

PROUD, THAT'S what the industry is—proud of itself. And with reason. It proved its vitality, its flexibility. It proved that it responds to public demand, after all.

Sure, there was a period of delay, a period which gave critics a chance to shriek. But the delay wasn't due to mental ossification, but to that old mass-production bogeyman, lead time.

All the while the highly articulate critics were tearing around in their chariots screaming about Detroit's failure to act, the industry was acting—at full speed. Never before have three all-new cars, with all-new engines, been brought out with such speed, with such rightness. As one engineer said, "It sang right from the start."

These designs are good. These new cars are good — not perfect yet, but good. Better than they were expected to be. Anybody who has driven them knows this. *PM's* test report on page 168 also shows it. They make sense and that is what the public said it wanted.

Detroit executives must have had to do considerable lip-biting and fist-clenching to keep from shouting back last year as so many critics, private and governmental, accused them of stupidity, of failure to respond to the public's wishes. But they did hold their tongues and now the new cars speak for them—loudly and clearly. Where are the critics now?

Yet the industry is not real certain how many of you do want the smaller, more economical cars. Things looked clearer in 1958. Then, the party was draggin', sales were laggin', and the switch began — a switch to smaller cars. But then along came 1959 and big cars started to sell again (to be sure, compact cars like Rambler and Studebaker sold even better). Apparently, it really was the recession that had cut sales in 1958 and not the size of the cars. By this time next year, the industry will feel better about its

gamble — or worse, depending on your reaction.

Total industry production in 1959 was up about 32 percent over 1958 (see chart on page 158). Some companies have more than doubled production. A few are down, but these are De Soto, the late Edsel and Lincoln, three cars that certainly can't be considered bellwethers.

Biggest news, of course, is the tremendous upsurge at American Motors (even more spectacular was its skyrocketry on the stock exchange). Many 1959 buyers, anxious to show more sense, turned to Rambler.

As a result of its sudden prosperity, American Motors, instead of being a tiny, seen-but-not-heard member of the minority (as it was content to be a few years back) has become an outspoken, bold challenger that now builds more than half as many cars as Chrysler Corporation.

So bold is it that it claims, just as Da Vinci "invented" Mona Lisa, so it "invented" the compact car, preferring to forget that not too long ago all cars were compact (if size is the only criterion).

Actually, the three new compact cars are exciting more for their weight than for their over-all length or wheelbase. The Falcon and Corvair weigh about 2300 pounds (Valiant weighs 2635, much of its extra weight being due to the bigger-than-necessary engine which was not specially designed for a compact car, but for Plymouth).

By comparison, the 1960 Rambler six weighs 2948 pounds. Even the American with only 100-inch wheelbase weighs 2500 pounds. These all-new compacts, despite the AM ads, are not just copies of Ramblers, but are all-new, bold engineering achievements in their own right with modern design to reduce unnecessary bulk.

And the interesting thing is that they are so different from each other that the buyer's choice is wide.

The year 1959 will be remembered
(Continued to page 284)





VALIANT

Valiant, Chrysler's compact car, features a six-cylinder engine inclined 30 degrees to the right. Its aluminum intake manifold has six curved tubes that feed directly to each cylinder. An alternator charges while the engine idles. Unit constructed, the car has torsion bars in front, leaf springs at rear and offers a wagon with rear-facing third seat.



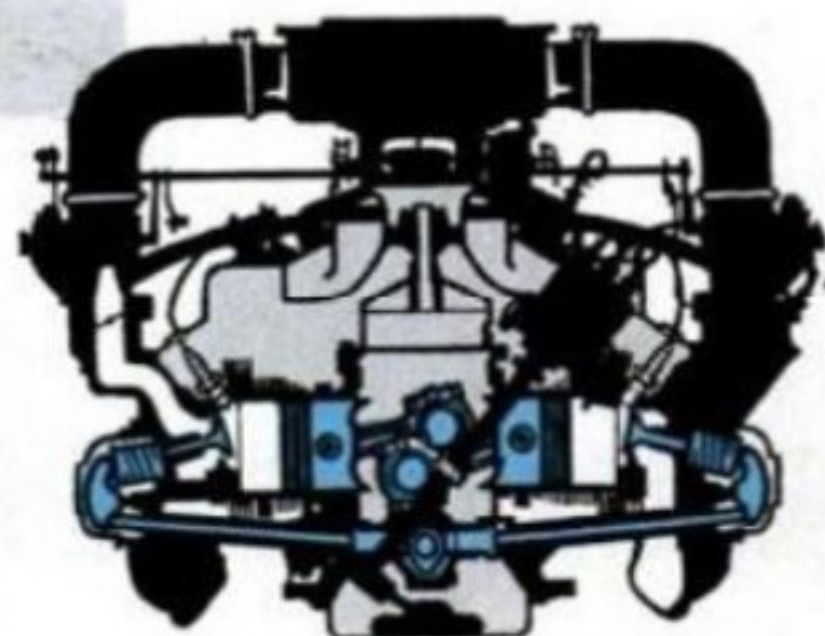
LARK

Studebaker's Lark, introducing a convertible and four-door wagon (rear-facing third seat extra), has an improved 90-hp. L-head six and a virtually unchanged 180-hp. V8. Sporty Hawk retains its styling but drops its six, adds a bigger 210-hp. V8.



CORVAIR

Corvair long will be remembered as the most revolutionary car to hit the American automotive scene in three decades. The GM compact entry sports an air-cooled, flat six made mostly of aluminum and mounted in the rear. Unit-built, it has fully independent coil suspension. The floor hump is gone, due to a transaxle combining the transmission, engine and differential. Corvair, now a four-door sedan, plans a two-door coupe in January.



Engine Drawings
By George W. Blow

POPULAR MECHANICS



FALCON

Simply styled on the outside, Ford's Falcon is the most luxurious compact inside. Available in two and four-door sedans, Falcon has a unit body and lots of luggage space. There are high coil springs in front. It is powered by an inline six with a short, very rigid, block that results in the industry's shortest stroke.



ECONOMY



AMERICAN

After a successful revival—American accounted for 25 percent of AMC's 1959 model run—the small Rambler sticks with a winner but adds a four-door sedan. One of two remaining L-head sixes, American's changes include more glass area, doors that open wider. Power steering, outside tire mount are extra. Other models: two-door sedan, wagon.



CLAS

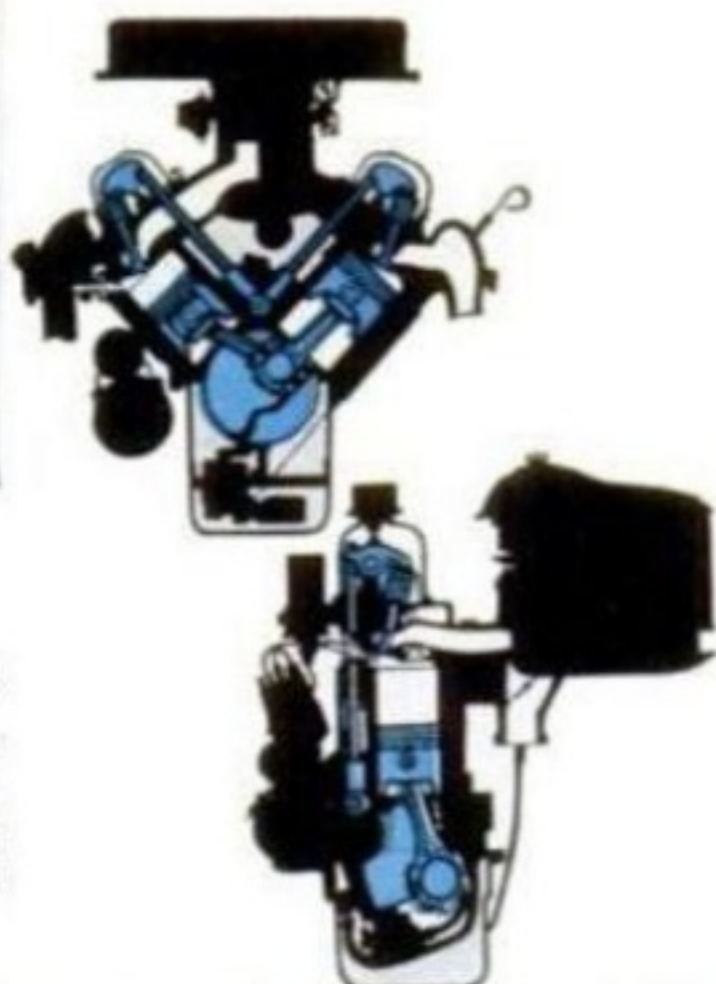
	VALIANT* V-100	LARK*	CORVAIR* 500	FALCON* Fordor	AMERICAN* Deluxe
Price	\$2053	\$2046	\$2038	\$1974	\$1844
Wheelbase	106.5	108.5	108.0	109.5	100.0
Length	184.0	175.0	180.0	181.2	176.3
Width	70.4	71.4	66.9	70.0	73.0
Height	53.3	57.5	51.3	54.5	57.3
Shipping weight	2635	2592	2305	2288	2494
Headroom, front	33.6	36.0	34.0	33.9	35.3
rear	33.4	35.0	33.4	32.8	34.0
Legroom, front	44.4	44.0	42.8	43.3	44.0
rear	38.9	39.0	36.5	39.4	37.5
Hiproom, front	57.0	59.5	57.8	57.1	58.0
rear	56.9	59.0	57.6	57.0	45.3
Kneeroom, rear	28.0	28.0	26.0	27.9	25.1
Trunk volume	24.9	16.5	15.6	23.7	17.7
		6 V8			
Displacement	170	169.6 259.2	140	144.3	195.6
Horsepower	101	90 180	80	90	90
*All specifications for lowest-price 6 cylinder four-door models except as noted.					

*All specifications for lowest-price 6 cylinder four-door models except as noted.



CHEVROLET

Joining the swing to economy, Chevrolet has an economy V8 with a low-lift camshaft and is designed to run on regular gas. There's also an overhead-valve six, plus optional 283 and 348-cubic-inch V8s. Fuel injection, still offered on Corvette, has been dropped by Chevy. Corvette styling is unchanged. There's easier trunk access on the big Chevrolet, too.



FORD

Ford's dartlike styling highlights the body-length fender lines and provides a sleek, low appearance. The wraparound windshield is gone, but there's 17 percent more windshield glass area. Under the new sheet metal, Ford offers four engines, a 223-cubic-inch six and three V8s developing up to 300 horsepower. Loading space in the wagons is a foot longer.



PLYMOUTH

Plymouth has two new engines, one for economy and one for power. The all-new six, tilted 30 degrees to the right, permits a low hoodline, lowers the center of gravity. Then there's the 330-hp. V8 with ram induction, which provides extra power in the 20-to-60 m.p.h. range. Retaining its fins, Plymouth now is unit built. Options include door locks that lock automatically when the engine is started.





DODGE DART

Fourth new 1960 car is Dodge Dart, a low-price car built on the Plymouth chassis. Three series—Seneca, Pioneer and Phoenix—offer six bodies from club sedan to nine-passenger wagon. Three engines: a tilted economy six, 318-cubic-inch V8, and a ram-induction V8 for the Phoenix.



**LOW
PRICE**



RAMBLER

All-new, Rambler retains the same styling concept, but now offers rear-facing third-seat wagon. Wagon tailgate is replaced by a side-hinged door. Horsepower on the Rebel V8 is cut to 200, while OHV six stays at 127. Grille, front and rear bumpers are in two sections to reduce repair costs. Unit body. Suspension by coils front and rear.



