

STEAMING around test oval is 266-horsepower 1964 Mercury with new alternator pouring out current for lights. Comparison drives show softer rubber in 1964 body mounts have mellowed the ride appreciably

Proving Ground Reports on The '64 Cars—How They Compare

For the “feel” of the 1964 cars — how they ride, steer, sound, shift and stop — join PM in a trip to the automotive proving grounds.

You’ll find, as we did, that the significant story lies beneath the gleaming new metal skins.

It shows up in a whole new line of automatic transmissions which replace the Waring blenders of previous years with more muscle and less mush.

Or in the hot engines which have made fast cats out of docile compacts, such as the 195-hp. job available for Comet, or the optional 220-hp. V8 for Chevy II and the new Chevelle.

Let’s take a closer look at such changes.



▲ **RAMBLER AMERICAN'S** 6-inch increase in wheelbase and 3-inch increase in length add moderate amount of weight but don't seem to slow down hill climbs such as this one. There's less short-wheelbase hop and new ball-joint front suspension and 7-inch longer rear leaf springs give a full-sized ride which matches roomy new 6-passenger status

▼ **COMET CALIENTE** gets brutal shakeout from boulder-studded Ford test strip. Although Comet's wheelbase remains 112 inches, the 5-inch longer rear springs and softened front suspension add serenity to highway cruising and seem able to cope with rough stuff such as this. A new 195-hp. V8 and 3-speed automatic will be available





BUICK'S NEW ELECTRA swallows a test-track torture trough without bottoming. This test really racks a convertible's frame but the Buick did not creak. New Super Turbine 400 automatic transmission for Buick adds usable low and intermediate gear ratios, improving shift performance with no power increase



▼ **CHEVELLE MALIBU** has separate frame and coil springs all around. Its 115-inch wheelbase and 195-inch over-all length make its size almost identical with the 1955 Chevrolet. Four engines will be available for Chevelle: Sixes of 120 and 140 hp. and V8s of 195 and 220 hp. PM testers found V8's extra 150 pounds did not hurt cornering

▲ **IMPERIAL'S BULK** is snubbed by big brakes on steep test hill at Chrysler proving ground. Frame's the same and so are torsion bars up front and long leaf springs in rear. But square-lined body is all new and convertible is far more shake-resistant than last year's model. Note "Continental" tire outline in deck lid. Gas filler is under center ornament



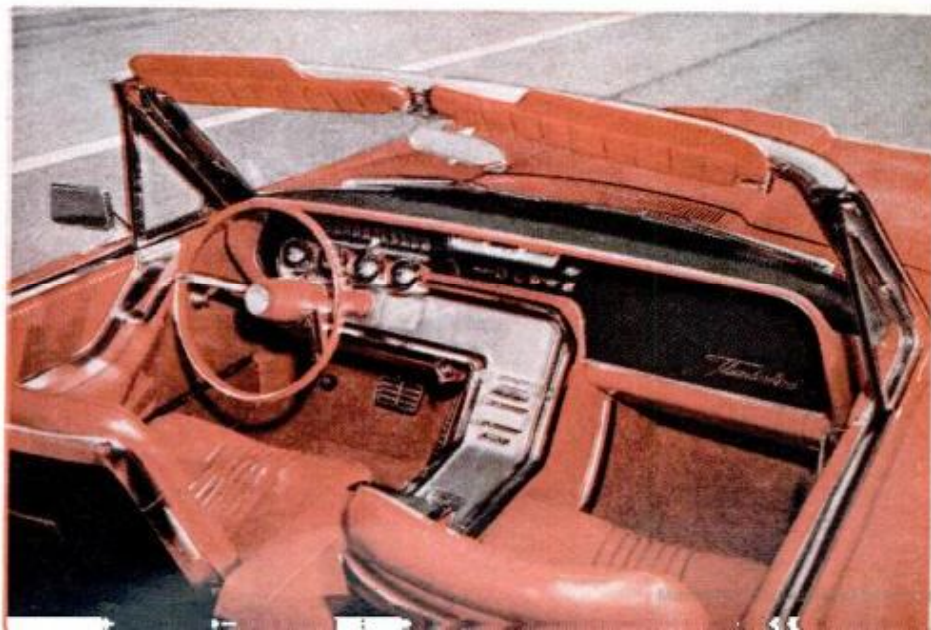


THUNDERBIRD'S MOVE back toward the less banalike contours of '58 to '60 will call for many a doubletake—and no little rejoicing. The wheels are now 15 inches, up from 14

Welcome Back, T-Bird



AFTER NEARLY a decade of style setting with round taillights, the T-Bird squares off with triple lamps behind lenses (framed by bumpers) that look like Ben Franklin's spectacles. New interior has reclining seat with movable headrest





The '64s

Grown-up Compacts

More Passing Pickup

New Iron Engines

Squeak-Damp Frames

More Size Inside

Better Shifts for All

By Jim Whipple, PM's Automotive Editor

AFTER WEEKS of driving the '64s on sunbaked proving grounds, then digging into the facts and figures behind them, we're convinced that Detroit is giving new car buyers more good sense—and less pure show—this year than it has in many a year.

And they're doing it, in large part, by going back to some distinctly "old hat" engineering concepts.

The nice thing about the 1964 improvements is that many of them can be seen, felt and enjoyed. Even though it is not true of all models, on many '64s you'll find a bit more room for your legs in the back seats, smaller steering wheels to scrunch under in front, more windshield glass at eye level to see out of, yet less above your noggin to let in heat and glare. Many rear windows are bigger, so you can back up with less risk.

