Prix, the smooth flanks lend a touch of elegance. Then, too, the plainer panels should be easier, perhaps even cheaper, to bump out at the body shops.

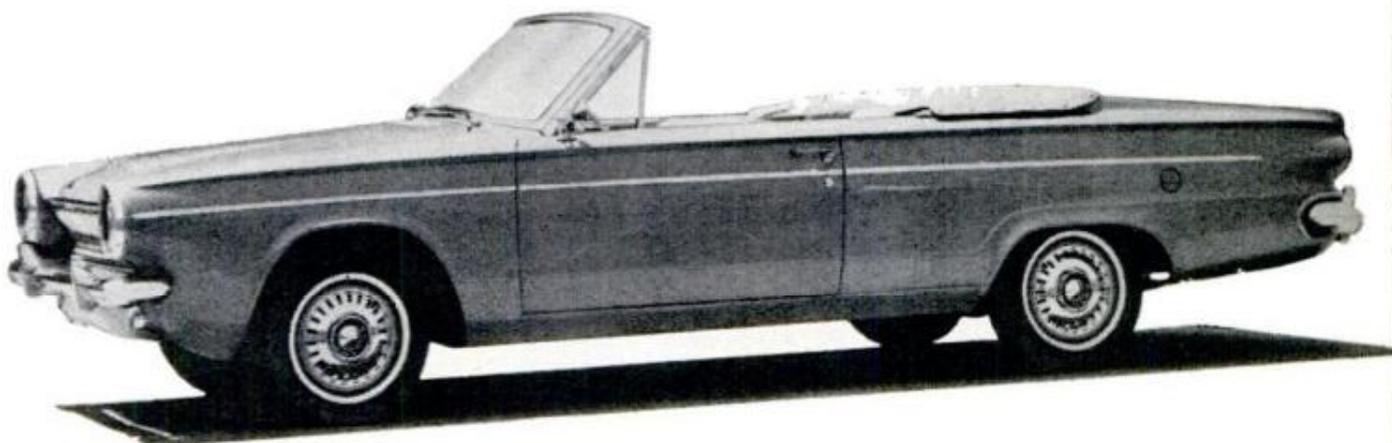
With a few notable exceptions, the major mechanical news for 1963 involves improvements made in the radical innovations of yesterday. A case in point is the 1963 version of the Pontiac Tempest's independent transaxle rear suspension. The new version is no different in concept, not too changed in form, but at least 100 per cent improved in behavior.

Compliant Suspension

As another example, Ford has switched from a mechanical link plus rubber bumper to a simpler and equally satisfactory spool-type rubber bushing at the front end of its rear leaf spring. This should provide improved compliance or "give" where it is



RAZOR-EDGED styling on roof and rear quarters of '63 Dart, right, contrasts with rounded lines of Valiant, left. Dart is longer overall by seven inches which makes for a bit more legroom and also more trunk space



CONVERTIBLES are available for the first time on all Chrysler Corporation compacts. Above is Dart's on 111-inch wheelbase with choice of manual or automatic top. Front seat may be either three-place bench or buckets

needed for a more comfortable ride.

By a process of evolution, Ford has also come up with a new manual transmission—standard on all Galaxies and Fairlane V8s—which is the first three-speed transmission with synchromesh on all forward speeds in the U. S. auto industry. It will be a pleasure for Americans to slip soundlessly into low after half a century of gear-grating downshifts.

Alternators also come into their own in '63. After weathering their growing pains on Chrysler cars (and credit is due the pioneers), these battery savers will appear on all GM cars except Corvair, all Studebakers and Lincoln Continentals. Ford, Mercury and the Ramblers are sticking to conventional DC generators at this writing.

Long Time No Lube

By the end of the 1963 model year we should know whether the widely promoted "self-maintenance" features of the new cars have really been a boon or a bust. There's no doubt that the trend toward long, interval lubrication is snowballing, as Chevrolet, currently selling three out of every ten automobiles, joins Ford,

Chrysler and other GM divisions in eliminating the 1000-mile lube stop.

A greater use of galvanized body panels and more dipping in primers in '63 should also help to reduce the rusty lacework time has been weaving into aging body parts in previous years.

The Prodigals' Return?

The only totally new engine for '63 is the big Chevrolet's 230-cubic-inch inline Six, of which more later. For the rest of the '63s the much talked about reopening of the horsepower race is more publicity than reality, at least on bread and butter models.

The climb in engine displacements beyond the 400-cubic-inch mark is by way of extra cost (and probably limited production) options rather than basic engines.

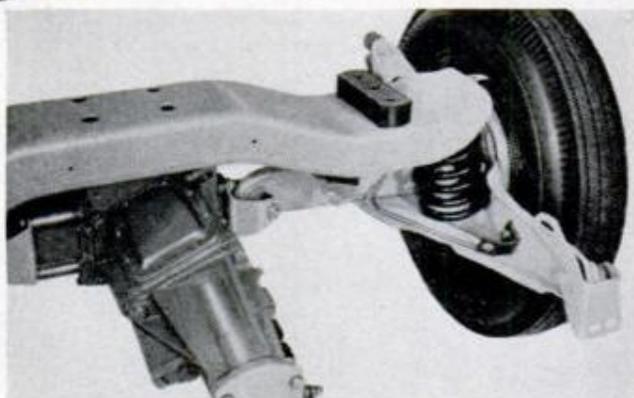
Such policies create the image of power for the maker's product without forcing the customer into buying it.

Thus, happily, manufacturers are not repeating the mistakes of the early 1950s when buyers were forced into a rigid choice between an underpowered Six (if the maker optioned one at all) or an over-carbureted V-8 which required dual ex-



PONTIAC'S TEMPEST LeMans convertible, above, has new grille and sheet metal on unchanged body shell

NO LONGER will Tempests do the Twist when cornered too hard, thanks to completely revised independent rear suspension, right, which has new geometry that controls rear wheel "steering" tendencies



hausts and gobbled up lots of premium fuel. In '63, you can order every car that has a "hot one" (such as Pontiac's Bonneville) with a "cool," regular-gas, two-barrel-carburetor engine.

It would be foolish to deny that in the U.S., styling helps sell cars to men just as fashion sells clothes to women. After all, isn't auto styling about 9/10ths personal preference and 1/10th aerodynamics?