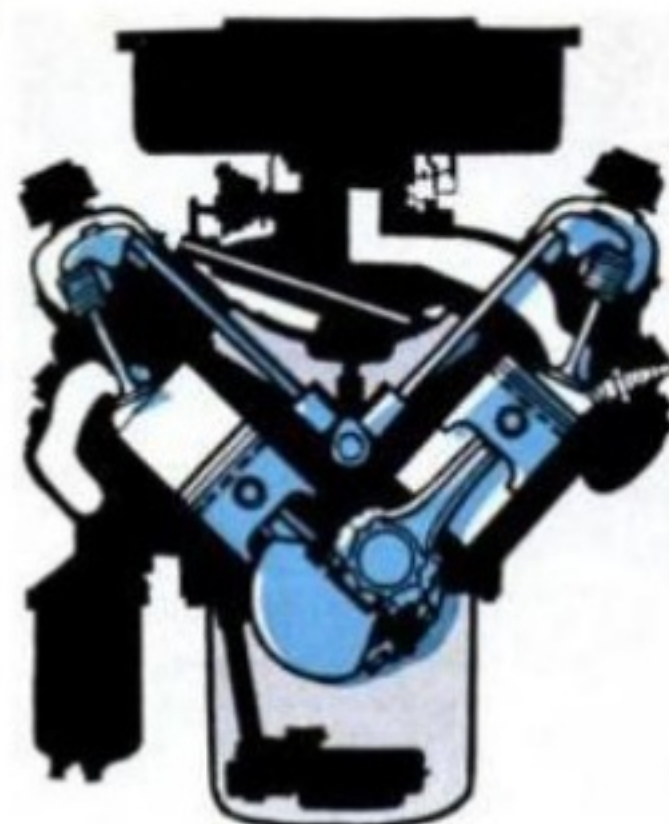
	CHEVROLET* Biscayne		FORD* Fairlane		PLYMOUTH* Savoy		DART* Seneca		RAMBLER* Super	
Price	\$2423		\$2424		\$2429		\$2454		\$2387	
Wheelbase	119.0		119.0		118.0		118.0		108.0	
Length	210.8		213.7		209.4		208.6		189.5	
Width	80.8		81.5		78.6		78.0		72.2	
Height	56.0		55.0		54.6		54.8		57.1	
Shipping weight	3570		3706		3500		3600		3282	
Headroom, front	36.1		34.0		34.8		34.6		35.0	
rear	34.3		33.9		34.2		34.5		34.0	
Legroom, front	44.5		43.3		45.4		46.3		43.0	
rear	42.5		41.6		38.1		43.5		40.0	
Hiproom, front	65.3		62.2		63.0		63.0		59.8	
rear	65.4		63.6		62.4		62.4		60.1	
Kneeroom, rear	29.2		31.7		28.4		27.4		26.8	
Trunk volume	30.0		33.5		29.4		30.7		27.9	
	6	V8	6	V8	6	V8	6	V8	6	V8
Displacement	235.5	283	223	292	225	318	225	318	195.6	250
Horsepower	135	170	145	185	145	230	145	230	127	200

*All specifications for lowest-price V8 four-door models, except as noted.



PONTIAC

Pontiac offers an improved 389-cubic-inch V8, including an economy version, along with the new Ventura two and four-door hardtops. V8 options range from 215 to 348 hp. Variations in power are due entirely to different carburetion and compression. Also optional are aluminum wheels with integral hub and brake drum.



AMBASSADOR

Ambassador, the big Rambler, is nearly two inches lower and shorter. Among its many styling changes is a compound windshield that has 24 percent more glass area. Unit-built, Ambassador is powered by a two-barrel carburetor, 250-hp. V8 engine that runs on regular gas.



DODGE

Completely new, with a unit body, Dodge keeps its same personality, adds emphasis to its fins. There are two Dodge series, Matador and Polara, instead of three. Each has three engine options: A 361-cubic-inch V8; a 383-cubic-inch V8; plus the 383 V8 with ram induction. All have 10.0 to 1 compressions. Chrysler Corporation's torsion bar suspension is up front, leaf springs in back.





BUICK

In addition to a restyling to give it a heavier look, Buick features a huge extra-quiet muffler placed cross-wise behind the rear axle instead of usual multiple-muffler system. A mirrored instrument panel adjusts to suit each driver. Engines: Economy V8; standard 250-hp. V8; and 401-cubic-inch V8 for Invictas, Electras only.



LOWER



EDSEL (Deceased)

You'll have trouble finding one, but there are some 1960 Edsels on the road (only 2820 were built). Never before has a car so carefully planned, failed so completely. Most of the planning, however, was by merchandisers who couldn't tell a camshaft from a crankshaft. In three years, 110,749 Edsels were built—the most costly 110,000 cars in history.



MEDIUM

	PONTIAC* Catalina	AMBASSADOR* Super	DODGE* Matador	BUICK* LeSabre	EDSEL* Ranger
Price	\$2702	\$2587	\$2935	\$2870	\$2697
Wheelbase	122.0	117.0	122.0	123.0	120.0
Length	213.7	198.5	212.6	217.9	216.4
Width	80.7	72.2	78.0	80.0	81.5
Height	56.6	56.9	54.9	57.2	55.0
Shipping weight	3935	3414	3725	4219	3758
Headroom, front	34.8	35.0	34.6	34.7	34.0
rear	33.9	34.0	34.5	33.9	33.9
Legroom, front	45.3	43.0	46.3	44.2	43.3
rear	41.9	40.0	44.1	42.2	41.6
Hiproom, front	65.4	59.8	63.0	65.4	62.2
rear	65.4	60.1	62.4	65.1	63.2
Kneeroom, rear	28.1	26.8	29.4	28.8	31.7
Trunk volume	35.0	27.9	29.7	15.0†	33.5
Displacement	389	327	361	364	6 223 292 352
Horsepower	215	250	295	250	145 185 300

*Lowest-price V8 four-door models, except as noted.
†Usable luggage space, not total trunk volume.



OLDSMOBILE

Oldsmobile puts its economy engine, the 371-cubic-inch V8, in the 88. This engine operates on regular gas. A 394-cubic-inch V8 is standard on the Super 88 and the 98 series. The tailfins are gone and bodies are one to two inches shorter over-all. Super 88 and 88 series have rear-facing third-seat wagons, the 98 has no wagon.



DE SOTO

De Soto hopes for a sales comeback with all-new styling and unit body. Only four-door sedans, two and four-door hardtops are available in Firefly, Adventurer series. Engines: 361-cubic-inch V8 standard on Firefly; 383-cubic-inch V8 for Adventurer with ram induction extra.



PRODUCTION OF 1959 MODEL PASSENGER CARS

1. CHEVROLET	1,471,071 Up 18.7%
2. FORD	1,394,684 Up 46.8%
3. PLYMOUTH	424,692 Up 6.2%
4. PONTIAC	383,320 Up 76.4%
5. OLDSMOBILE	382,865 Up 29.1%
6. BUICK	284,089 Up 17.4%
7. RAMBLER	258,980 Up 121.3%
8. DODGE	151,851 Up 9%
9. MERCURY	150,000 Up 12.5%
10. CADILLAC	142,272 Up 16.8%
11. STUDEBAKER	131,377 Up 163.9%
12. AMERICAN	91,491 Up 198.6%
13. THUNDERBIRD	67,456 Up 77.7%
14. CHRYSLER	64,244 Up 5.5%
15. DE SOTO	45,307 Down 12.1%
16. EDSSEL	44,891 Down 28.8%
17. LINCOLN	26,906 Down 9.4%
18. AMBASSADOR	23,769 Up 63.1%
19. IMPERIAL	17,262 Up 7.2%

TOTAL FOR INDUSTRY—5,566,527 passenger cars—Up 31.8% from 1958

PERCENTAGE OF INDUSTRY PRODUCTION

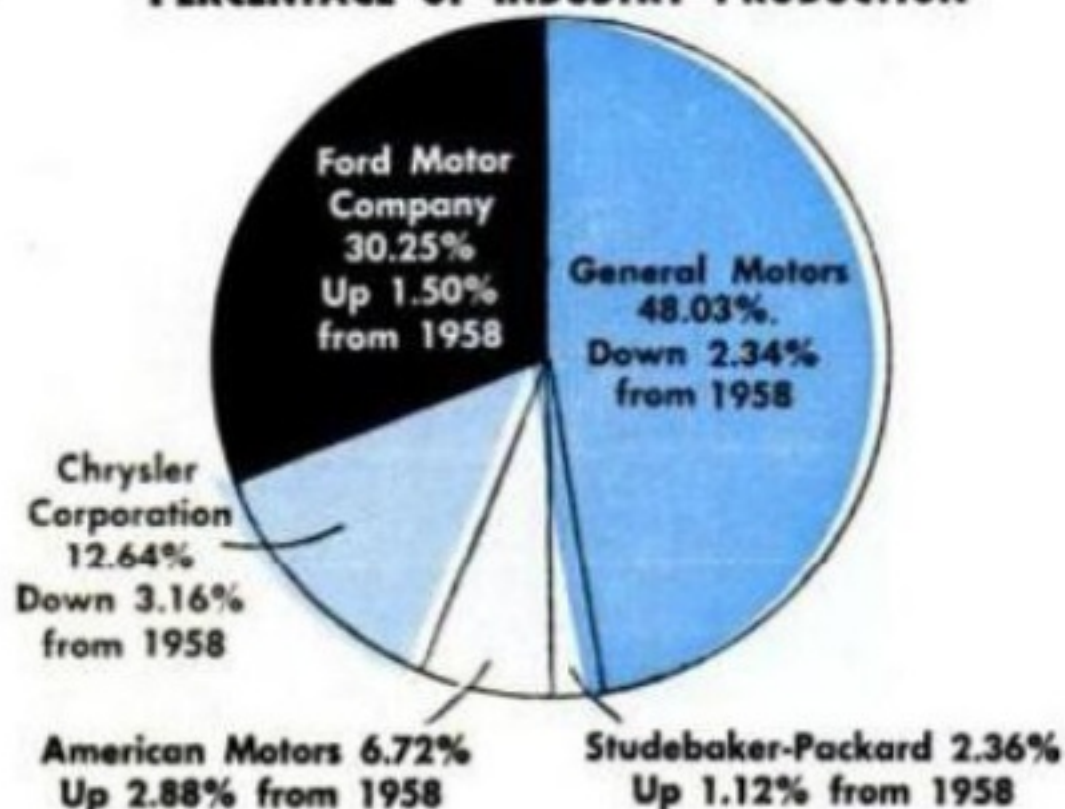
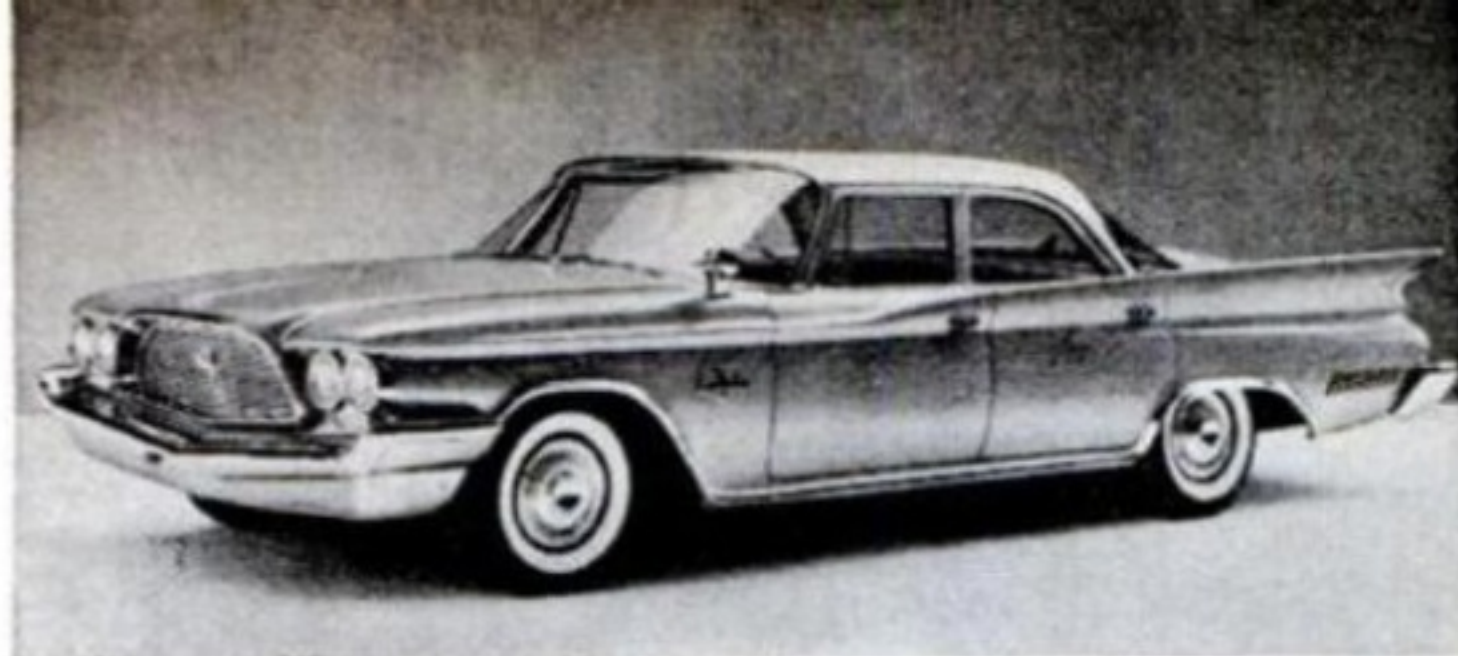


Chart shows how many 1959 models of each make were produced and how this compares with 1958. Period covered is approximately a year, beginning August 1958.