More seats are wider so that six friends may ride in one car

◀ **TEMPEST'S ALL-NEW** station wagon, whose underbody is shared with Chevelle, Olds F-85 and Buick Special, has 87.8 cubic feet of cargo space compared to last year's 72. 1964 Tempest is almost nine inches longer

BUICK SPECIAL drops its unit body design for '64, shifting to a separate frame and body with squeak-damping body mounts. The result is fewer body-twist noises on proving-ground run such as this deep trough

CHEVELLE MALIBU COUPE shows what may be a new General Motors styling trend. Note clean, flat sides with a slight "Bunky Knudson" arch at rear quarter panel—similar to the arch you see on Pontiac. Chevelle handling was excellent



STEM-TO-STERN LINES CREASED INTO FALCON'S SHEET METAL give the impression of much greater length, although over-all measurements increased only half an inch. Basic Falcon now has optional hot V8 available



ALLOW FOR
2ND CAR-
STOP
AT END OF PAD



BRAKES ARE EFFECTIVE ON THE BIG, softly-sprung Mercury for 1964, demonstrated by this proving-ground panic stop from 30 miles an hour. If stops of this kind are common, more anti-dive geometry is needed

and remain friends. More roofs have been raised a bit so your hat stands a better chance of not being squashed. More rear door openings are broader so that you can exit without emulating a pretzel.

In some cases, added weight has gone into such things as beefier bumpers that protect your car instead of merely outlining the target zone. Power added in moderate amounts to family car Sixes and small V8s, gets you in and out of passing lanes faster. Extra ratios added to automatic transmissions let you enter speeding thruway traffic more readily, and climb mountains more economically. Inches of length added to rear springs and extra rubber in front suspensions make many compacts ride almost as well as their intermediate cousins.

What new ideas in design have accomplished these welcome improvements? Well, the *newest* of the '64 cars—the Chevelle—is, except for height, almost a twin in size to the 1955 Chevrolet. The *newest* engine is neither a lightweight aluminum V8 nor a brandy-keg cylinder Four. Instead, it's the familiar old concept—a cast-iron straight Six.

The newest automatic transmissions use time-proven three-speed gearing coupled to torque converters, and they replace the fancy split-torque jobs of recent years.

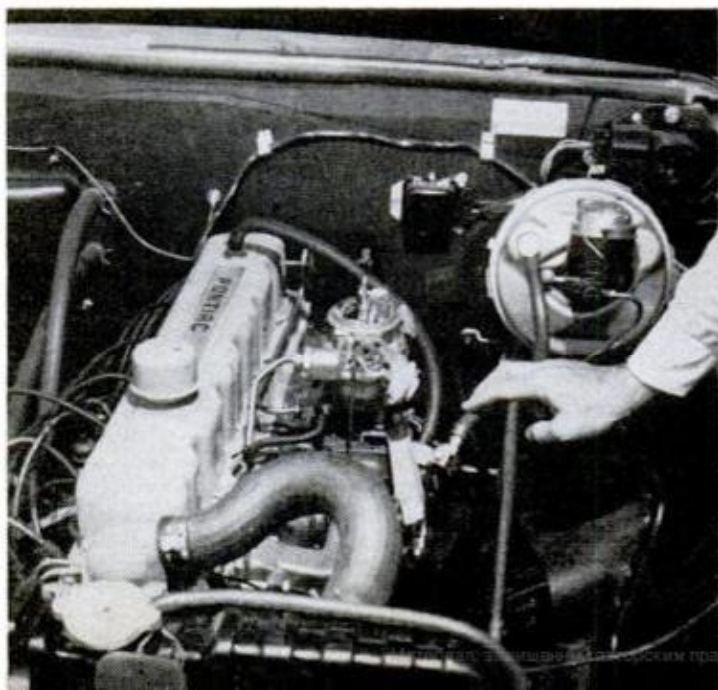
Some unit construction bodies have given way to the "old-fashioned" separate frames. A conventional axle takes the

place of Tempest's tricky transaxle, and on other cars, potentially less troublesome single driveshafts have returned, replacing the dual-shaft, multi-universal designs. Bubble-type windshields have yielded to nearly flat sheets of glass.

In short, the designers have borrowed time-tested basic ideas from the past to give you improved 1964 models that make more sense, are more comfortable, have more room inside, are easier to drive and offer better performance. You might call it a rousing return to progress.

If all this sounds too sensible to some,

ALTHOUGH A DEAD RINGER for the Chevy II Six, it's made in Pontiac's foundry and displaces 215 cubic inches. It's Tempest's new, 140-horsepower engine





DESIGN PROGRESS IS SOMETIMES GRADUAL, sometimes startling. This comparison of the 1963 (left) and 1964 Rambler American wagons shows increase across rear seat of from 42 to 57 inches—and more loading area

let's note that Detroit has not forgotten the youngster who wants warmer machinery. Or the father who wants to make like Dan Gurney as he noodles the family bus down to the drive-in.

Manual, four-on-the-floor transmissions are available on at least 18 of the 1964 models, and big-breathing engine options are plentiful even for mounting on some relatively fragile framing. We'll bring you performance reports on some of these nervous tigers as we go along.

Now let's zoom in for a sharper look at the specific changes on the 1964 models. A

logical place to begin is with the new Chevelle and its enlarged ex-compact teammates: the Tempest, Oldsmobile F-85 and Buick Special. Not only do they share many of the improvements we have mentioned, they also typify the new breed of "grown-up compacts" whose sizes parallel cars that the American family was accustomed to in the 1955-57 years.