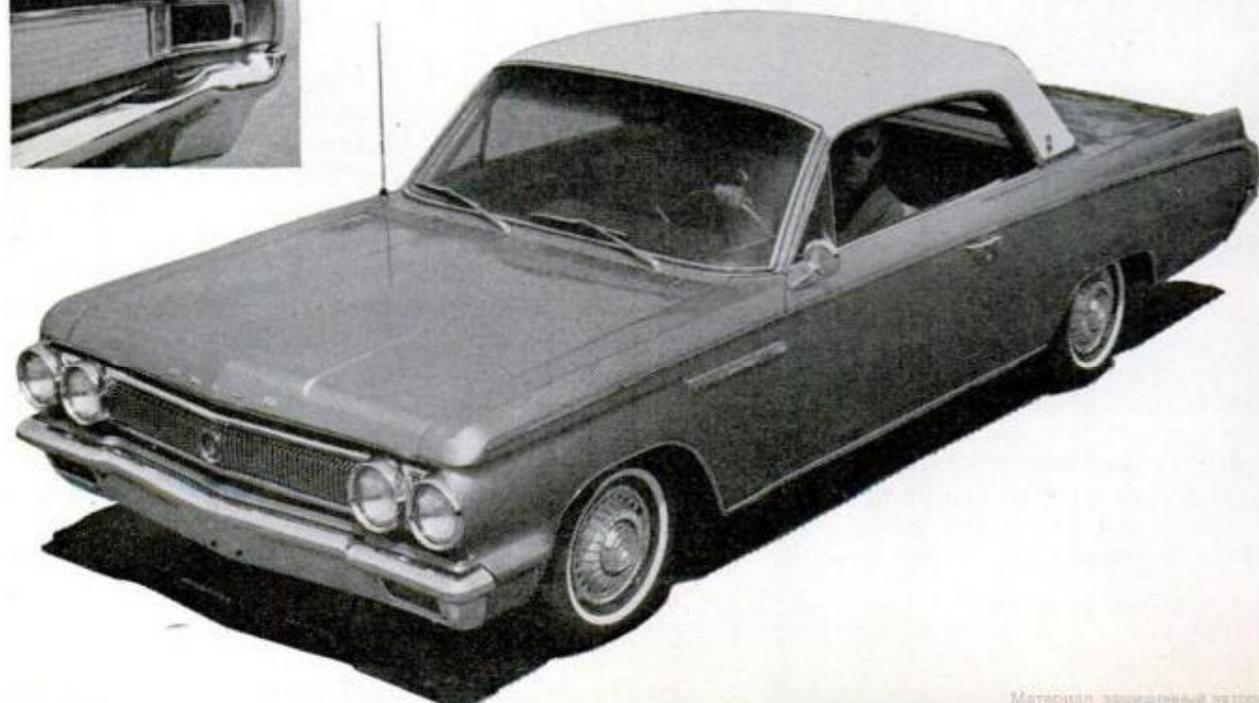
But what keeps you happy with your car after the honeymoon is design, the concept of space relationships inside and outside

the car. It is design, the total sum of all the parts, that determines how straight and comfortably you may sit, how much or how little you must stoop to enter, how easy it is to reach the controls—in short, how pleasant your car is to live with.

In the area of livability, the '63 models continue the encouraging swing back to more sensible interiors. Driver vision has been improved, even though windshield glass areas have been reduced. This is particularly true of Studebaker's Lark and the senior GM lines.



BUICK SPECIAL has rear quarter panels (left) that extend four inches beyond actual end of car to add unusable length. Skylark sport coupe is shown below

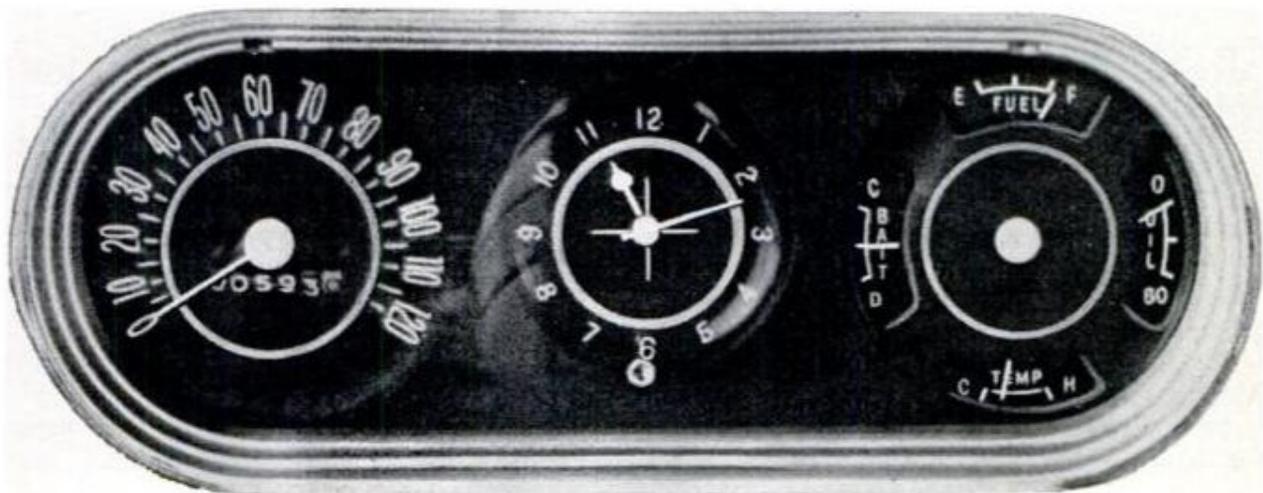




COMET, like its companion compact Falcon, gets a convertible for '63. On 114-inch wheelbase, it will have power operated top, bucket-type front seats and a choice of the 85 or 101-horsepower six-cylinder engines



OLDS F-85 (above) has same inner body-frame structure and greenhouse as '62 model, but fenders, doors, panels are new. Instrument cluster for Chevy II NovaSS (below) has temperature, oil pressure, amp gauger



We second this happy move away from the giant solariums of a few years ago where driver and passenger perspired helplessly while squinting through distorted corner sections.

Wherever body shells have been completely redesigned, as on the '63 Valiant, Dart and Rambler, door openings have been made larger and cleaner, with no more doglegging at the corners and fewer slanting center pillars.

In general, the '63s have stretched a bit, with increases in over-all length (see page 102) ranging from fractions of an inch up to six or seven inches. Unfortunately, these increases do not seem in all cases to

have been translated into extra legroom.

Several transmission tunnels have been reduced due to relocating the engine farther forward, as on the new Olds and Cadillac. In some quarters, this move is considered a mixed blessing, because of the potentially adverse effects on handling.