CHRYSLER

Chrysler's "300"-inspired styling is molded around a unit body, providing more legroom, higher seats. Windsor, Saratoga models are powered by 383-cubic-inch V8, New Yorker by 413-cubic-inch 350-hp. V8. New 300F is due later, will feature four bucket seats.



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MERCURY

Conservatively styled, Mercury is stressing soft ride and quietness of operation. Two V8s operate on regular gas (a larger V8 on premium). No four-barrel carburetors are available, all engines having two-barrels for better economy. Montclair and Park Lane models have 430-cubic-inch V8, with 310 horsepower, hydraulic valve lifters.



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	OLDSMOBILE* Dynamic 88		DE SOTO* Fireflite		CHRYSLER* Windsor	MERCURY* Monterey	
Price	\$2900		\$3017		\$3194	\$2730	
Wheelbase	123.0		122.0		122.0	126.0	
Length	217.6		215.4		215.4	219.2	
Width	80.6		79.4		79.4	81.5	
Height	56.5		55.0		54.9	55.7	
Shipping weight	4109		3865		3815	3981	
Headroom, front	34.7		34.6		34.6	33.2	
rear	33.9		34.5		34.5	32.9	
Legroom, front	45.0		46.2		46.2	44.2	
rear	42.2		44.1		44.1	43.6	
Hiproom, front	65.4		63.0		63.0	62.5	
rear	65.2		62.4		62.4	62.8	
Kneeroom, rear	28.8		29.4		29.4	32.5	
Trunk volume	18.3†		29.7		29.7	29.1	
	Std.	Opt.	Std.	Opt.		Std.	Opt.
Displacement	371	None	361	383	383	312	383
Horsepower	240	None	295	305	305	205	280

†Usable luggage space, not total trunk volume.
*Lowest-price V8 four-door sedans, except as noted.



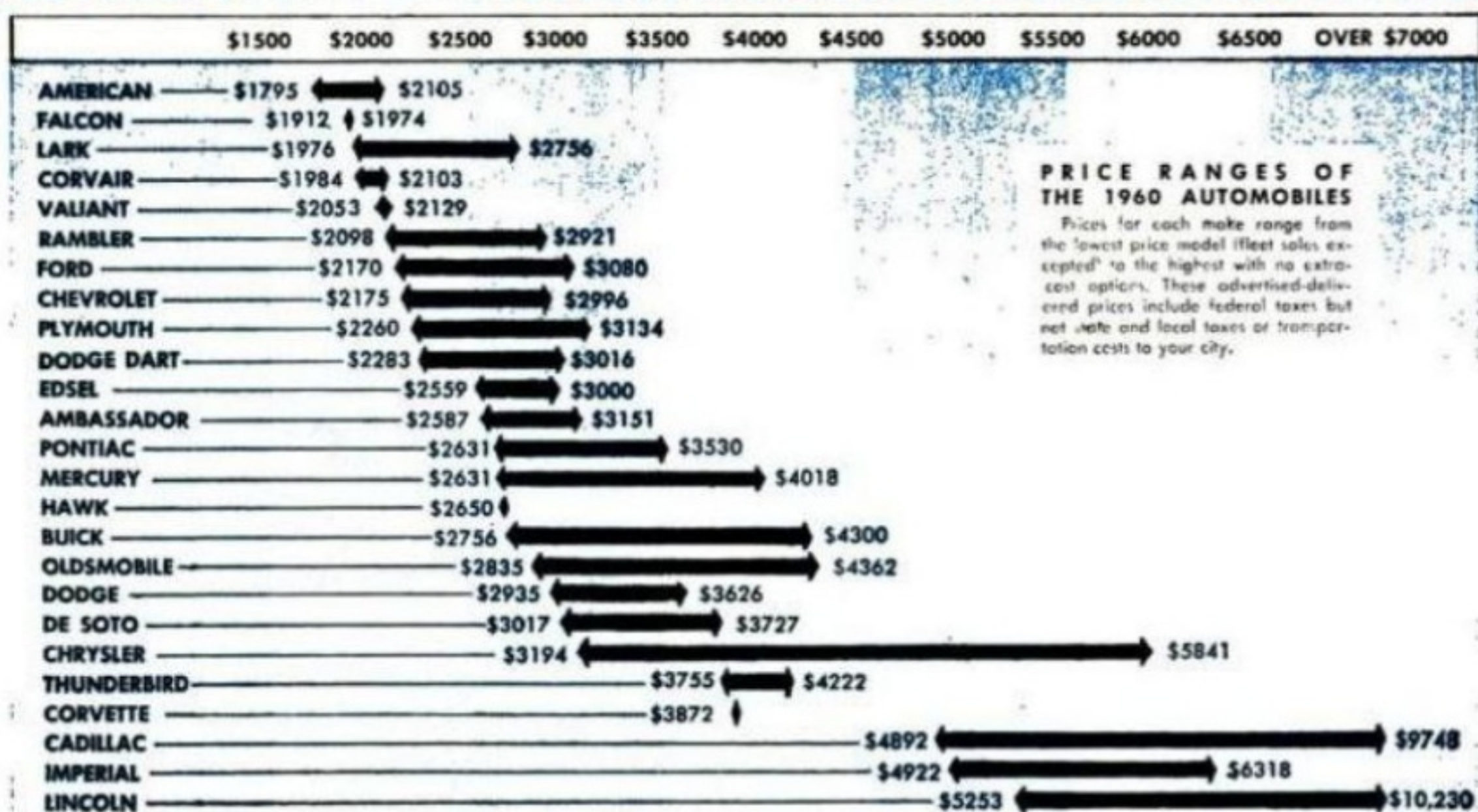
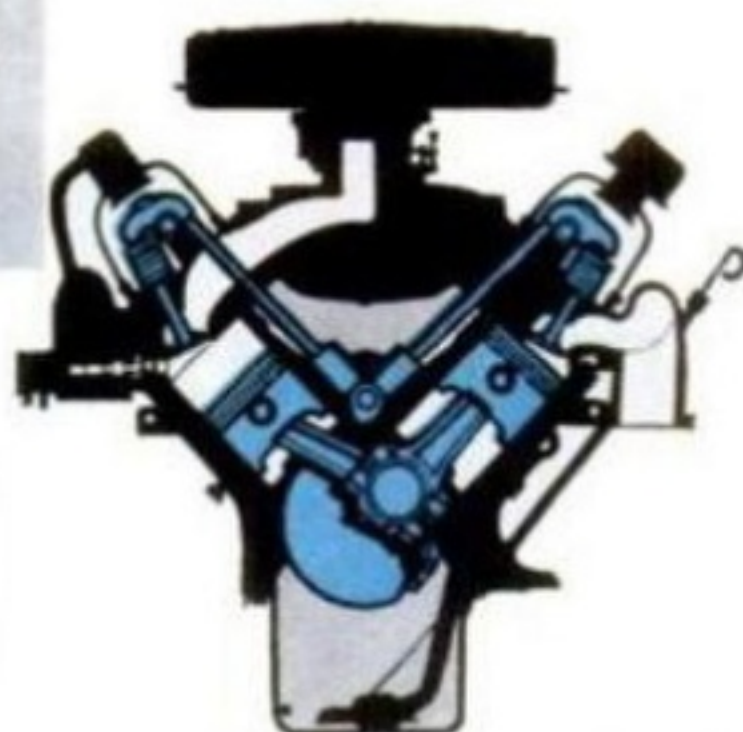
LINCOLN

Most important change in this year's Lincoln and Lincoln Continental is the switch to leaf springs, replacing coils in the rear. Gone are the trailing arms. Lincoln retains its 430-cubic-inch V8, but has cut horsepower by 35 to 315 and has added a new carburetor. Unit-built, both cars have had grille and rear styling changes. Roof and rear window are new.



IMPERIAL

Restyled, but retaining such characteristics as gunsight taillights, Imperial is powered by a 413-cubic-inch V8 developing 350 horsepower. Unusual features are high-backed driver's seat, electroluminescent non-glare panel lights and elliptical steering wheel. New back window gives LeBaron a town-car look. It is only frame-plus-body car at Chrysler.



PRICE RANGES OF THE 1960 AUTOMOBILES

Prices for each make range from the lowest price model (fleet sales excepted) to the highest with no extra-cost options. These advertised-delivered prices include federal taxes but not state and local taxes or transportation costs to your city.



CADILLAC

Improved Cadillac brakes have finned, extended rear drums that keep brake temperature 30 percent lower under hard usage. Automatic parking brake releases when car is put in gear with engine running. Engines: Two 390-cubic-inch V8s, 325 and 345 hp. Air suspension on Brougham, Biarritz, Seville; optional on others.



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THUNDERBIRD

Thunderbird, fast becoming the second best-selling Ford Motor Company car, is introducing the first sliding sun roof on an American car as optional equipment. Also new is an automatic top that folds into the trunk of the convertible. T-Bird engines: 300-hp. 352-cubic-inch V8 and 350-hp. 430-cubic-inch V8.



SEE JULY 1960, 14.

	LINCOLN* Sedan	IMPERIAL* Custom	CADILLAC* "62"	THUNDERBIRD* Hardtop
Price	\$5441	\$5029	\$5080	\$3755
Wheelbase	131.0	129.0	130.0	113.0
Length	227.2	226.3	225.0	205.4
Width	80.3	80.1	79.9	77.0
Height	56.7	56.7	56.2	52.5
Shipping weight	5016	4700	4805	3799
Headroom, front	34.9	34.5	34.2	34.5
rear	33.7	33.8	33.4	33.3
Legroom, front	44.0	46.3	46.1	43.4
rear	44.9	42.9	45.3	38.0
Hiproom, front	60.2	61.0	65.0	59.6
rear	65.2	60.2	64.9	48.7
Kneeroom, rear	35.2	31.8	31.4	26.2
Trunk volume	29.2	31.8	16.4†	20.5
Displacement	430	413	390	352
Horsepower	315	350	325	300
*Lowest-price V8 four-door models except Thunderbird. †Usable luggage space, not total trunk volume.				

FOREIGN CARS-1960

IMPORTS HAVE PROSPERED. Will they continue to, now that Detroit offers "compacts?" Nobody can be certain, but it seems unlikely that cars as big as the Corvair, Falcon and Valiant will compete with VW, Renault and Simca. Sensible, quiet and comfortable as they are, the new compacts don't drive the same, don't "feel" the same, as the more nimble, alert, small imports.

They are still worlds apart — smaller worlds perhaps, but worlds nonetheless. Certainly after a spectacularly prosperous 1959, no import plans to surrender sales without a struggle. Dealers are stronger than ever and will fight it out with these newcomers, the American compacts. The outcome, as always, is in your wallets, dear public.