As you may remember, that was before someone hollered "down with the gas-guzzling dinosaurs," but forgot to say how far down. Detroit, trying to oblige, turned out what it thought the public wanted—

BUICK SPECIAL'S NEW BODY is ample in all dimensions for a six-foot-three test driver. The driver position is comfortable and road vision generally good

THE DODGE ROOF LINE IS NEW, although the difference is hardly noticeable from the outside. It provides an inch and a half more rear-seat headroom





ONE OF THE FOUR GENERAL MOTORS PARTNERS in a joint new body-and-frame venture, the Olds F-85, now has its own 330-cubic-inch V8 engine and shares Buick Special's 225-cubic-inch V6. Wheel diameter is up an inch to 14

a group of six-cylinder, six-passenger Volkswagens, if you will—the first of a new breed of American compacts. They sold well, initially. But gradually the cramped seating quarters, lack of reserve passing power, lack of weight to fight crosswinds on long trips, lack of startling fuel economy—all these began to pall. And the pendulum began its swing back to more size and some of the old familiar performance power. Which brings us full circle back to the 1964 Chevelle and its sister BOP full-grown compacts.

CHEVELLE, TEMPEST, OLDS F-85, BUICK SPECIAL

All of these new GM cars share an identical 115-inch wheelbase, a frame and body which is no longer unitized and an improved suspension system. As you might suspect, the shared components make the ride, handling and driving characteristics of these cars quite similar.

Why Tempest, Olds F-85 and Buick Special abandoned unit bodies in favor of separate frames may be explained by their increase in size. As cars get larger, the weight-saving offered by the complementing strength of combined body and frame pieces is reduced. At the same time, vibration and resonance increase. Like an oil drum, the bigger it gets, the louder the "Boom!"

To keep a solid structure quiet as it gets bigger, heavier metal and more sound insulation become necessary, and these

nullify the weight savings. Then, too, different bodies (such as wagons, convertibles and hardtops) require different "tuning" of their parts, and it's easier to tune out vibrations by changing the size and softness of rubber insulators between a separate frame and body than it is to monkey with an integral body's pressed-steel welded parts.

In switching back to separate body and frame, it's interesting to note that the BOP's floor space has not been reduced in proportion and the door-sill size has not increased appreciably.

The trick is a clever trapezoidal frame design ([see illustration, page 95](#)) which engineers maintain is just as strong though it takes up less space. Air space between body sill and frame along door areas is also minimized. Both new and old bodies are step-down types, but since the new floor pan slopes up to a narrow door sill, floor space remains good. Also, door opening is wider, so entry and exit are easier.

The front suspension on the Chevelle-BOP cars is a conventional and accepted design—long and short triangular control arms, coil springs and ball-joint spindles.

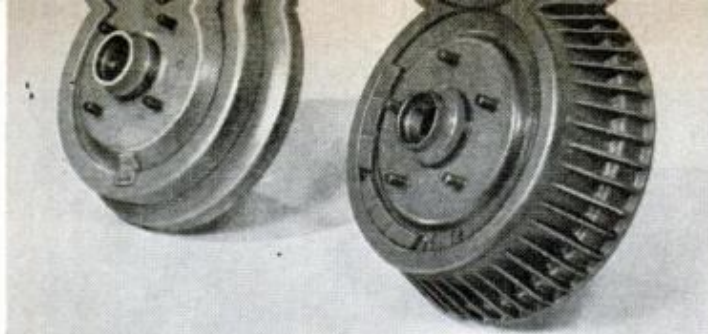
The rear suspension is a new version of the system used for the past three years on Olds F-85 and the Special. It uses coil springs and a solid axle linked to the chassis by fore-and-aft torque arms; two additional arms link the top of the differential to the frame at a 45-degree angle. These additional arms position the solid



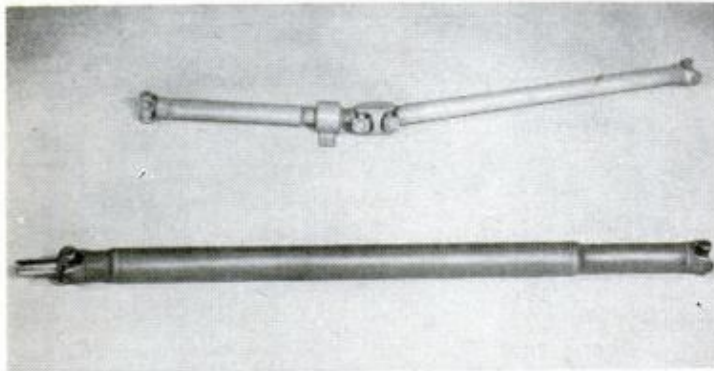
THIS ONE COULD BE A SLEEPER; Dodge's big 880 with its smooth, conservative styling has same 122-inch wheelbase body-chassis as Chryslers' with 383 cubic inch V8. The 880 has quietly replaced DeSoto in Chrysler lineup

NEW FRAME FOR CHEVELLE AND BOP COMPACTS is shown in its convertible version. The unique sloping top flange saves space and allows more footroom on the floor and a narrower door sill. The wheelbase measures 115 inches