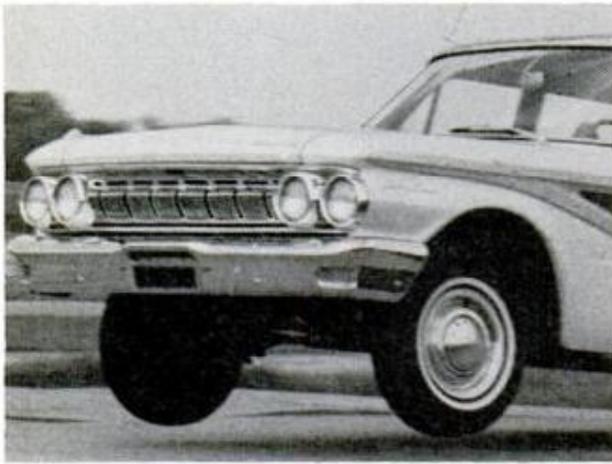
One truly welcome feature reappearing on several '63's are honest-Injun gauges for oil pressure, generator charge and temperature, in place of the idiot lights which tell you you're in trouble only after you have already arrived there. To date, these gauges show up on only a few 63s, such as some of the Chevy II and Mercury lines, but we can hope that they constitute the



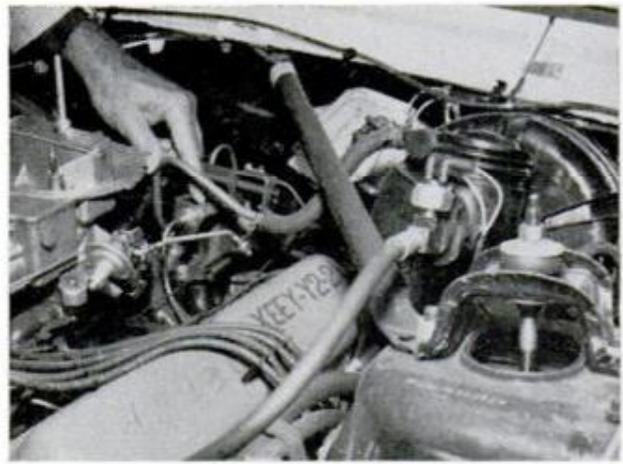
LARK'S ingenious sliding roof is standard on all station wagons; they call it Wagonaire. Panel slides rearward to meet back glass



FOUR-DOOR Larks are on 113-inch wheel base, are very easy to enter



METEOR takes to the air, but two-way stretch of its "compliance" front suspension helps soak up shock



PISTON, on Meteor V8, senses pressure rise as power steering is used, opens throttle to prevent stall

start of a long-awaited counter-trend.

Within the over-all framework of change that makes up the 1963 automotive scene, there are two cross-currents worth special mention.

Boom in Buckets

The first is the battle of the bucket seats, manifested by a seemingly inexhaustible flood of two-door, divided front-seat coupes and convertibles appearing in almost every line. These cars now range from gussied-up two-door sedans like Falcon's Futura, to genuine special body jobs like the Avanti and Buick Riviera.

It all started, of course, with the four-passenger Thunderbird introduced in 1958. After letting T-Bird corner the "personal car" market for four years, the competition has come alive with a vengeance.

With the entry of Riviera and Avanti, as well as Pontiac's sleek Grand Prix, the elegant Olds Starfire and Studebaker's restyled Hawk, a real effort will be made to

take some of the play from the 'Bird, which sold over 37,000 cars in the first six months of 1962.

The second big trend running through the industry for 1963 is a reshuffling of car names, prices and sizes that we'll call, for lack of a better term, the size shakeout.

For the past three model years, the industry has been tossing trial balloons at the American car buyer in an effort to determine "how small is compact?" or, in other terms, what sizes of automobiles and what performance levels could be sold and in which price categories.

Size Realignment

After this feeling of the public's pulse, the industry has come up with a series of size changes for '63 that add up to a market realignment based on the truism that most people expect to pay more money for a bigger car. Or (if you flip the coin), that smaller cars should cost less money. Now, the lowest-priced cars will generally be, as



RAMBLERS have completely new unit bodies for '63. Shown above is Classic four-door. Although wheelbase has been upped from 108 to 112, over-all length has been reduced by over an inch. Windows are curved



STATION WAGONS have all-new bodies too, but there's still a trace of the dipped roofline that's been a Rambler wagon trademark since 1955. The three-seat model, above, continues to use a swing-out rear door

in the past, the smallest. And all "Big Three" cars are again full-sized.

That's the general picture. Now, we'll switch from wide angle to close-up lens and see how the engineering and design changes have affected each car.

Valiant, and its Chrysler Corporation stablemate, Dodge Dart, are the most changed cars in the lower-priced group of compacts. Neither resembles the other or its 1962 predecessor.

The only sheet metal they share are some inner structural parts, the windshield and cowl area and the station wagon bodies. Only body parts retained from the '62s are the floor pans and body sills that form the frame areas in the unit construction bodies.

Valiant looks so different that you'd think it's road behavior would be quite a fresh experience. Actually, it is little changed, primarily because Valiant uses the same mechanical components as in '62. These include the torsion bar suspension at front, leaf springs in the rear and

a choice of 101 or 145-horsepower engines. Wheelbase is 106, down half an inch, while over-all length has gone up two inches from 184 to 186.

Weight change is slight, so that performance of the standard 101-horsepower engine is about on a par with Falcon's premium 101-horsepower engine. But Valiant's extra-cost, 145-horsepower slant Six should out-perform all of the smaller compacts except Chevy II and Rambler by a wide margin.

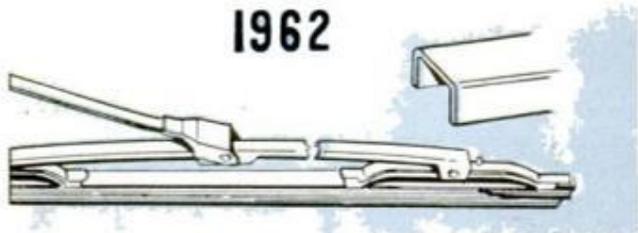
Both the Valiant sedan and station wagon are more rigid structurally. We drive-compared these cars against a like-new '62 Valiant and found that the slight body shake encountered on rough roads in the '62 model was absent from both of the '63s.

Seating position and the new windshield has improved forward vision and the '63 wipers now work in parallel, overlapping their strokes to clean a center area that was a dangerous blind spot on earlier models.



PLYMOUTH gets new rooflines, bulkier looking body that's three inches longer.

1962



1963



AIRFOIL shape of wiper blade bar on Chrysler Corporation cars presses it to windshield at high speeds



LEGROOM in Plymouth's back seat is as good as Ford's or Chevrolet's despite shorter wheelbase

The three-speed automatic transmission is still controlled by a set of pushbuttons on the left of the instruments, leaving Valiant and Dart the only cars in the compact field to have pushbutton control (Rambler returns to steering column lever control for '63). Valiant's parking lock lever combined with the automatic transmission control setup has been retained, but the foot-operated parking brake has been replaced by a cane-type pull handle under the panel. Plymouth engineers felt that a hand brake was more convenient for manual transmission operation as you synchronize the release of that type of parking brake when the clutch is engaged for up-hill starts.