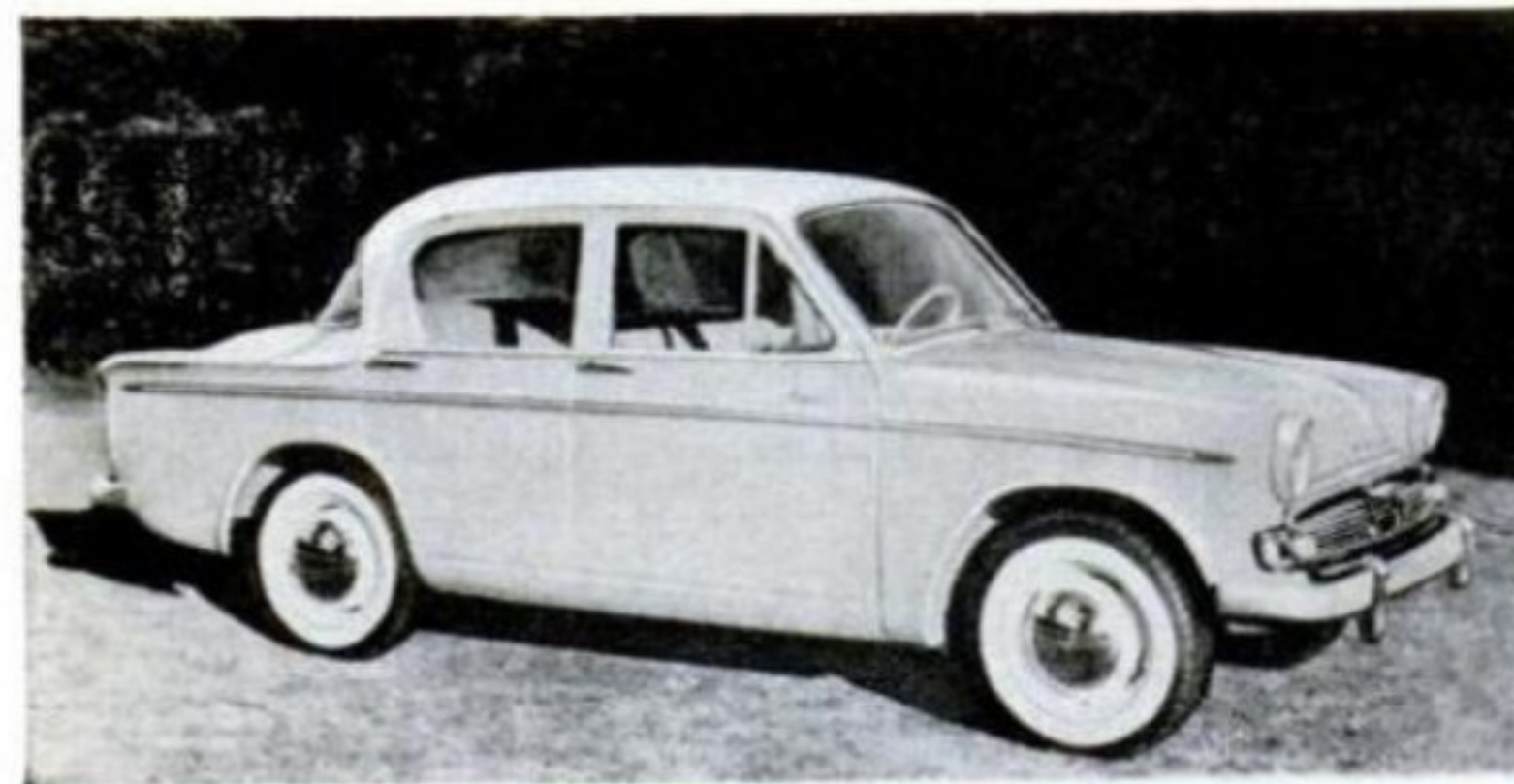
FIAT

Square lines give the Fiat 1200 an elegant look. Luxurious interiors have reclining front-seat backrests and an optional folding rear seat. Suspension: coils up front and leaf springs in the rear. Top speed is 87 m. p. h. Fiat's 18 models range in price from \$1098 to \$3498.



MERCEDES BENZ

Featuring a wider, lower grille, the Mercedes-Benz 220 has four headlights, fins and more luggage space. Valve-gear and camshaft changes provide 124 hp. Suspension: coils. Other models unchanged.



HILLMAN

One of two small imports offering automatic transmission, Hillman uses a magnetic powder to work the clutch. Styling changes include a wider windshield and rear fins. Unit body has coils in front, rear leaf springs. Horsepower is upped to 57.

*Port-of-entry price at New York City

	Price*	Engine Type	Displacement	Horsepower	Weight	Overall Length	Overall Width	Turn Circle
FIAT 1200	\$1998	Inline 4, OHV, front	74.5	63	2050	154.4	57.4	34.5
MERCEDES 220S	\$4283	Inline 6, overhead cam, front	133.9	124	2940	192.2	70.7	37.4
HILLMAN Minx	\$1849	Inline 4, OHV, front	91.2	57	2172	162.0	60.8	36.0

TRIUMPH

Triumph's new Herald Saloon combines style with such features as independent four-wheel suspension, large luggage capacity and greasing only every 12,000 miles. Suspension: coils in front, leaf springs in rear.



ENGLISH FORD

England's Ford Anglia is an exciting styling change with sloping hood and reverse-slant rear window. New engine has large bore, bigger valves and drives through a four-speed transmission. Unit body with front coils, rear leaf springs.



METROPOLITAN

Although styling is unchanged, Metropolitan now has outside trunk access and side window vents. Continued are the same Austin A-55 engine and the unit body. Front suspension uses coils and the rear has leaf springs.



LANCIA

Powerful, luxurious and expensive, the Lancia Flaminia coupe seats four to five persons. With a top speed of 105 m.p.h., it is the only make powered by a V6. Suspension: coils in front, leaf springs in the rear.



*Port-of-entry price at New York City

	Price*	Engine Type	Displacement	Horsepower	Weight	Overall Length	Overall Width	Turn Circle
TRIUMPH	\$1699	Inline 4, OHV, front	57.8	38.5	1760	153.0	60.0	25.0
FORD ANGLIA	\$1583	Inline 4, OHV, front	61.0	41	1625	153.5	57.3	32.0
METROPOLITAN Hardtop	\$1672	Inline 4, OHV, front	90.9	55	1890	149.5	61.5	35.0
LANCIA Flaminia	\$6355	V6, OHV, front	150.0	131	3173	184.5	68.4	40.0



VOLKSWAGEN

Soundproofing and engine refinements make the 1960 Volkswagen the quietest ever. While styling is the same, additions include a front sway bar, horn ring, recessed steering post and push-button door handles. Suspension is fully independent by torsion bars.



DAF

Only small economy car to offer an automatic transmission as standard equipment is the Dutch DAF. DAF has no clutch pedal. It's belt-driven. Never needs greasing either. Suspension: coils in front, leaf springs in rear.



SAAB

Hoping to expand its U.S. market, Swedish Saab will offer a two-door station wagon this spring. Major sedan change is that the door is no longer hinged at rear. Saab keeps its front-wheel drive, coil suspension, unit body.



ALFA ROMEO

Alfa Romeo, in its 2000 line, offers luxury and comfort (at a price) plus a small engine with lots of power. A 118.5-cubic-inch engine develops 120 horsepower and 105 m.p.h. speeds. Suspension is with coil springs.

*Port-of-entry price at New York City †Figures for sedan, not wagon shown here

	Price*	Engine Type	Displacement	Horsepower	Weight	Overall Length	Overall Width	Turn Circle†
VOLKSWAGEN	\$1565	Flat 4, OHV, rear, air-cooled	72.7	36	1609	160.6	60.6	36
DAF	\$1469	Air-cooled, flat twin, OHV, front	36.0	22	1390	142.0	57.0	28
SAAB 93B†	\$1895	Inline 3, two-cycle, front drive	46.0	38	1806	158.0	62.0	36
ALFA ROMEO 4-door sedan	\$5028	Inline 4, twin overhead cams	118.5	120	2958	186.0	67.0	25.8

VAUXHALL

Vauxhall wagon increases loading ease with a counter-balanced tail door and spare tire flush against the right side. Grille and side panels are new while the inline-four engine is unchanged. Suspension: front coils; rear leaf. Unit body.



NSU PRINZ

Sporting minor styling and engineering changes are the NSU Prinz sedan and coupe. Sedan (photo) has reclining front seats. Able to seat four in a real pinch, coupe has a top speed of 85 m.p.h. Both use coils and have unit bodies.



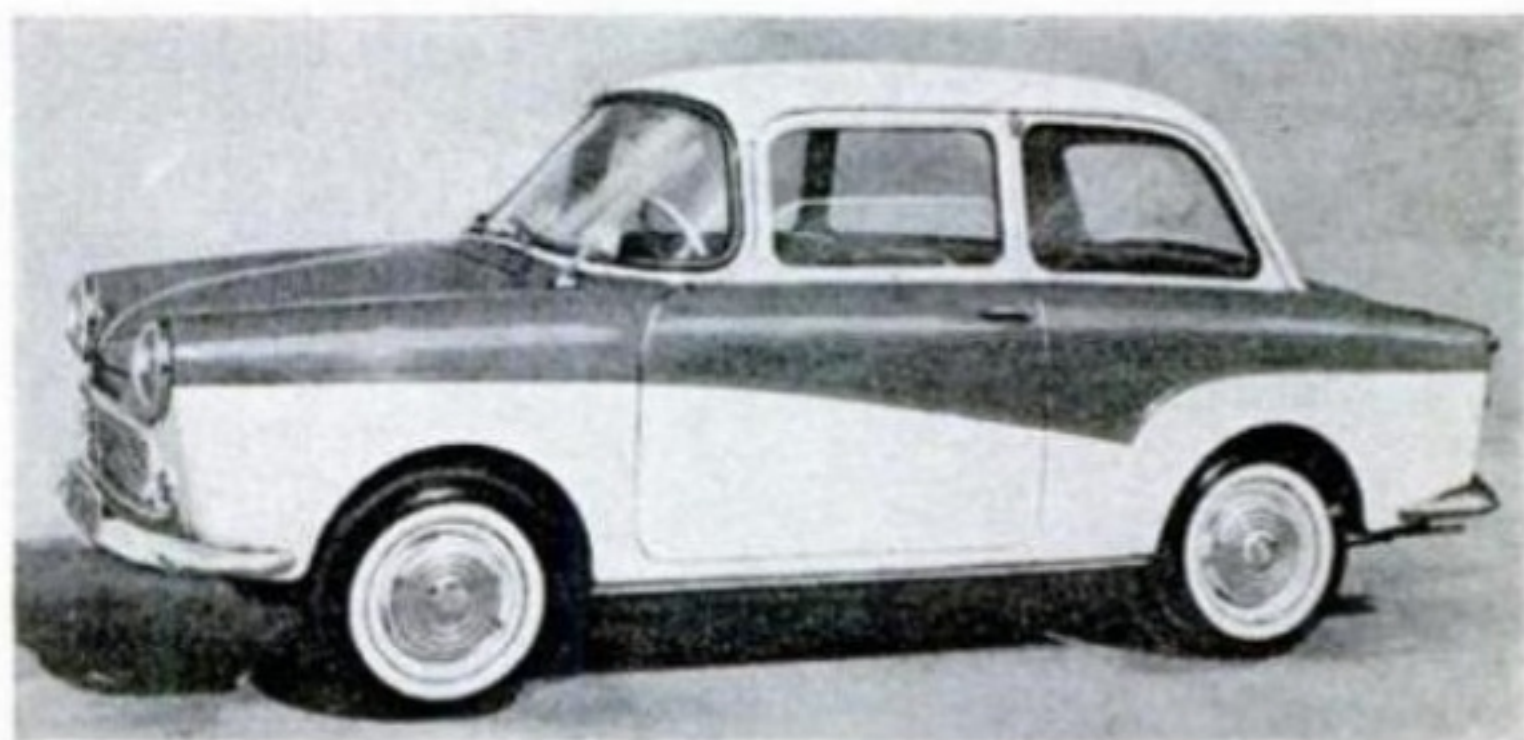
BORGWARD

Only prototypes of the new Borgward (photo) have been built, but this latest entry shows the American influence. Luxurious and big, it has a six-cylinder engine. The four-cylinder Isabella is unchanged. Both use coil suspension.



GOGGOMOBIL

Goggomobil's new Isar series comes with a four-seat two-door sedan and two-door wagon. Spare tire rests under the hood atop air-cooled engine and there are extra-big brakes. Front suspension: coils; rear, leaf springs.