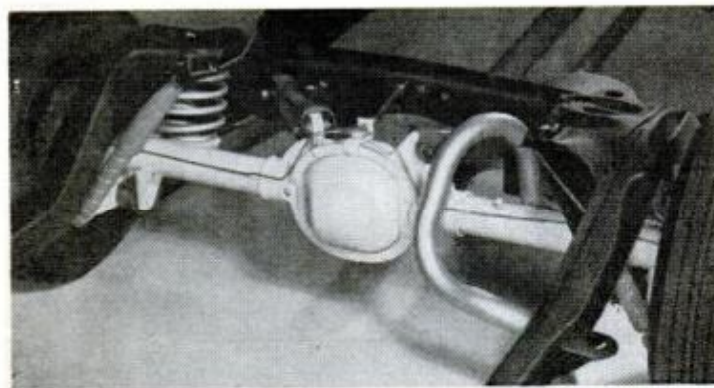




THE BUICK SPECIAL'S BIGGER and better brakes match the car's increased power and weight. Drums for the '63 Special (left) were smaller and had 123 square inches of lining area. The bigger 1964 drums (right) have 142. The car itself is 11.4 inches longer this year

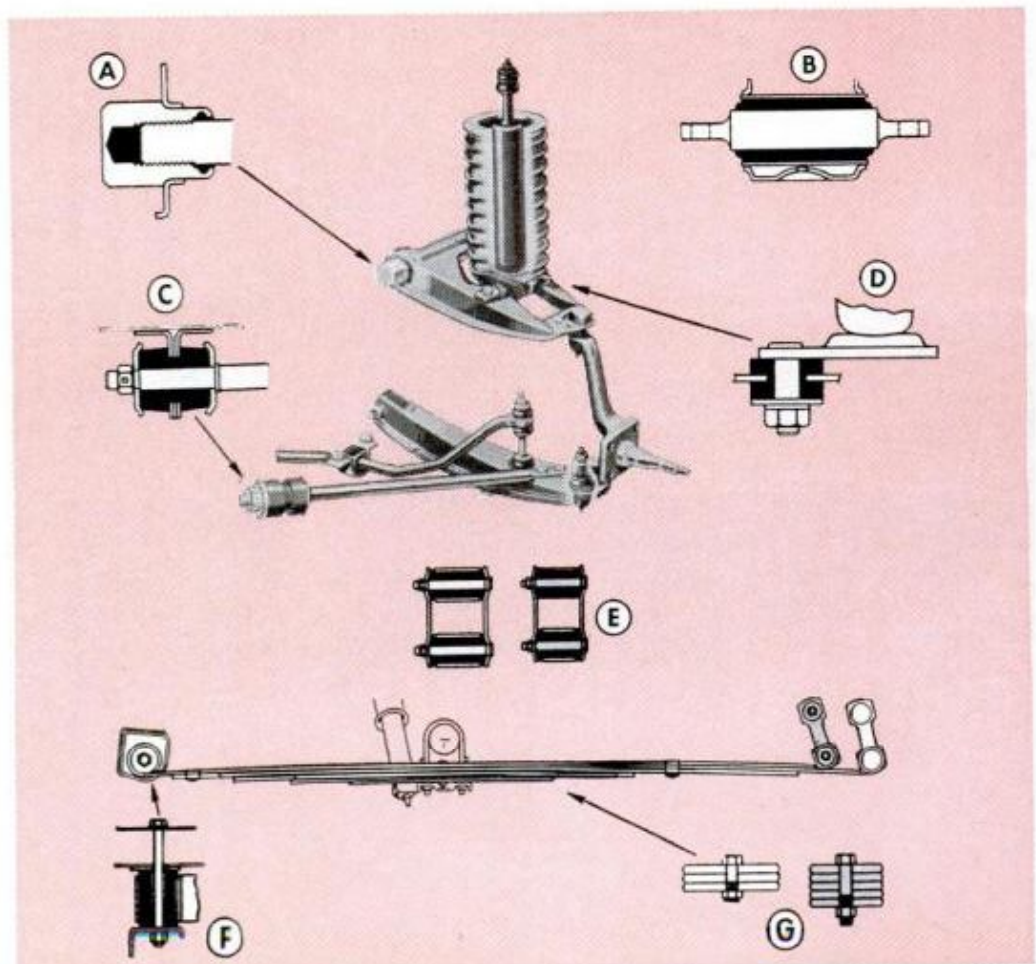


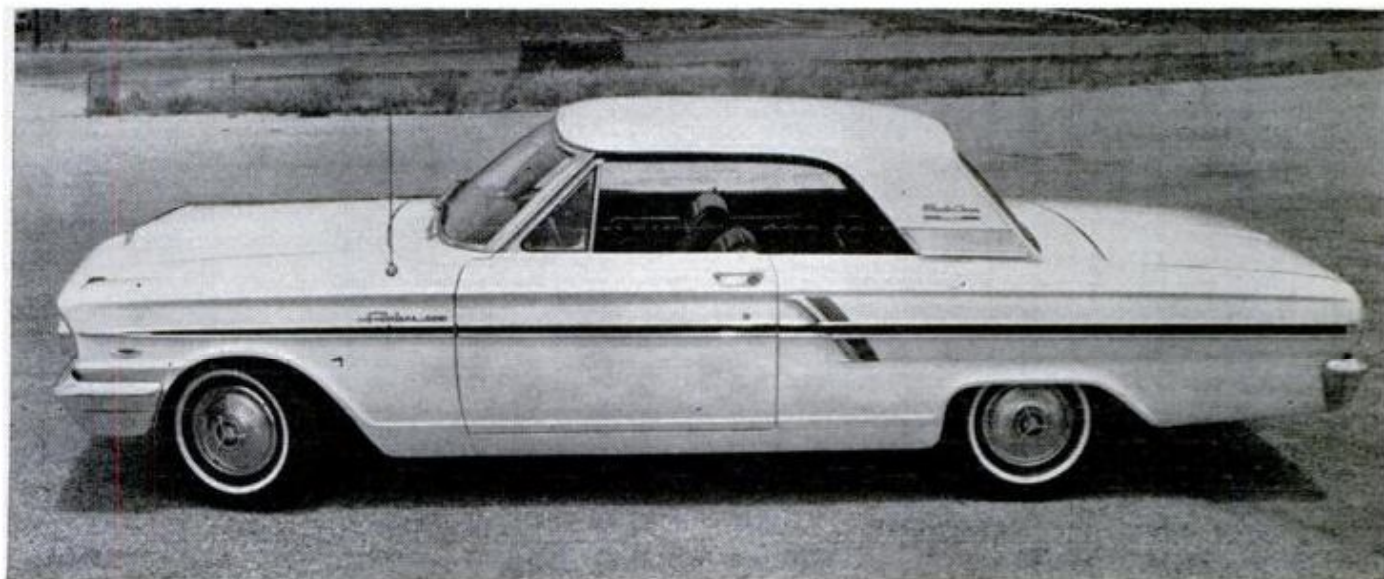
BUICK SPECIAL'S RETURN to a single-piece propeller shaft cuts universal joints to two, eliminating about half of the potential universal-joint problems and noises. It's done without increasing tunnel height, thanks to the switch to separate-frame construction for '64