Valiant's station wagon is cleaner with more cargo space between the rear seat and the enlarged tailgate opening. A new convertible is available with bucket seats in the Signet series as a four-passenger car, or with a bench-type, conventional front seat for five-passenger capacity in V-200 series. Either model comes with manual, spring-counterbalanced top or with automatically-operated top.

Dodge Dart, successor to the Lancer,

shares engines, transmissions, suspension and drive train with Valiant, but has a five-inch longer wheelbase (111 vs. 106) and a ten-inch increase in over-all length (196 vs. 186). It's also seven inches longer than the '62 Lancer. This extra length has given the car a slightly smoother ride, an inch and a half greater legroom in the rear seat and 5.4 cubic feet of added trunk space.

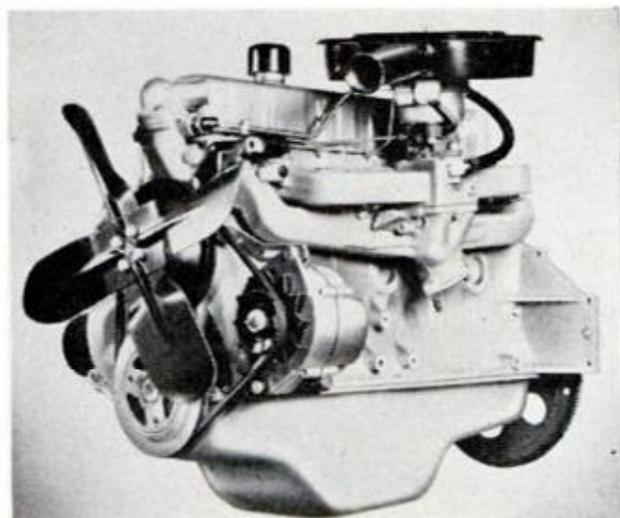
Like Valiant, Dart has an 18-gallon fuel tank, up four gallons from last year's tank capacity. Unfortunately, both cars still use the same horizontally pitched fuel filler pipe in the left rear quarter panel that has meant spilled gasoline for the past several years for Lancer and Valiant owners. This is the price paid for locating the spare tire under the flat luggage compartment floor—a design that does help to produce a larger, more useful trunk.

Custom Fit Your Seating

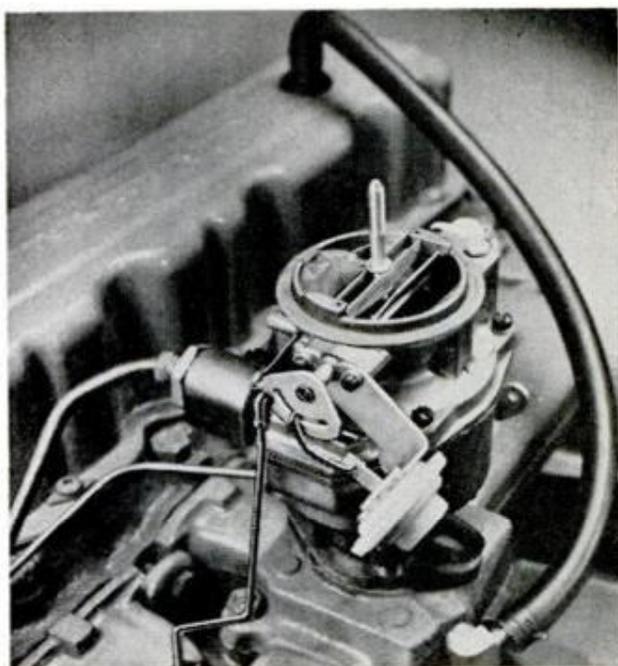
On its bucket-seated convertible and GT hardtop, Dart has front seats that adjust on their bases. By loosening bolts you can raise or lower, tilt forward or backwards, as well as move seat fore and aft on its tracks. The new Dart also shares with



CHEVROLET has smooth new sheet metal over unchanged body shell and flaring fin low on body that's much like '61-'62 Cadillac's. Four-door hardtop has a brand new roof that's slimmer. Entire car has a hint of the razor-edged styling seen on Buick Riviera



NEW SIX for '63 Chevrolet has seven main bearings, short stroke (3.25 in.), is 150-lbs. lighter than '62 Six



CARBURETOR on the new Chevrolet Six has automatic choke with heat-sensing unit next to exhaust

Valiant such practical improvements as rustproof nylon clips that fasten 80 percent of the exterior trim and nylon-threaded center-screw fastenings for all window cranks; these strengthen the attachment and can be removed by common Allen-type insert wrenches.

Instead of pushbuttons and vacuum servos to control air flow dampers, the new Dart uses three simple push-pull knobs to control the heating. Direct, ram-air ventilation for summer cooling is through hinged doors below the instrument panel; these replace the remote control dampers on the 1962 Lancer.

Rambler. After seven years of styling and restyling—fins came and fins went—Rambler has come up with an all-new body for its Classic (108-inch wheelbase) sedans and station wagons.

This car was designed and put into production while George Romney, the apostle of "bigger on the inside, smaller on the outside," was still heading American Motors, and is a perfect reflection of his philosophy. It is 1.2 inches shorter, 1.1 inches narrower and 2.9 inches lower, yet has lost only fractions of an inch here and

there from an interior that's noticeably larger than that of the average compact.

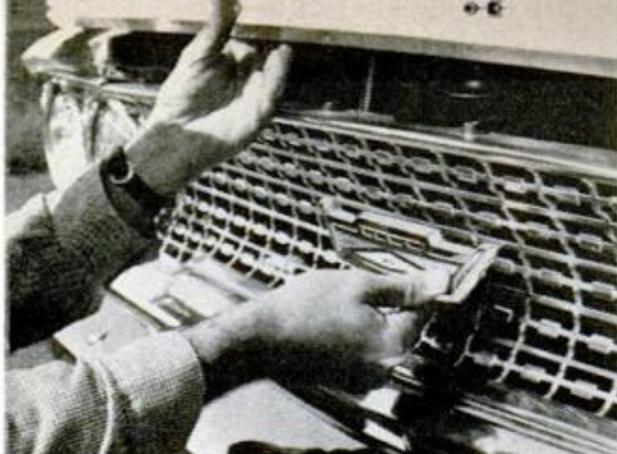
Wheelbase has been increased from 108 to 112 inches, which has enabled the designers to make a useful enlargement of the rear door opening to aid entry and exit.

Under-the-hood changes are few. The basic engine is the 127-horsepower overhead valve Six, while Ambassador models (they have more side trim strips, fancier interiors) are powered by the 250-horsepower V8 used in the past. Three-speed manual, overdrive and three-speed automatic transmissions are available with either engine.

A new and more readable instrument cluster is no longer flanked by pushbuttons on automatic transmission models, as the control has been returned to the steering column. There's no E-stick transmission available for the Classic yet; it remains an exclusive option for the Rambler American.

Suspension is coil spring all around as in the past, with ball joints in front (new in '62) and torque tube at the rear.