*Port-of-entry price at New York City †Data for Isabella, not model shown here

	Price*	Engine Type	Displacement	Horsepower	Weight	Overall Length	Overall Width	Turn Circle
VAUXHALL Victor	\$1957	Inline 4, OHV, front	92.0	55	2200	167.7	63.5	34.0
PRINZ NSU	\$1398	Inline 2, OHV, air-cooled, rear	35.0	26	1200	124.0	56.0	28.0
BORGWARD†	\$2495	Inline 4, OHV, front	89.6	66	2200	175.6	68.2	36.0
GOGGOMOBIL Isar	\$1495	Flat 2, OHV, air-cooled, front	41.3	30	1408	133.8	57.3	29.5



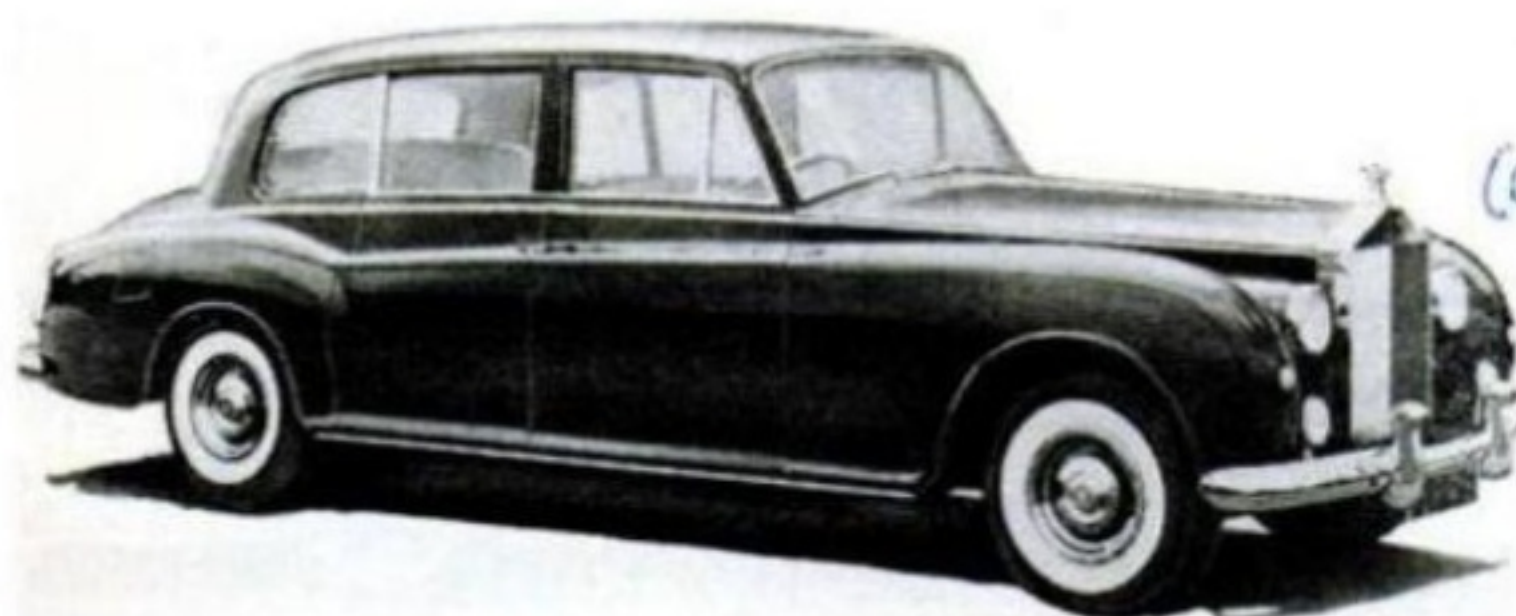
LLOYD

Slated to compete against VW, the flat-four German Lloyd Arabella has ample interior, trunk room, clean styling. There's a wrap-around rear window, optional sunroof. Suspension: fully independent by coils. Other Lloyds are unchanged.



SIMCA

Cheaper version of the Simca Elysee is this new Etoile, five-passenger sedan. Heater, automatic choke standard. Three new Simca models are on sale in U. S. Other models virtually unchanged. Coils in front; leaf springs, rear.



ROLLS-ROYCE

(see OCTOBER 1960, p. 16)
Rolls-Royce offers its first V8, and it's aluminum, no heavier than the old six. Hydraulic tappets help make engine very quiet. Silver Cloud styling is unchanged. New limousine model is Phantom V. Coils in front; leaf springs, rear.



RENAULT

Renault promises greater riding comfort with auxiliary springs in addition to its fully independent coils. Also new are stops to hold doors open. Styling changes are minor. Caravelle, 4CV round out the line.

*Port-of-entry price at New York City

	Price*	Engine Type	Displacement	Horsepower	Weight	Overall Length	Overall Width	Turn Circle
LLOYD Arabella	\$1688	Flat 4, OHV, front-drive	54.4	42	1532	150.0	60.0	32.4
SIMCA Etoile	\$1798	Inline 4, OHV, front	78.7	50	2050	164.9	61.9	35.6
ROLLS-ROYCE Silver Cloud	\$14,895	Aluminum V8, OHV, front	380.0	N.A.	4365	211.8	62.8	41.8
RENAULT Dauphine	\$1645	Inline 4, OHV, rear	51.5	32	1397	155.0	60.0	30.0

AUTO UNION

Auto Union 1000 models are unchanged except for a wrap-around windshield on all but four-door saloons and wagons. New is the tiny Junior, two-door with 34 hp., a lively car. It has torsion bars; 1000, leaf springs.



BMW 700

BMW's newest entry into the small car field is the 700 with a two-door coupe and sedan. Unit body makes the car real solid and rear engine powers it to speeds of 75 m.p.h. Luggage space, spare are up front. Suspension is by coils.



JAGUAR

In the new 3.8, Jaguar has a compact luxury car for the American market. The five-passenger sports sedan features four-wheel disk brakes, power steering and automatic transmission. Other Jaguars are unchanged.



CITROEN

Continuing its advanced engineering which includes a central hydraulic system, Citroen is unchanged. So is the 2CV. But British Citroen plants are building plastic-body 2CV's, portending future changes.



*Port-of-entry price at New York City

†Data for sedan, not wagon shown here

	Price*	Engine Type	Displacement	Horsepower	Weight	Overall Length	Overall Width	Turn Circle
AUTO UNION	\$2301	Inline 3, two-cycle, front-drive	58.8	57	1991	164.8	66.1	37.7
BMW 700	\$1898	Flat 2, OHV, air-cooled, rear	42.5	35	1389	139.4	58.3	29.5
JAGUAR 3.8	\$4740	Inline 6, front, twin overhead cams	230.6	220	3136	180.8	66.8	33.5
CITROEN DS19†	\$3245	Inline 4, OHV, front-drive	116.6	75	2475	189.0	70.6	36.0



How Good Are the

ECONOMY



CITY
20.1
miles
per gallon

COUNTRY
22.7
miles
per gallon

CORVAIR

0 to 30
5.0
seconds

0 to 60
16.5
seconds

40 to 60
9.3
seconds

ACCELERATION



City test was 50 miles at average of 18 m.p.h., never over 30 m.p.h. Corvair did best on this.

All three cars had handshift transmissions. Times are the average of 8 runs, 4 each way.



CITY
19.7
miles
per gallon

COUNTRY
22.9
miles
per gallon

FALCON

0 to 30
5.9
seconds

0 to 60
21.1
seconds

40 to 60
14.5
seconds



Country test was 50 miles on rural roads at speeds from 40 to 70. Falcon did best on this.

Falcon's 3.10-to-1 rear axle (the others have 3.55 axles) makes it slowest by a wide margin.



CITY
18.4
miles
per gallon

COUNTRY
20.9
miles
per gallon

VALIANT

0 to 30
4.8
seconds

0 to 60
14.5
seconds

40 to 60
9.0
seconds



Valiant's extra weight, bigger engine give it about 9 percent less economy than other two.

Valiant is best here, but Corvair comes close. Both show up well in 40-to-60 passing range.

All photos by Don Honick



COMPACT Cars?



BOULEVARD
Excellent. Engine noisy at high speed.

ROUGH ROADS
Excellent. Quiet, no harshness or wheel fight.

SEATING
Very low. Good back support. No center hump, front or rear.

Seats may be too low for some. Car has safe, secure feeling on corners, over rough roads.

FRONT
Low roof, low seat mean you must get down to enter, climb up to leave.

REAR
Somewhat easier, although you still have to climb out.

DOOR OPENING
Inside handles tiny. Rear doors hard to close from inside.



Vertical stick is exactly as long as floor-to-door-header distance on Corvair—38.5 inches.



BOULEVARD
Excellent. Engine extremely quiet.

ROUGH ROADS
Poor. Considerable harshness and wheel fight. Noisy.

SEATING
Excellent height. Good support. Rear seat center bottoms on tunnel easily.

Silky as a royal coach on smooth roads, on a rough stretch it turns into a bumpy pumpkin.

FRONT
High roof, high seat make getting in and out easy.

REAR
No four-door sedan was available at time of test.

DOOR OPENING
Large, easy-to-use inside handles. Outside good. No rear doors tested.



Same stick in Falcon door opening shows there is about two inches more clearance, arrow.



BOULEVARD
Excellent. Engine fairly quiet.

ROUGH ROADS
Excellent. Quiet, tight, no harshness. Some wheel fight.

SEATING
Excellent height. Front seat tilts back too much. Good padding atop hump.

Easily best over-all ride of three, although rear end tends to break loose on chuckholes.

FRONT
High door opening, high seat make it best in and out.

REAR
Easiest to get in and out of back seat as well.

DOOR OPENING
Good operation, front and rear, but hold-open stops are inadequate.



Again the same stick, this time on Valiant, and there's even more open space, arrow.

TRUNK SPACE



Grocery bags stand upright in Corvair's front trunk, but for long trips luggage space is small, irregular.

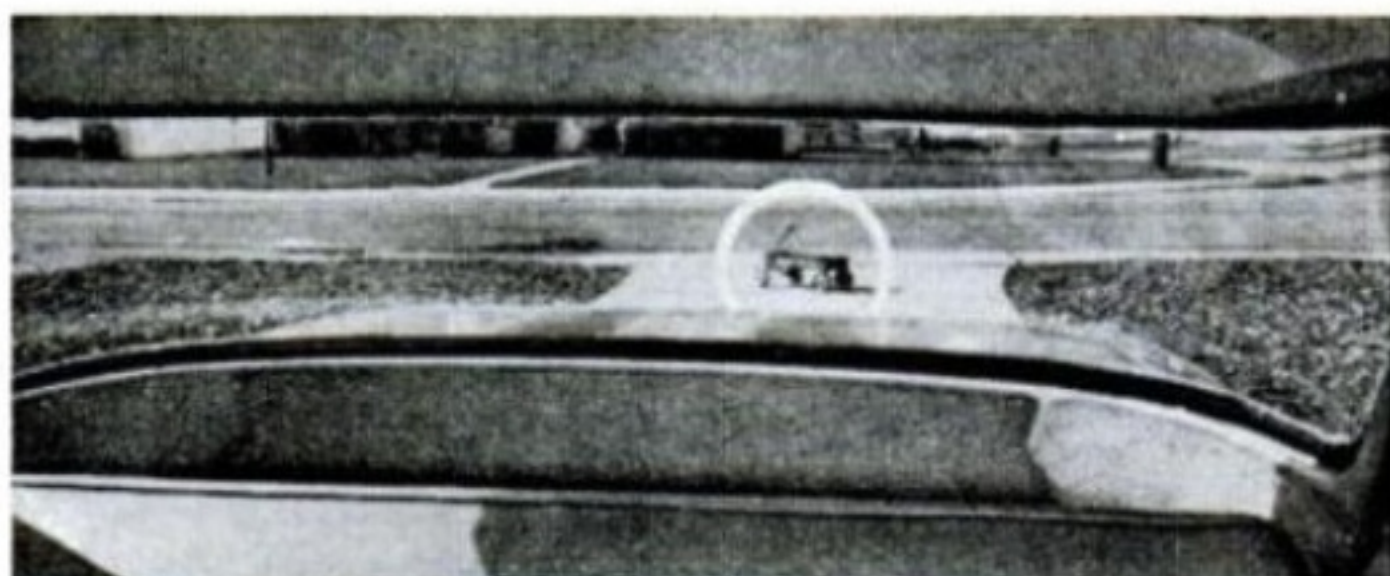


Groceries must be laid flat in Falcon's trunk, but it has lots of room for long trips, even enough for golf clubs.



Groceries won't stand up in Valiant, but spare tire under floor makes trunk biggest, most usable of three.