REAR SUSPENSION for Tempest and Buick Special uses coil springs mounted above the axle. It allows the use of softer springs yet, says General Motors, there's no loss of handling and control. Proving-ground trial runs by PM tended to support manufacturers' claims

FALCON'S SUSPENSION for 1964 has a series of refinements that sharply reduce harshness and vibration. The upper pivot arm (A) now has lubricant sealed in. Spring-seat pivot (B), instead of metal-on-metal, is rubber bushed to reduce harshness. Front strut mounting and bushing (C) are bigger for better road shock absorption and the lower ball joint has a smaller bearing area for less friction. The thickness of the new lower shock insulators (D) is doubled. Rear spring shackles (E) are wider and more stable while bushings in spring eye (F) are wider and softer for road shock insulation. Springs themselves now have three wide leaves (G) instead of five narrow ones and are 5 inches longer than previously





TOP: VALIANT GETS A NEW GRILLE AND HOOD PANEL this year for stronger, more solid look. It shares Dodge Dart's optional four-on-the-floor stick shift

BELOW: CHANGES IN FORD FAIRLANE'S SHEET METAL doll it up for 1964, but the 115-inch wheelbase and basic underbody are continued from models of 1963

axle laterally and take care of torque.

All four of these cars share a single one-piece driveshaft which eliminates the hodge-podge of BOP shafts—Tempest's torsion bar and the two-piece job with its four universal joints that vibrated badly on many F-85s and Specials in the past.

Another exotic engineering item to disappear in 1964 is Tempest's rear-axle transmission with half-shaft "swinging" rear axles. These swing axles tended to provide some exotic steering effects when body lean on cornering forced them out of horizontal plane.

New Cast-Iron Sixes

For standard engines, Chevelle and Tempest use very similar cast-iron, lightweight, in-line, overhead-valve Sixes. They are very similar in both design and

manufacture and share such parts, as the water and fuel pumps. Tempest's Six displaces 215 cubic inches and is rated at 140 horsepower while the Chevelle buyer will get a choice of the 120-horsepower, 194-cubic-inch Chevy II Six, the 230-cubic-inch Chevrolet Six of 140 hp., or a V8.

F-85 and Buick Special will share the V6 used on the Special in '62 and '63. For '64, it's been boosted from 198 to 225 cubic inches and it is now rated at 155 horsepower.

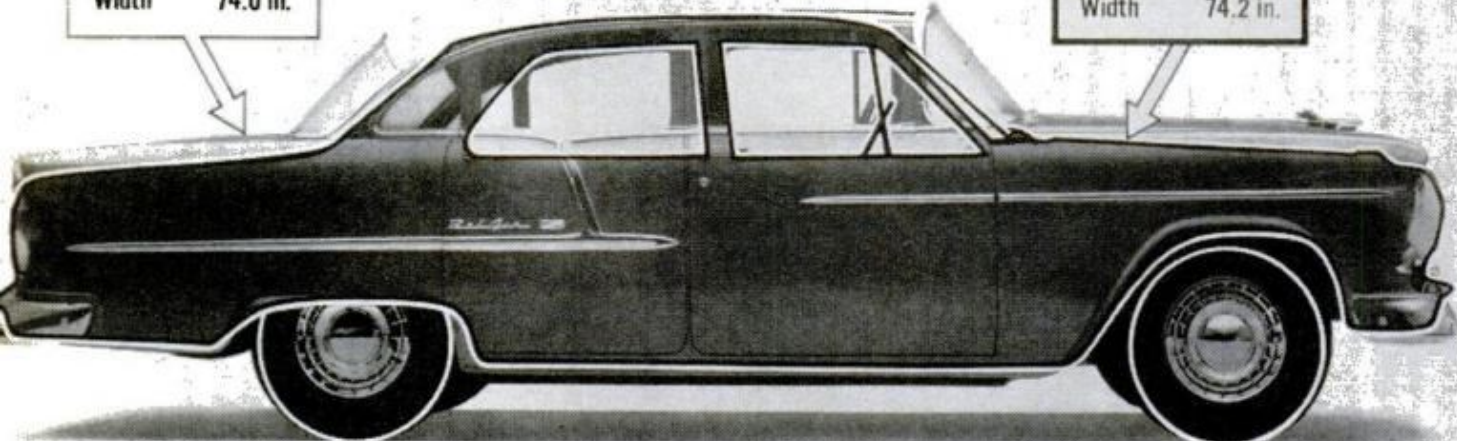
Each of these new 115-inch-wheelbase GM cars gets a different V8. Chevelle has the Chevrolet 283 engine, rated at 195 hp., Tempest's V8 is last year's 326-cubic inch version of the big Pontiac engine rated at 250 horsepower. Buick Special and Olds F-85 V8s have many common parts including the new iron cylinder block which

1955 CHEVROLET

Wheelbase 115.0 in.
Length 195.6 in.
Height 60.5 in.
Width 74.0 in.