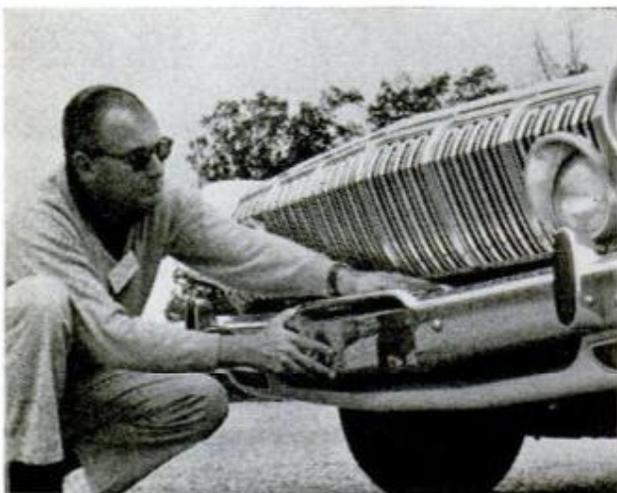
Rambler's American substitutes vertical for horizontal grille bars.



FORD'S new patterned grille has useful ornament that wins title of 1963's most accessible hood latch



GIANT tail lamp on '63 Fords outshines editor's size 7½ head (no trick shot), should give ample warning



DODGE'S whale-toothed grille swallows human hand in search of a relatively inaccessible hood latch



NEW STERN and rear window on six-inch longer '63 Dodge makes for neater, more conventional styling

Lark. Bob-tailed rear deck and broad grille for 1963 remind you of the '62 model, though a trim strip has been added to the deck and the grille's texture has been changed.

Above the hood and side panels, however, every piece of glass and metal has been changed. The roof is much flatter, all door posts and window frames have been slimmed and Studebaker has wound up with a car that's both easier to look out of and easier to look at from the outside.

Studebaker engineers have added a new water pump on Sixes and V8s, and a dual master cylinder braking system with separate hydraulic lines leading to front and rear brakes. A new aluminum housing removes 40 pounds from the Six's automatic transmission. All brakes are now self-adjusting, and as an option, you may have Avanti's power-assisted disk front and finned-drum rear brakes on any Lark Six or V8 model of the '63 line.

Airy Wagon

Lark has also switched to alternators across the board. On all station wagon models, Lark has come up with a refreshing innovation called Wagonaire. It consists

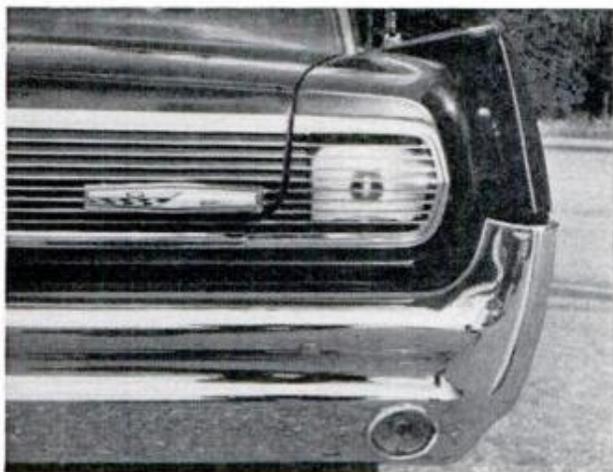
of a sliding roof panel that leaves the entire rear compartment third seat area open. Surprisingly enough, it's standard at no extra cost.

Chevy II, an all-new car in '62 gets a new radiator grille as its only significant appearance change. There's a new model hardtop called the Nova SS, with bucket seats and a floor stick control for Power Glide automatic transmission. Engineering changes include adoption of self-adjusting brakes and Delcotron alternators as standard equipment. The instrument cluster is changed to include space for a clock and, on the Nova SS models, a full set of gauges replace the idiot lights for alternator charge, coolant, temperature and oil pressure. Praise be, indeed, but why exclude buyers of sedans and station wagons who need and desire full instrumentation just as much as the sporty types who buy the bucket seat hardtop or the convertible?

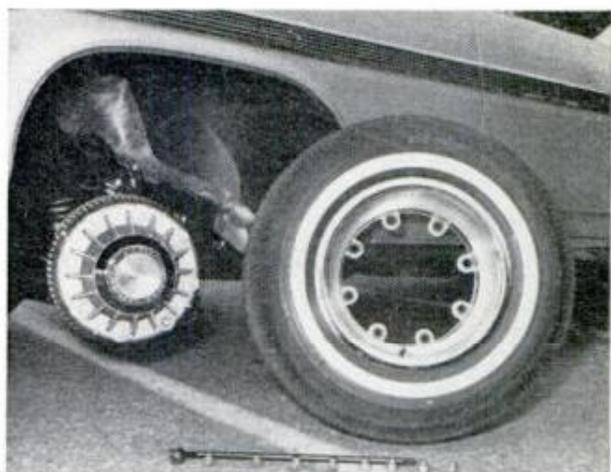
Corvair. You may have difficulty spotting a '63 Corvair, which has changed only the front panel trim strip and tail lamps. Corvairs will have self-adjusting brakes. But as of introduction time, they will go with conventional generators, instead of alternators.



PONTIAC'S sleek Grand Prix shows how beauty grows when trim goes. Note over-under lamps



PEEK-A-BOO tail lamps on Grand Prix Pontiac are hidden behind extension of die cast trim bars on the rear of trunk. Other Pontiacs have more conventional, exposed tail lamps. All models share same bumpers

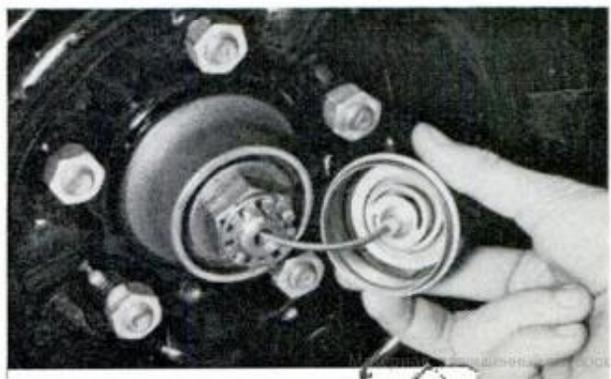
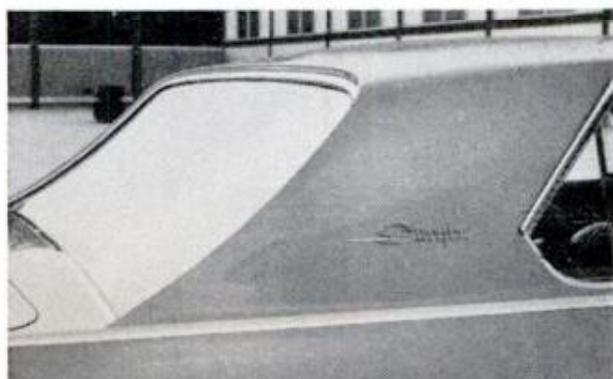