CORVAIR



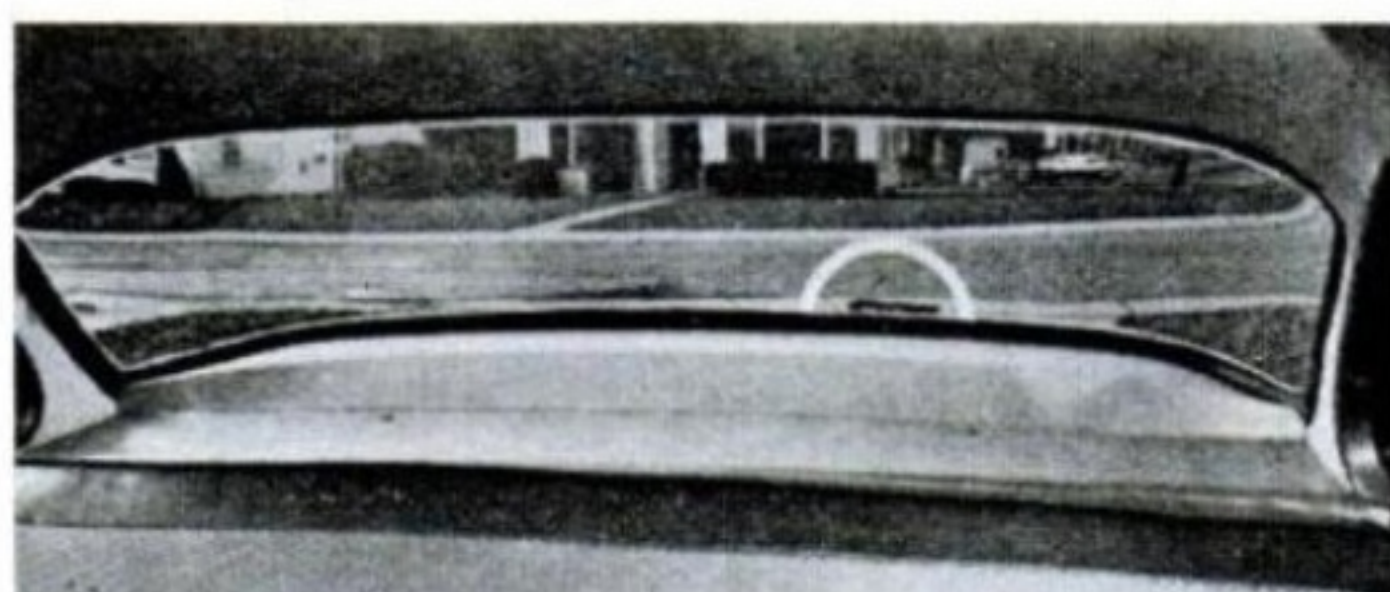
Wagon is 18.5 feet behind rear bumper, clearly visible to Corvair driver as he backs up. Huge rear window gives wider view than camera can cover. Front visibility is excellent. Wipers leave no unclear center in windshield.

FALCON



Car and wagon in same places. Falcon driver easily sees wagon as he backs up. Window is more vertical, shows more distance, less width than Corvair's. Front visibility is excellent. No unwiped center in windshield there either.

VALIANT



Car and wagon same, but Valiant driver can just see the top of wagon. Backing up could be nerve-wracking in a child-infested suburban driveway. Front visibility is excellent except wipers do leave center area untouched.

SUMMARY

Which is best?

That's for you to decide. Each of us has his own favorite features. Some want a nimble car, others a heavy car. Some want luggage room, others just an around-town car. Some want economy, others want performance too.

One thing is certain: Drive each of these cars before making up your mind. And don't forget those other two cars in this category: Rambler and Lark, both good automobiles. Here's a quick summary: →

CORVAIR

Spirited, that's the Corvair. It has a lot of joy built into it. Air-cooled, rear engine, it should require little attention, summer or winter. Traction is excellent on snow or ice.

Surprising performer for 80 horsepower, being just behind the 101-horsepower Valiant. Economy is good although its gas heater will reduce that somewhat in cold weather.

Of the three cars, this is certainly the most fun, but you can't drive it with the trunk so full that the lid won't close.

HANDLING



With lightest front end, Corvair is easiest to park. Nimblest in traffic, most fun around corners. Shifting is smooth, but long reach to 2nd. Holds the road well, no wandering.



Big steering wheel, slow ratio make Falcon easy to park, but eliminate nimble, sporty feeling. Gearshift on steering post is stiff, clumsy. Front end gets light at high speeds.



Heavy engine, fast ratio make parking the Valiant hard work. Power steering desirable. Gearshift a delight, best ever built in the U.S.A. Not nimble, but best over-the-road car.

MISCELLANEOUS

CORVAIR



Low, no-grille Corvair easy to wash. New scissors jack simplifies tire changing. Dimmer switch too high. No rear ashtray. Dash has only speedo, gas gauge.

FALCON



Simple Falcon body easy to clean. Grille is flimsy. Interior well finished. Wipers stall on full throttle. Hand choke. Dimmer switch in bad spot. Hood has prop.

VALIANT



Valiant's bulges hard to wash. Park brake takes strong leg. Vertical scales on dash hard to glance-read. Speedo not easily read at night. Wipers noisy.

FALCON

Sensible, easy to get in and out of, high seated, good visibility. Suspension is great on minor irregularities, but leaves much to be desired on chuckholes and washboard.

Best long-trip economy, but its 3.10 rear axle penalizes it in city as more downshifts are required. There is a 3.56-axle option that would give better performance, but somewhat less economy.

Except for stiff shift, this is best around-town "hacking" car. Docile, tame and gentle.

VALIANT

Solid and substantial, with good seat heights, lots of luggage space and surprising quietness and comfort. Best ride over-all.

There's none of the small-car feel that many want and many more don't. It has a lot of power, plenty of speed and gives a secure feeling.

It has more style, with its lunging nose, semi-fast back and fake spare-tire cover.

Of the three, this is the most sturdy, most versatile, all-purpose car.

Those New

By Roger Huntington

YOU'VE BEEN able to buy domestic compact cars for a long time. Even before today's Ramblers and Larks, there were the Willys Aero, the Hudson Jet, the Henry J.

All these cars had one thing in common: They all used long-stroke high-friction engines that were originally designed about 20 years ago and not specifically designed for lightweight economy cars.

Thus the three new compact-car engines are the first truly modern engines tailored to fit the new concept in American autos. There are no excuses for compromise now. That's why it's so interesting to see such a wide variety among the three engines—from an air-cooled pancake to a tilted inline six. Twenty years of engineering apparently haven't brought agreement on even the most elementary principles.

From the very beginning, GM used an entirely different design and merchandising philosophy from Ford and Chrysler in the compact-car field.

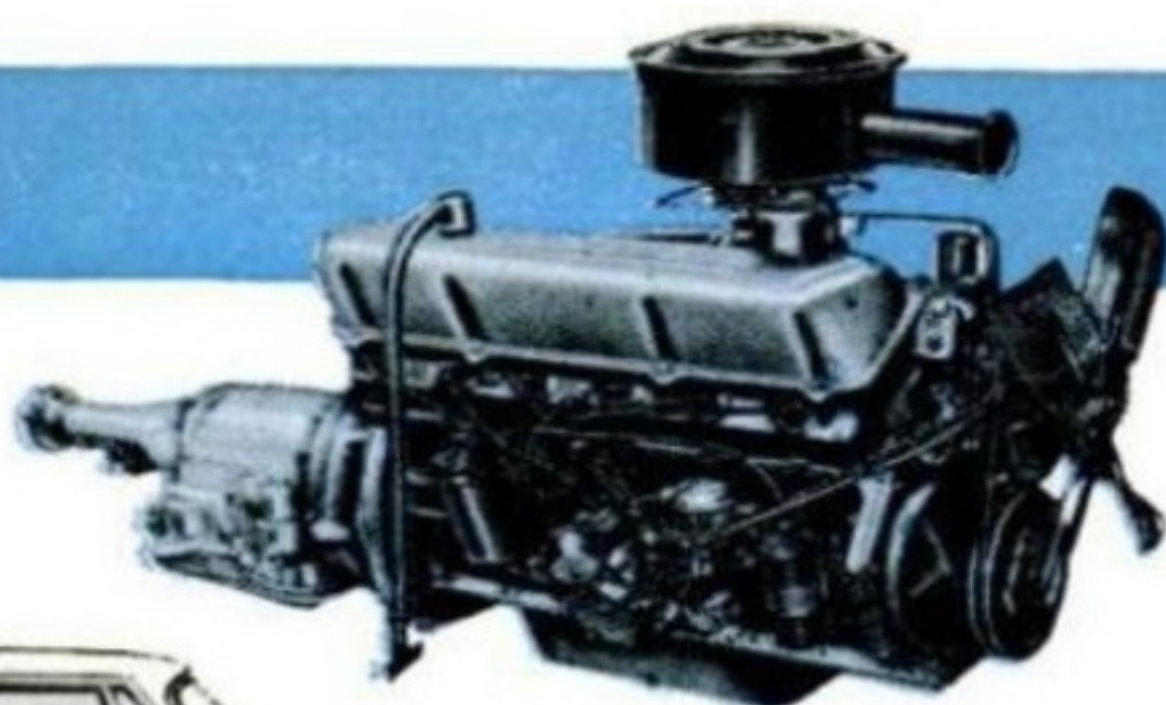
The two smaller companies felt a scaled-down version of a conventional Detroit sedan would fill the bill. But GM figured it would take something different, something new, to sell in this market. And, it figured, that the type of buyer most interested in this car would be the kind to appreciate advanced engineering features.

The answer was an air-cooled, rear-engine car with four-wheel independent suspension.

The rear-engine layout required cylinders opposed in pancake fashion to keep down over-all length. And it had to be made with lots of aluminum to prevent excessive rear-end weight.

In the case of the Valiant, the Chrysler people planned to use this basic engine in a wide variety of car sizes and styles and in a wide range of bore and stroke sizes. (Actually, this engine had been in the works before the Valiant program was started—it was the engine destined to replace the flathead Plymouth six.) It was logical to tilt the whole thing 30 degrees to one side to reduce over-all height and allow lower hood lines, especially with the long-stroke versions. By tilting, it was also possible to move the water pump to the side which also cut over-all length. The fact that the tilt left room on one side for an advanced free-flow manifold design was a bonus feature.

Otherwise the Falcon and Valiant en-



VALIANT



CORVAIR



FALCON



Compact-Car Engines

gines are quite conventional inline sixes with rocker-operated inline overhead valves in wedge-shaped combustion chambers, four-main-bearing crankshafts, oversquare stroke-bore ratio and single-throat carburetors.

Ford, through advanced foundry techniques, was able to hold the weight of the cast-iron Falcon engine to 345 pounds, only 35 pounds more than the aluminum Corvair engine.

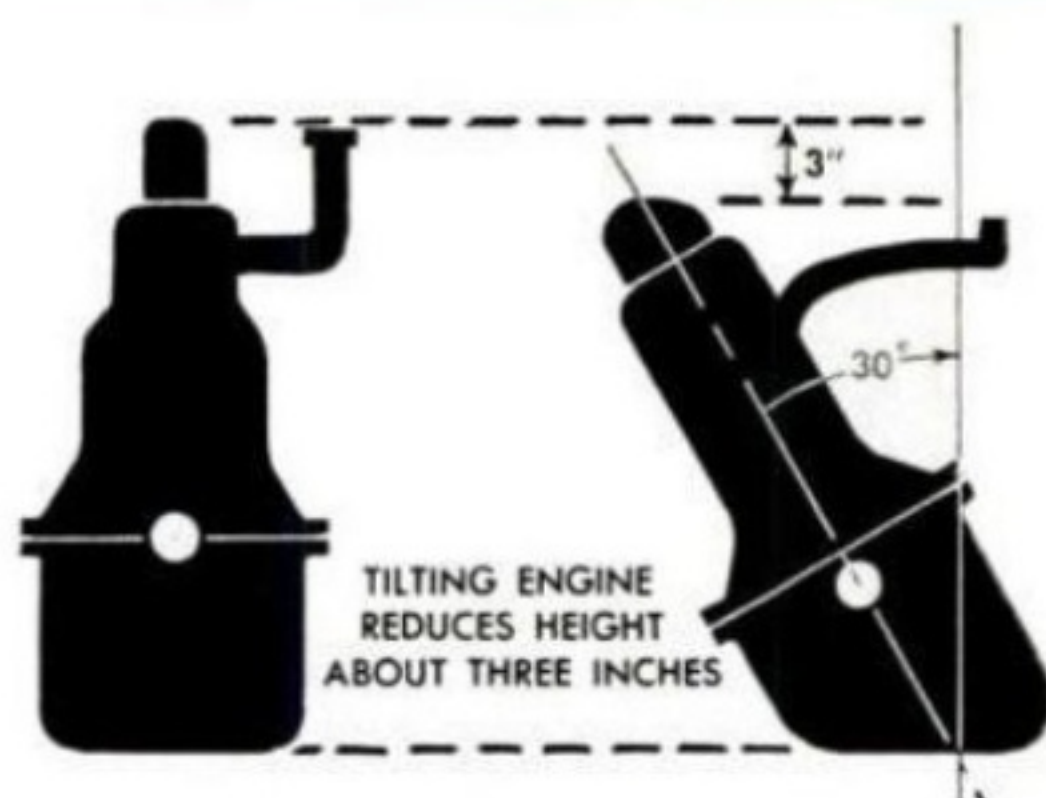
Also of interest is the fact that the Corvair crankshaft gets by without any counterweights. With adjacent throws in each of three pairs spaced 180 degrees apart, one throw balances centrifugal forces on its mate. Without weights, the whole crank weighs only 25 pounds. And as long as we have to buy steel by the pound, every little bit saved helps.