1964 CHEVELLE

Wheelbase 115.0 in.
Length 193.9 in.
Height 54.1 in.
Width 74.2 in.



OUTLINE OF GM'S CHEVELLE IS SUPERIMPOSED on a 1955 Chevrolet sedan, showing similarities of their dimensions. The principal difference is height; Chevelle's step-down body and 14-inch wheels put height 6 inches under the '55

replaces the aluminum block used on the optional V8 engine since 1961. Heads are different and so is displacement with the Special at 300 cubic inches and F-85 at 330. Both claim 210 horsepower, which makes Buick engineers look better than Olds engineers, if economy and other factors are equal.

Because cylinder heads, intake manifolds and other parts on these V8s remain aluminum, the weight penalty of going back to a cast-iron is about 100 pounds.

Tempest's radical, slanted Four has been

dropped in favor of a new precision cast-iron thinwall, overhead-valve, six-cylinder engine very similar to Chevrolet's new 194 and 230 cubic inch Sixes. This engine weighs about 100 pounds less than the old Four.

Not only does the new Six save weight, but its seven-bearing crankshaft and 215-cubic inch displacement provide more power much more smoothly.

Olds F-85 has dropped its Jetfire turbo-supercharged option, thus eliminating a device that provided almost as much headache as it did horsepower.

ENTRY AND EXIT FROM REAR SEAT of the Rambler American is eased by use of the same doors and frames as are found on its big brother, the Classic

EQUALLY CONVENIENT ENTRY and exit are available through the rear door of the sedan body shared by Chevelle and smaller BOP cars. Tempest is shown





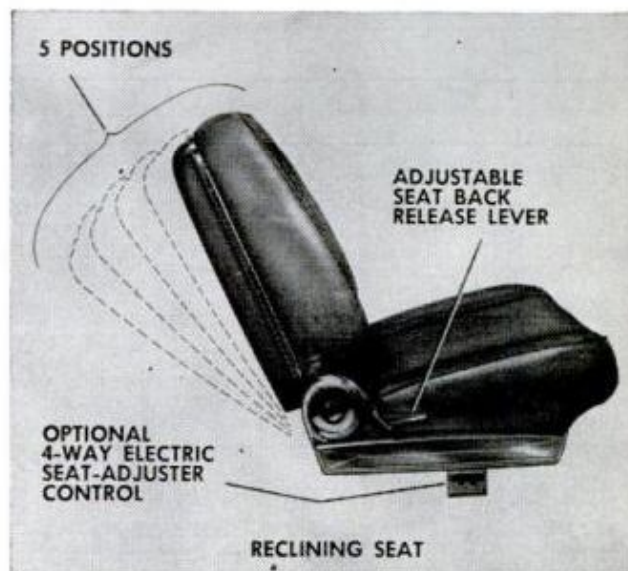
REINTRODUCTION of El Camino as a Chevelle pickup will offer lots of fun to those who like fancy, comfortable trucks. A Six or 283-inch V8 are available

All four of these cars feel solid. We drove at 60 and 70 m.p.h. over rough washboard on the proving grounds in several representative sedans, convertibles and wagons, and found what body shake they had to be very well damped and controlled. There was no front-end flapping, door judder and the like. The extra give of the rubber between frame and body on the '64s eliminates the twisting hull noises and squeaks and creaks around the windshield heard in the 1963 unit-body jobs.

Basically, these grown-up compacts are comfortable and softly sprung, yet not sloppy, willowy or mushy in feeling. They won't "float" as serenely as the bigger Pontiac Bonneville, the Olds 88 or the big Buicks because they have smaller tires, shorter wheelbases and less massive upholstery. But their ride softness and freedom from pitch is excellent. In fact, the feeling of tautness and control in these 115-inch cars will be preferred by people who really like the "feel" of driving.

Compared to the Impala, the Chevelle feels more at home on a winding road. It rolls less, corners flatter, and feels as if it were under better, firmer contact with the road. With V8 weight and power steering, though, steering feel becomes vague.

The Tempest V8, which last year was extremely nose-heavy and prone to follow a straight nose course, is now far less headstrong, although the engine still is heavier



WORKING RECLINING SEATS like this one of Chrysler's are indications of genuine interest—and progress—toward passenger comfort in cars introduced for '64

BUCKET SEATS GO FLIGHT STYLE on the Ford Galaxie XL hardtop where the pedestal-mounted front seats give more rear passenger foot stretch-out room





ALL-NEW SHEET METAL FOR THE CHEVROLET'S basically unchanged body and 119-inch-wheelbase frame give a new yet familiar look to the car for 1964. Mechanical changes are minor but even Biscayne now has a hot V8 option



THE SAME TREATMENT, NEW SHEET METAL ON THE SAME basic car, is given Ford's Galaxie, which gets the wider, soft-corner look and sculptured side metal reminiscent of some styling on General Motors' medium priced cars

than any of the other BOP V8s. Better weight distribution and the new, more stable suspension system make the new Tempest behave the way you want it to.