ALUMINUM hub and drum unit is optional on Pontiacs for '63. Wheel rim has eight steel tabs that fit over studs in face of drum. This feature makes for lighter wheels and cooler brakes less prone to fade



OLDSMOBILE Super 88 shown above, has plainer panels with a minimum of sculpture. Roof of four-door hardtop is new for '63. Starfire two-door hardtop, below, has unique concave-curved backlight

SPEEDOMETER drive cable on Oldsmobile runs in kink-free curve from instruments through left front spindle. It attaches to dust cap on hub, thus eliminating former complicated gearing and cable routing





BUICK WILDCAT has grille and rear deck treatment distinct from other series. Turning lamp ahead of front wheel is new, is visible from the side

← **TILTING** steering wheel is optional on Buicks, Pontiacs and Oldsmobiles. Left hand at lever unlocks it



All popular options such as the four-speed manual transmission and the Turbo-charged 150-horsepower engine are continued. The Lakewood station wagon has been dropped, perhaps because it offered about half of the space available in a Chevy II.

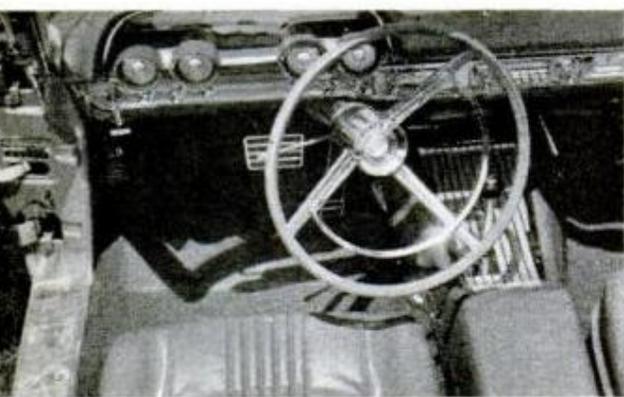
Tempest, F-85 and Buick Special. Among the intermediate compacts, the most notable changes are the new exterior sheet metal on Tempest, F-85 and Buick Special.

Wheelbase and body shells remain at 112 inches on all three. Extending the sheet metal, primarily in the rear quarter panels beyond the rear of the trunk to fit extensions of the bumper gives a "false rear" increase in overall length of 3.7 inches on the Buick Special, 4.2 inches on the F-85.

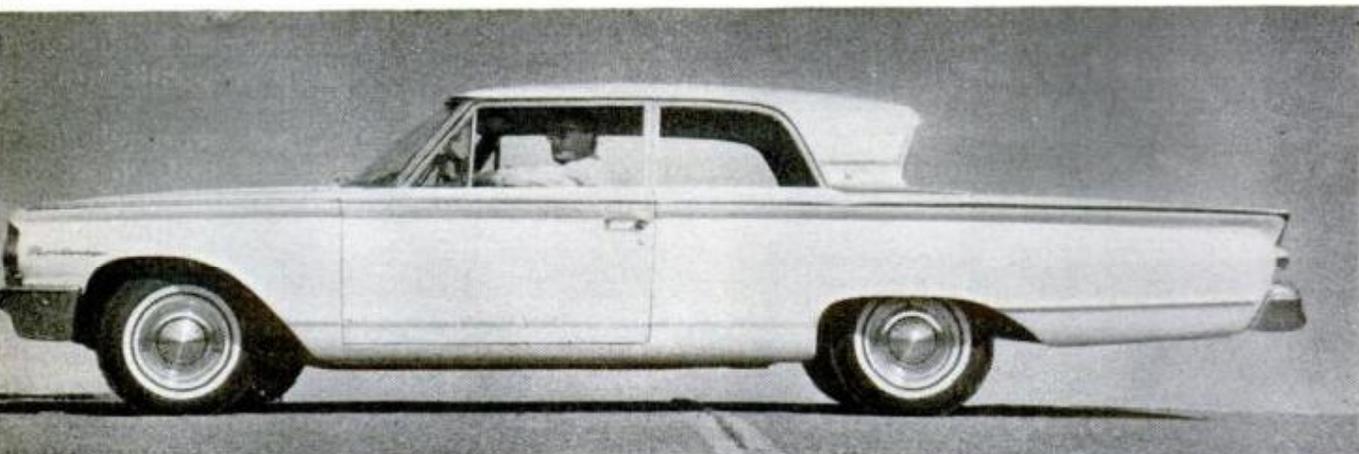
By eliminating the sculptured gooves in body side panels, designers have made the cars look bigger—wider as well as longer. Actually, width is up 1.8 inches on the F-85 as a result of a flared rear quarter panel, while Tempest width is up two inches.

Tempest's length has been increased a full five inches—to 194.3 inches. However, three inches of this increase show up in additional and useful luggage space.

← **MERCURY**, on the other hand, offers option of same swing-away steering column seen on '62 Thunderbird



MOST NOTICEABLE new feature of Mercury is the reverse slope rear window, formerly on Lincolns





CHRYSLER 300 has an impressive new grille with the familiar crossed bars. Newport's grille is plain mesh

Weight has not increased appreciably, say engineers at Buick, Pontiac and Olds, as the extension of a few inches in overhang involves a relatively thin band of sheet steel. The whole stretchout of the B.O.P. compacts is somewhat like letting out the hem in your daughter's dresses as she mushrooms between sixth and seventh grades. And just as in certain growth periods in little girls, Tempest, Special and F-85 are beginning to lose that cute look which was a result of their small size.

Inside these three B.O.P. compacts, the passenger package size is exactly the same, and in some dimensions smaller than the Chevy II. Perhaps the most important practical result of the restyling, other than Tempest's larger trunk, are some really effective, full-depth bumpers for both Special and F-85.

Mechanically, F-85 and Special are little changed. They share new self-adjusting brakes, better insulated suspension bushings, and Delcotron alternators.

No More Stormy Walking

Tempest has undergone some interesting mechanical changes in its rear suspension.

An entirely new set of control arms are used. One is fastened to the differential for lateral location of the wheel; the other is pivoted on the body-frame sill for fore-and-aft location. Coupled with an inch increase in tread, the altered geometry of this new setup (coil springs are the same) has cancelled out the rear-wheel steering effect that had '61 and '62 Tempests living up to their names with some pretty stormy behavior on rough roads or when cornered hard. Now the rear end no longer "walks out" from under, creating a nasty oversteer condition. For '63, the Tempest's handling is predictable and pleasant.