As for fuel economy, Ford and Chrysler had little trouble designing miserliness into the engines. They were working with tried-and-true features that they knew so well. Chevrolet, on the other hand, was breaking new ground with its flat six. And it had a real rough time getting MPG.

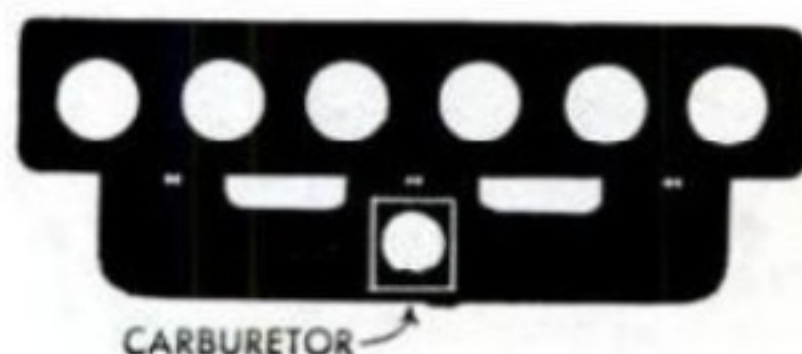
For one thing, the cylinders on an air-cooled engine run hotter than on a water-cooled job, so you can't use as much compression with regular gas. Corvair has only an 8.0 to 1 compression ratio, compared with 8.7 on the Falcon, 8.5 on the Valiant. This means a little less energy bled out of each drop of gas. Then, too, Corvair had to use a separate carburetor for each bank of cylinders because of the long distance between ports. This caused additional problems. The uneven suction impulses with three cylinders on each manifold caused lopsided mixture distribution between cylinders and the very low air flow through each carb made low-speed flexibility a problem.

Corvair's final solution was a masterpiece. Special carburetors were used with weird spoked nozzles that cause turbulence in the air flow and meter fuel smoothly at very low speeds. These carbs were offset toward one end of the manifolds. The offset prevented the flooding of the center cylinder (which occurred when they were located centrally). For some reason that Chevy engineers don't yet understand the far cylinder is not starved.

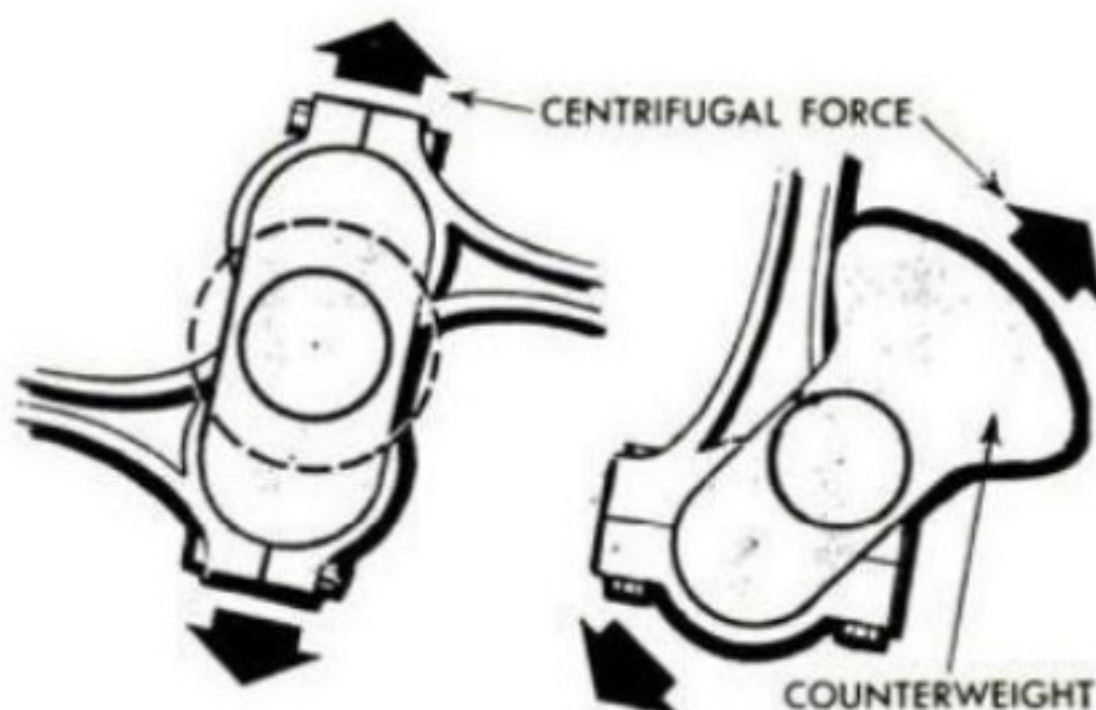
Then there is no exhaust heat on the Corvair intake manifolds. These are cast integral with the aluminum heads and sections are made very thick. The manifolds thus pick up heat from the cylinders and



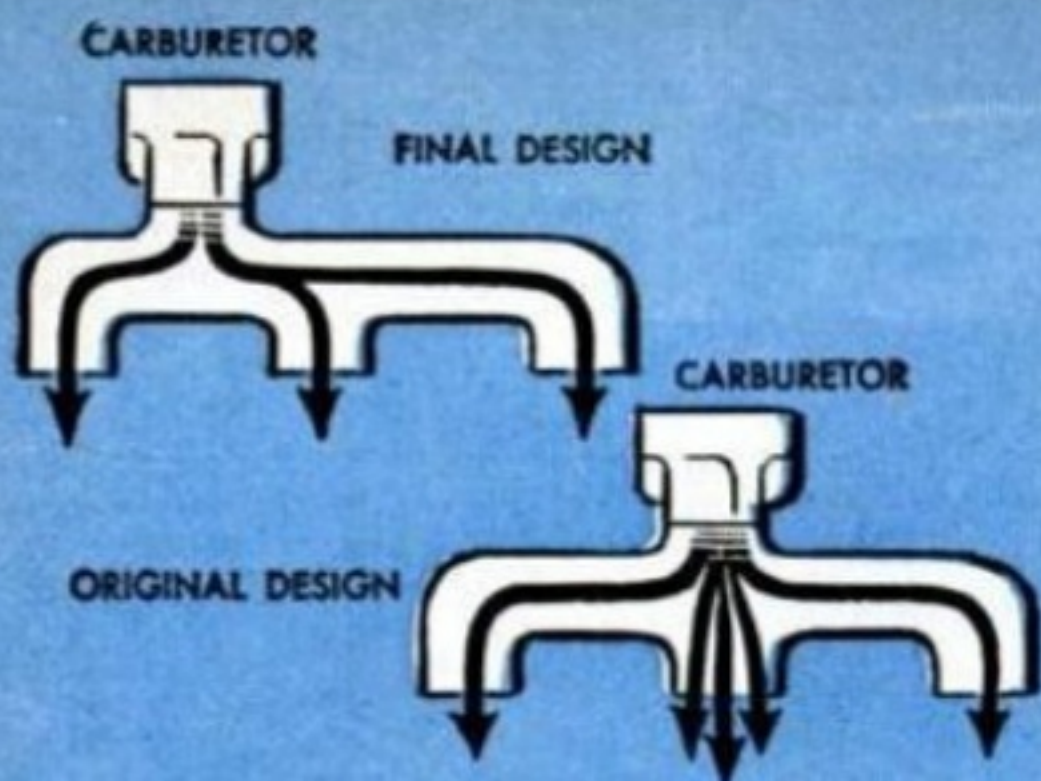
Valiant's inline six, is tilted 30 degrees for a lower hoodline. A plus feature is the fact that the tilt allows a long, free-flow manifold with easy curves



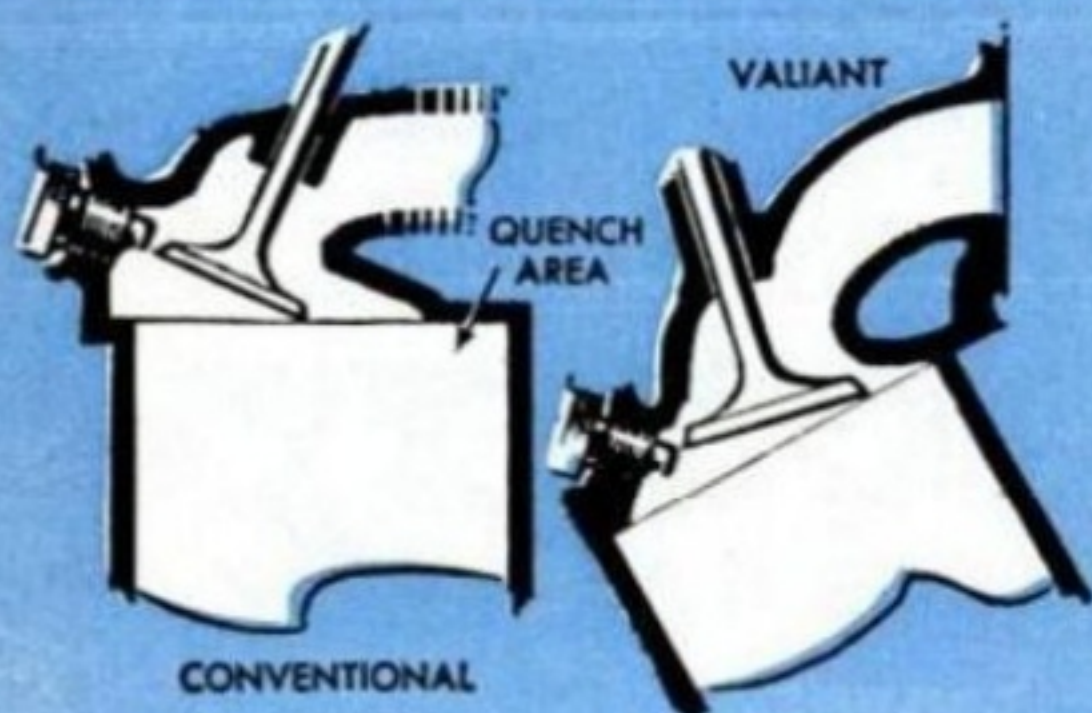
Usually, an inline six manifold is the "log" type, upper drawing, with sharp corners. Valiant's is a "bunch of bananas" with gentle curves, lower drawing, that give excellent breathing to all six cylinders