None of these four cars in stock form would be a drag stripper's delight. But none of them is sluggish. The 140-hp. Tempest sedan with automatic clicked off a true 0-60 m.p.h. acceleration in 13.6 seconds while the 195-hp. Chevelle V8, a heavier convertible, did the run in 12 seconds. A Buick Special V6, equipped with its new "switch-the-pitch" torque converter plus high and low range, reached 60 m.p.h. in 11.8 seconds.

We tried a Buick Special sedan and Tempest wagon without power steering. Both were Sixes. You can get along without power steering on a six-cylinder job, but maneuvering at near-crawl parking speeds on dry pavement will make it a borderline choice for the ladies.

These power-steered cars are not soft, touchy or over-steery, but the Tempest, with its heavy V8 comes close to being so.

Speaking of Sixes, the Chevelle and Tempest in-line Sixes with their seven bearings seemed a bit smoother than the Buick Special's V6.

Bodies of the Chevelle, Tempest, F-85 and Special are very good. The nearly flat windshield gives good vision, corner posts are narrow, seating positions are good. There's plenty of legroom for tall drivers and still good legroom in back.

There's something of a blind spot in the rear quarter of the four-door Chevelle sedan, but the rear window is straight across with no distortion. There's good entrance through the rear doors and a generous trunk. All in all, the new Chevelle seems roomy, fun to drive, and handles nicely with more than satisfactory performance using the Six in the stock sedans, but you'd need the V8 on wagons.

CHEVY II

We had an opportunity to try out a Chevy II with its new engine option for '64—the 283-inch V8. Ours was a sedan



LOOKING MORE OLDS-LIKE THAN EVER is the newest version in the line, the Jetstar, something of a poor man's Buick Riviera with basically '88' components



SMOOTHER, SLEEKER, PERENNIALY Pontiac is the Bonneville. It has grown but, after good '63 sales, Pontiac avoids rocking the boat with extreme changes



PROGRESS IS SOMETIMES MADE by going backwards, and the '64 Plymouth two-door hardtop, left, with its curved backlite much like 1960-61 Plymouth's, is a perfect example. The 1962-63 window, right, restricts rear vision at corners

and loaded for bear with air conditioning, automatic, power-steering and brakes. Frankly, it was overloaded; it had bullish tendencies to head for the fences whenever we moved into a curve briskly. Under heavy braking the wheels juddered and linings smoked profusely—there's just not enough stopping power for all that iron up front.

Chevy II's weight-saving unit body, retained for '64, is very efficient with the lighter Six. But the car wasn't designed for the extra weight of a powerful V8 up over the front axle; it shakes like a loose shutter in a gale.

Contrary to previous reports, Chevy II will retain its 90-hp. four-cylinder engine on all domestic models. It and last year's 120-hp. Six will be the standard Chevy II engines for 1964. Standard transmission will be a three-speed manual shift and the Powerglide automatic will be optional. Of course, a four-on-the-floor stick shift is optional with the hot 195-hp. Turbo-Fire 283 engine option but not with the Sixes.



A NEW SLANT ON PONTIACS' instrument housings points dial faces slightly to the left so the driver can see and read them more easily. Tach is in console

How the Specifications Change for '64

MAKE OF CAR	Wheelbase		Over-all Length		Over-all Width		Wheel Size		ADVERTISED BASIC HORSEPOWER	
	1964	Change	1964	Change	1964	Change	1964	Change	1963	1964
BUICK Special	115	+3	203.5	+11.4	73.4	+1.2	14	+1	V6 135, V8 155	V6 155, V8 210
LeSabre/Wildcat	123	—	218.8	+3.1	78	—	15	—	280/325	210/325
Electra 225	126	—	222.8	+1.1	78	—	15	—	325	325
Riviera	117	—	208	—	76.6	—	15	—	325	340
CADILLAC Sixty-two	129.5	—	235.5	+5	79.7	-.2	15	—	325	340
DeVille	129.5	—	223.5	+5	79.7	-.2	15	—	325	340
Fleetwood	129.5	—	223.5	+5	79.7	-.2	15	—	325	340
CHEVROLET	119	—	209.9	-.5	77	-2.4	14	—	Six 140	V8 195, Six 140
CHEVELLE	115	—	193.9	—	74.6	—	14	—	—	V8 195, Six 120
CHEVY II	110	—	182.9	-.1	70.8	—	13	—	Six 120, Four 90	V8 195, Six 120, Four 90, V8 195
CORVAIR	108	—	180	—	67	—	13	—	80	95
CORVETTE	98	—	175.3	—	69.6	—	15	—	250	250
CHRYSLER Newport/300	122	—	215.3	—	80	+1	14	—	265	265
New Yorker	122	—	215.3	—	80	+1	14	—	340	390
DODGE	119	—	209.8	+1.7	75	-1.5	14	—	V8 230, Six 145	V8 230, Six 145
DODGE 880	122	—	214.8	—	79	—	14	—	265	265
DODGE DART	111	—	196.3	+4	69	+3	13	—	Six 101	101
FALCON	109.5	—	181.6	+5	71.6	+1	13	—	Six 85	V8 164, Six 85
FORD FAIRLANE	115.5	—	197.6	—	72.2	+9	13	—	V8 145, Six 101	V8 164, Six 101
FORD GALAXIE	119	—	209.8	-.1	80	+1	14	—	V8 164, Six 138	V8 195, Six 138
IMPERIAL	129	—	227.8	—	80	-1.7	15	—	340	340
LINCOLN CONTINENTAL	126	+3	216.3	+3	78.6	—	15	+1	320	320
MERCURY	120	—	215.5	+5	80	—	14	—	250	250
MERCURY COMET	114	—	195.1	+3	71.4	+1	13	—	Six 85	V8 164, Six 101
OLDSMOBILE F-85	115	+3	203	+10.8	73.8	+4	14	+1	V8 155	V8 210, V6 155
88	123	—	215.3	+9	78	—	14	—	280	225
98	126	—	222.3	+8	78	—	14	—	330	330
PLYMOUTH	116	—	206.5	+1.5	75.6	—	14	—	V8 230, Six 145	V8 230, Six 145
PONTIAC Tempest	115	+3	202.7	+8.4	73.3	-.9	14	-1	V8 264, Four 115	V8 250, Six 140
Catalina	120	—	213	+1	79.2	+5	14	—	215	215
Bonneville	123	—	220	+1	79.2	+5	14	—	235	235
Grand Prix	120	—	213	+1	79.2	+5	14	—	303	306
RAMBLER American	106	+6	177.25	+4.15	68.56	-1.44	14	—	Six 90	Six 90
Classic	112	—	190	+1.2	71.32	+0.2	14	—	Six 127	Six 127, V8 198
Ambassador	112	—	190	+1.2	71.32	+0.2	14	—	250	250
STUDEBAKER Lark	113	—	194	+6	71.50	+2.5	15	—	V8 180, Six 112	V8 180, Six 112
Hawk	120.5	—	204.1	+1	71	—	15	—	180	180
Avanti	109	—	192.4	—	70.4	—	15	—	N.A.	235
THUNDERBIRD	113.2	—	205.4	+4	77.1	+6	15	+1	340	300
VALIANT	106	—	188.2	+2	70.1	+3	13	—	Six 101	Six 101