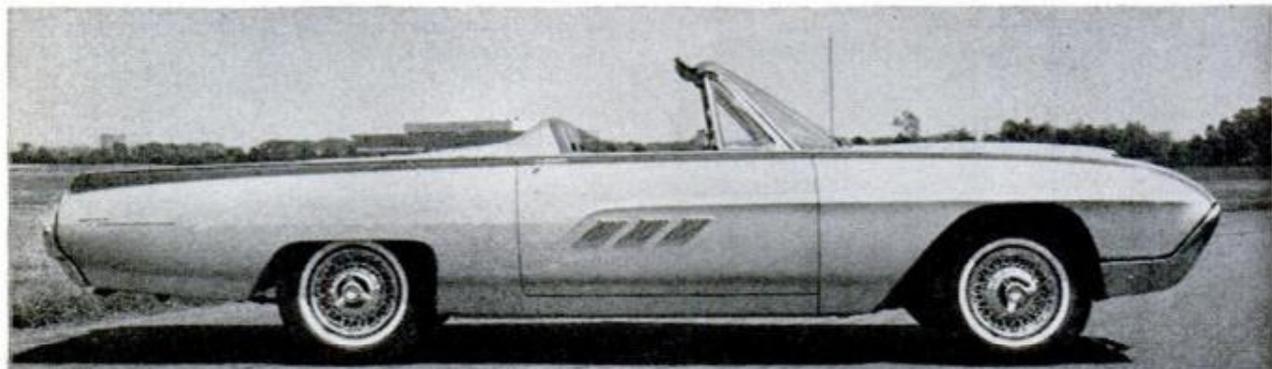
The slanted, 195-cubic-inch, four-cylinder engine remains the standard powerplant for Tempest. For an optional V8, though, Pontiac has switched from the 215-cubic-inch aluminum V8, used on Buick

CRISP, uncluttered lines on this Chrysler New Yorker four-door hardtop are typical of the new Rolls-Royce-reminiscent, razor-edge styling. Only the windshield and inner body parts remain unchanged from 1962





BUICK'S RIVIERA is another '63 model displaying unadorned, razor-sharp lines. Riviera comes only as a pillarless two-door model, has bucket seats, center console and options some real leather upholstery



THUNDERBIRD, in contrast to Riviera, with which it will compete, sticks to rounder contours and its torpedo-like styling. Crease in front fender and dummy vent louvers on door are notable '63 styling changes

Specials, to a 326-cubic-inch version of Pontiac's big, cast-iron V8.

This engine was created by reducing the bore of the big engine from 4.06 to 3.75 inches. Its horsepower is rated at 264. Now that's a lot of muscle to put in a car weighing in the neighborhood of 3000 pounds, especially when it means 150 pounds more weight on the front wheels than in the already nose-heavy four-cylinder Tempest.

PM test-drove the V8 and found it to have a good deal more understeer than desirable. We recommend power steering as a must on this car.

Ford's Fairlane and Mercury's Meteor retain their 1962 unit bodies with wheelbases of 115.5 and 116.5 respectively. Added to both lines are four-door station wagons and two-door pillarless hardtops. The hardtops have more steeply sloped windshields and shorter greenhouse areas. Both Fairlane 500 and Meteor hardtops are available with conventional bench type or bucket type front seats. The buckets go with a fancy interior package called Sports Coupe on the Fairlane and S-33 on Meteor. Station wagons are available in Squire trim, that is, with imitation wood paneling on their sides.

Standard engine on both cars is Ford's 170-cubic-inch 101 horsepower Six. Although efficiently designed with minimum weight for their size, both Fairlane and Me-

teor need more power than the 156 foot-pounds of torque provided by the Six. But it does have hydraulic valve lifters for '63 to make it quieter.

As optional engines, both cars have the 221- and 260-cubic-inch light cast-iron V8s introduced in '62. Their horsepower and torque ratings are 145 horsepower and 216 foot-pounds for the smaller and 164 horsepower and 258 foot-pounds for the larger.

Full Synchro Transmission

Both V8s on either Fairlane or Meteor come with Ford's new, fully synchronized three-speed manual transmission which should be more attractive to many than the two-speed-and-torque-converter automatic. The smaller V8 with overdrive teams with the all-synchro transmission to make a very flexible power package. Like the other cars in the group, Fairlane and Meteor have self-adjusting brakes. With overall lengths of 197 inches for Fairlane and 202 for Meteor, they are the largest of the intermediates and have a bit more interior space than Tempest, F-85 or Special.

Comet, by virtue of its 114-inch wheelbase and 194.8-inch overall length, falls in the intermediate compact group. Mechanically, though, it is virtually identical to Falcon, one of the smaller of the compacts.

Biggest of Comet's 1963 changes is the



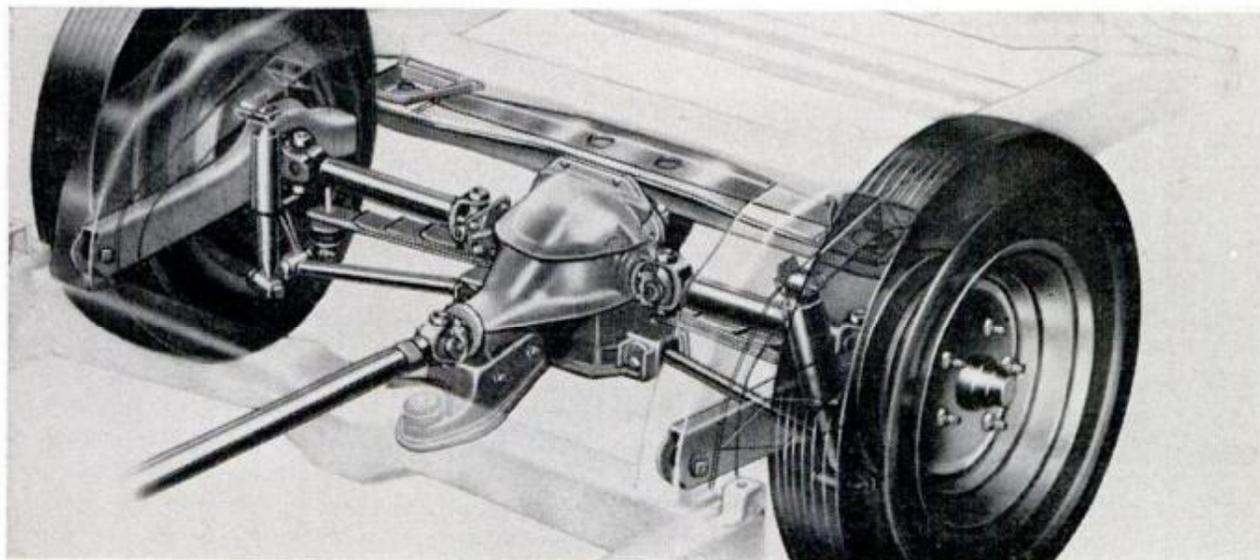
BONAFIDE BOMB is Corvette Sting Ray, above in its convertible version. Entire fiberglass body is new