*Indicates the standard transmission for the basic car and engine or with the engine shown in parentheses.

THE 1964 CADILLAC LOOKS MUCH THE SAME as before. Careful to preserve the "Cadillac image," stylists only dropped fin height slightly, reworked the grille area and extended chrome well around fenders to stress wide feeling.



TRANSMISSION TYPES AVAILABLE 1964

3-speed*, 4-speed man; 2-speed auto
3-speed man*; 2-speed auto (LeS); 3-speed auto (W)
3-speed auto*
3-speed auto*
4-speed auto*
3-speed auto*
3-speed auto*
3-speed man; overdrive; 2-speed auto
3-speed man*; 4-speed man; overdrive; 2-speed auto

3-speed man*; 4-speed man (V8); 2-speed auto
3-speed*, 4-speed man; 2-speed auto
3-speed*, 4-speed man; 2-speed auto
3-speed man*; 4-speed man (300 only); 3-speed auto
3-speed auto
3-speed*, 4-speed man (V8); 3-speed auto
3-speed*, 4-speed man; 3-speed auto
3-speed*, 4-speed man; 3-speed auto
3-speed*, 4-speed man (V8); 2-speed auto
3-speed man*; overdrive; 3-speed auto
3-speed man*; overdrive; 3-speed auto
3-speed auto*
3-speed auto*
3-speed*, 4 speed man; 3-speed auto
3-spd man*; 4-spd man (V8); 2-spd auto, 3-spd auto (V8)
3-speed man* (V8*); 4-speed man; 2-speed auto
3-speed*, 4-speed man; 3-speed auto
4-speed auto
3-speed man*; 4-speed man (V8*); 3-speed auto
3-speed man*; 4-speed man (V8); 2-speed auto
3-speed*, 4-speed man; 3-speed auto
HD 3-speed man*; 4-speed auto
HD 3-speed*, 4-speed man; 3-speed auto
3-speed man*; automatic clutch; overdrive; 3-speed auto
3-speed man*; automatic clutch; overdrive; 3-speed auto
3-speed man*; overdrive; 3-speed auto
3-speed man*; 4-speed man (V8); 3-speed auto
3-speed man*; 4-speed man; 3-speed auto
3-speed*, 4-speed man; 3-speed auto
3-speed auto*
3-speed*, 4-speed man; 3-speed auto

**Hp. ratings, where engine type isn't shown, are for V8s.

Chevy IIs will have larger 9.5-inch self-adjusting brakes and a new composite rear-axle assembly for 1964.

CORVAIR

The happiest handling story in the industry is the improvement in the little Corvair which has had no important body style changes. Chevrolet engineers have added an anti-roll bar to the front suspension and a single leaf spring "camber compensator" under the transaxle; this keeps the rear wheels from pivoting too much on turns. Thus, they don't bend under the car and work their own special witchcraft on the steering. Past Corvairs have had a tendency to swing their rear ends around on severe cornering at the whim of centrifugal force. This suspension improvement is a particularly welcome addition on the 1964 Corvairs, whose standard engines have been upped 19 cubic inches in displacement and whose horsepower has increased from 80 to 95.

We tried both a 1963 and 1964 Corvair Monza on GM's abruptly curved handling course at 30-35 m.p.h. The new car stayed where we steered it while the uncompensated and unstabilized '63 tried to slide out from under. Incidentally, the '64 ride is also better thanks to new shock absorbers.

VALIANT AND DODGE DART

Valiant's and Dart's ride, chassis and engines are similar to '63. The Dart coupe and sedan bodies have rear windows enlarged to the full width of the body, and it's now easier to look at as well as easier to look out of.

We tried both of them with one of the new Chrysler four-speed synchromesh transmissions, and had a real ball. This is a good box with well-placed ratios. Third

(Please turn to page 238)

THE LINCOLN CONTINENTAL, although a look-alike of last year's model, now has wider rear doors and a roomier back seat and trunk for luxury car customers

NEW ON THE RAMBLER CLASSIC chassis is this roomy two-door hardtop. Despite austere reputation, the Classic has un-Spartan goodies like power windows