DUAL HEADLAMPS set in pivoted body sections, may be closed (above) or opened (right) electrically

FASTBACK contours of the Sting Ray coupe, below, will be view that other motorists will see most of



CORVETTE'S cockpit, right, is snug but comfortable. Rear wheels, below, move up and down independently as axles attach to frame-mounted differential via universals. Single leaf spring supports rear of car



Sizing Up the '63s

MAKE of Car	WHEELBASE			OVERALL LENGTH			OVERALL WIDTH			HORSEPOWER RANGE	
	'62	'63	Chg.	'62	'63	Chg.	'62	'63	Chg.	'62	'63
BUICK Special	112	112.1	+ .1	188.4	192.1	+3.7	71.3	70.2	-1.1	V8 135, V8 155	V8 135, V8 155
LeSabre, Invicta	123	123	—	214.1	215.7	+1.6	78	78	—	V8 280-325	V8 280-340
Electra 225	126	126	—	220.1	221.7	+1.6	—	—	—	V8 325	V8 325
Riviera	—	117	—	—	208	—	—	76.6	—	—	V8 340
CADILLAC 62	129.5	129.5	—	222	223	—	79.9	79.7	-.2	V8 325	V8 325
Fleetwood	129.5	129.5	—	222	223	—	79.9	79.7	-.2	V8 325	V8 325
Series 75	149.5	129.5	—	242.3	243.3	+1	80.6	79.9	-.7	V8 325	V8 325
CHEVROLET	119	119	—	209.6	210.4	+ .6	79	79.4	+ .4	Six 135, V8 170	Six 140, V8 195
CHEVY II	110	110	—	183	183	—	70.8	70.8	—	Four 90, Six 120	Four 90, Six 120
CORVAIR	108	108	—	180	180	—	67	67	—	Six 80-102-150	Six 80-102-150
CORVETTE	102	98	-4	176.7	175.3	-1.4	70.4	69.6	-.8	V8 250-325(†)	V8 250-360(†)
CHRYSLER											
Newport, 300	122	122	—	214.9	215.3	+ .4	79.4	79	-.4	V8 265-305	V8 265-305
New Yorker	126	122	-4	219.3	215.5	-3.8	79.4	79	-.4	V8 340	V8 340
DODGE	116	119	+3	202	208.2	+6.2	76.5	76.5	—	Six 145, V8 230	Six 145, V8
DODGE DART	106.5	111	+4.5	188.8	195.9	+7.1	72.3	68.7	-3.6	Six 101-145	Six 101-145
FALCON	109.5	109.5	—	181.1	181.1	—	70.6	70.1	—	Six 85-101	Six 85-101
FORD Fairlane	115.5	115.5	—	197.6	197.6	—	71.3	71.3	—	Six 101, V8 145	Six 101, V8 145
Galaxie	119	119	—	209.3	209.9	+ .6	79.2	79.9	+ .7	Six 135, V8 175	Six 135, V8 164
IMPERIAL	129	129	—	227.1	227.8	+ .7	81.7	—	—	V8 340	V8 340
LINCOLN											
CONTINENTAL	123	123	—	213	213	—	78.6	78.6	—	V8 300	V8 320
MERCURY Comet	114	114	—	194.8	194.8	—	70.4	70.4	—	Six 85-101	Six 85-101
Meteor	116.5	116.5	—	203.8	203.8	—	71.3	71.3	—	Six 101, V8 145	Six 101, V8 145
Monterey	120	120	—	215.5	215	-.5	79.5	—	—	Six 135, V8 170	V8 250-385(†)
OLDSMOBILE F-85	112	112	—	188.2	192.2	+4	71.6	73.4	+1.8	V8 155-215(†)	V8 155-215(†)
88, Super 88,											
Starfire	123	123	—	213.9	214.4	+ .5	77.9	78.0	+ .1	V8 280-330	V8 280-330
98	126	126	—	220	221.5	+1.5	77.9	78.0	+ .1	V8 330	V8 330
PLYMOUTH	116	116	—	202	205	+3	75.4	75.6	+ .2	Six 145, V8 230	Six 145, V8 NA
PONTIAC Tempest	112	112	—	189.3	194.3	+5	72.2	74.2	+2	Four 110, V8 185	Four 110, V8 260
Catalina	120	120	—	211.6	212.1	+ .5	78.6	78.7	+ .1	V8 215	V8 NA
Bonneville	123	123	—	218.6	219.1	+ .5	78.6	78.7	+ .1	V8 235	V8 NA
RAMBLER American	100	100	—	173.1	173.1	—	70	70	—	Six 90-125	Six 90-125
Classic,											
Ambassador	108	112	+4	190	188.8	-1.2	72.4	71.3	-1.1	Six 127, V8 250	Six 127, V8 250
STUDEBAKER Lark*	109	109	—	188	188	—	71.25	71.25	—	Six 112, V8 180	Six 112, V8 NA
Hawk	113	113	—	—	—	—	—	—	—	—	—
Avanti	120.5	120.5	—	204	204	—	71.3	71.3	—	V8 210	V8 NA
THUNDERBIRD	—	109	—	NA	—	—	NA	—	—	—	V8 NA
THUNDERBIRD	113.2	113.2	—	205	205	—	76	76.5	+ .5	V8 300	V8 340
VALIANT	106.5	106	-5	184.2	186.2	+2	67	68.8	+1.8	Six 101-145	Six 101-145

NA NOT available at presstime.

*Lark includes 108" wheelbase for two door models, 113" for wagons and four-door models.

(†)Horsepower given is for standard engines unless noted (†) in which case figures are for lowest and highest ratings.

addition of a convertible with power top that's available with bench or bucket-type individual front seats.

Powerplants for Comets are 85 or 101-horsepower versions of Ford's junior Six which began its career with Falcon and is also found on Fairlane and Meteor. This faithful engine now has hydraulic tappets and positive crankcase ventilation. An interesting option for the sporting driver is a four-speed floor shift fully synchronized transmission that's optional on any Comet model at extra cost.

Ford, Chevrolet, Plymouth, Dodge. All-new exterior sheet metal over unchanged

body shells is almost the rule among these four cars of the high volume, full-size field.

Ford, Chevrolet and Plymouth are unchanged in wheelbases at 119, 119 and 116. Dodge, however, was upped from 116 to 119 inches. As a result, Dodge picks up a couple of useful extra inches of rear seat legroom and, by virtue of a six-inch increase in overall length (202 to 208 inches) gains an additional 10 percent of trunk capacity. This body change was made by adding to the rear floor-frame structure and to the quarter panels. In spite of the size increase, weight increases only 45 pounds.

(Continued on page 238)