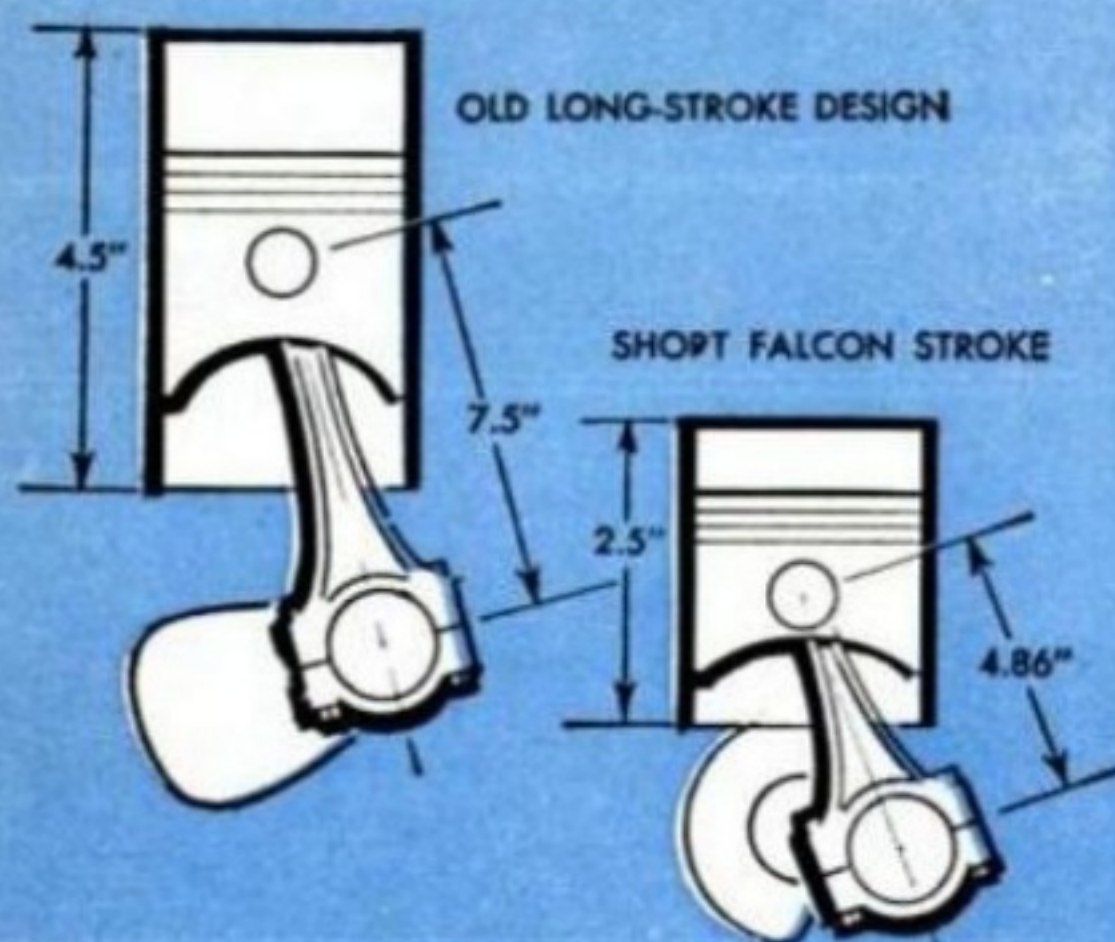
Corvair's flat design allows one throw to balance the other, left, so no crankshaft counterweight is needed to offset centrifugal force as at the right



Originally, the Corvair carburetor was mounted at the center of the manifold, but this overloaded the middle cylinder. Final design, top, is offset. On one bank it's near front, on other near rear of engine



Valiant's engine has an open combustion chamber, at right, that contributes to its excellent breathing. Walls are not squeezed around the valves to create a quench area over the piston as in the usual design



Lower end of Falcon engine is probably most rigid ever built for an inline six. Very short stroke and short connecting rods provide solid, compact layout

store it, giving an even warmth to help vaporize the liquid gasoline without the usual hot spot that robs power. Finally, a single automatic choke valve is located in the air-filter inlet, serving both carburetors, preventing the rough running you'd get if one choke shut off before the other.

Result of all this: The dual carburetors on the Corvair can be leaned down to give as good mileage as the Falcon and Valiant and still allow the pancake engine to run dead smooth. This was quite an engineering accomplishment, believe me.

On paper and in fact, the Valiant is the hottest engine of the bunch. It has about 30 more cubic inches and fair-size ports and valves. Its horsepower output is greater.

Contributing to its surprising power is the free-flow intake manifold. Instead of the usual "log" type manifold common to inline sixes, we have six separate pipes sweeping from a central carburetor chamber to six separate intake ports in the head. There are no sharp corners.

This not only reduces breathing restrictions, but fuel-air mixture distribution among cylinders is better than with a simple log manifold.

Add to this the open combustion chamber, where the walls are not squeezed in around the valves to give a flat quench area over the piston and you can see the reason why the Valiant has excellent breathing. Evidence of this is the very flat peak at the top of the horsepower curve between 4000 and 5000 revolutions per minute.

Whether the market will demand that these engines be boosted substantially in performance is still uncertain. If it does, the potential is apparently there.

All the camshafts are very "cool" now and could be readily hopped up. Corvair already has a hot-cam option. Rumors are that the option includes solid lifters and that it will put out over 90 horsepower at 6000.

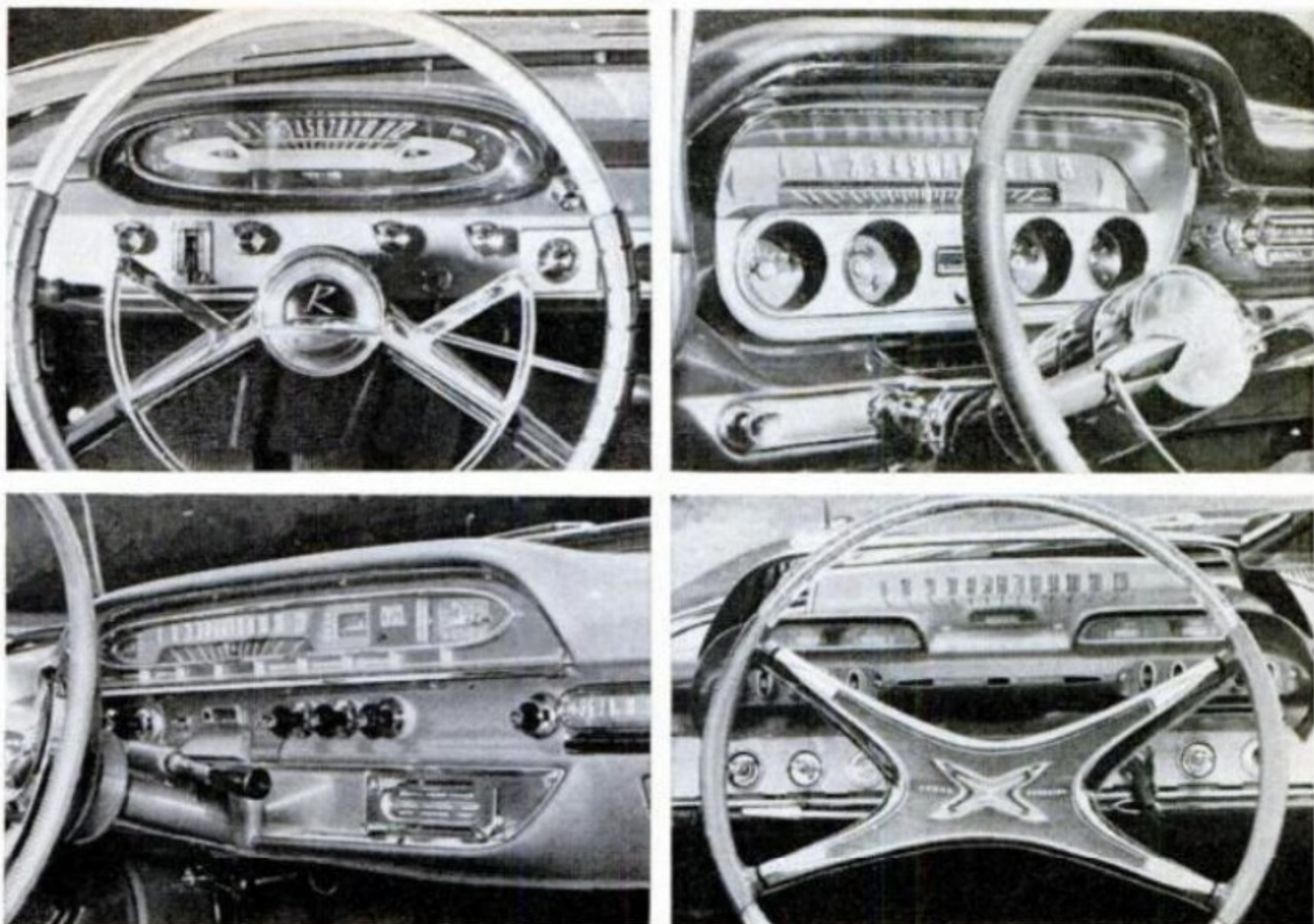
We understand that the Falcon engine has been wound up to 5600 revolutions per minute in second gear by Ford engineers without any protest from the valve gear.

Valves and ports could be enlarged, compression ratios raised for premium gas, bores and strokes increased.

But engineers worry about other things than performance and economy. There is durability, too. These new engines have achieved some great advances here.

The Falcon engine is the smoothest, quietest power plant ever put out by Ford engineers. They found that the long studs usually used to hold the rocker cover on top literally made a sounding board out of the stamped cover. It broadcast engine vibrations like a loudspeaker. Engine noise

(Continued to page 288)



GAUGES ARE NOT JUST ORNAMENTS

By Dale Kelly

WHAT'S THE most useful gauge on the dash? Probably the speedometer. From it, you learn how well your engine is performing, how legal is your speed. From the related odometer, you compute miles per gallon, tire and brake-lining life.

Yet do you know how accurate your speedometer is? Or your odometer? Generally, they are somewhat "rigged" to exaggerate speed and distance so you are favorably impressed with performance and economy. It is simple to calibrate the instruments.

To check out your speedometer, drive your car at a constant speed (being careful to keep it constant) for a measured mile, available on any toll road,* clocking the number of seconds it takes. Compute the true speed by dividing the number of seconds into 3600. The table below saves you the trouble for three speeds. It's wise to check your speedometer at the various speeds posted as limits—speeds like 30, 50, 70. If you know how accurate your gauge



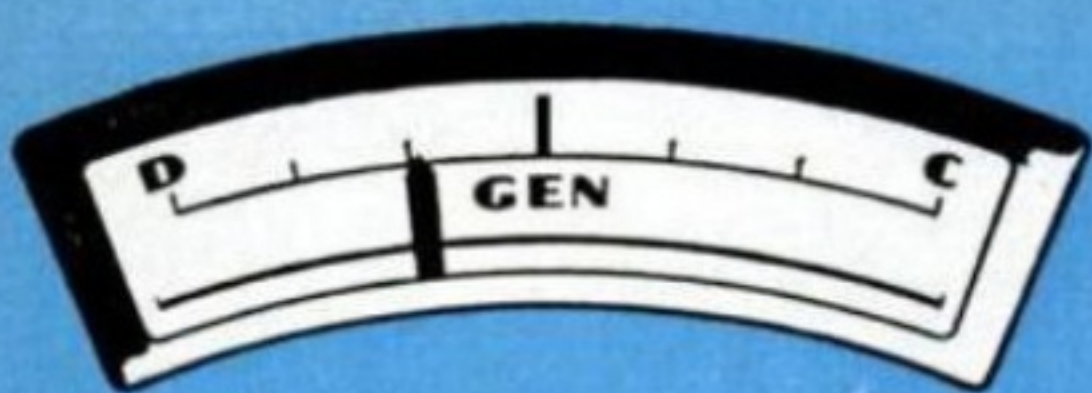
SPEEDOMETER

is, you'll be less likely to run afoul of the radar cops.

To calibrate the odometer, slow down at the first milepost and record the odometer reading exactly to the tenth. Then drive 50 miles or so and compare your odometer mileage with the true mileage. Divide the indicated distance by the actual distance, point off two decimal places and you'll get the number of miles indicated per 100 true miles.

*If you don't have access to a measured mile turn to page 290 for an explanation of how to lay out one.

SPEED-TIME TABLE FOR MEASURED MILE																													
SPEEDOMETER READING	30 MPH										50 MPH										70 MPH								
TIME (SECONDS)	116	118	120	122	124	126	128	130	133	72	73	74	75	76	77	78	79	80	53.0	53.5	54.0	54.5	55.0	55.5	56.0	56.5	57.0	57.5	58.0
TRUE SPEED (MPH)	31.0	30.5	30.0	29.5	29.0	28.5	28.0	27.5	27.0	50.0	49.0	48.5	48.0	47.5	47.0	46.0	45.5	45.0	68.0	67.0	66.5	66.0	65.5	65.0	64.5	63.5	63.0	62.5	62.0



AMMETER

The ammeter shows if your battery is being charged or discharged and how rapidly. Charging action of the generator moves the pointer toward "C" (charge); battery discharge by use of lights or radio moves the pointer toward "D" (discharge). When the generator is charging at the same time current is being drawn by lights and ignition, the ammeter shows the net charge or the difference between what's going in and what's coming out of the battery.

With the engine running faster than idle, the ammeter normally shows a charge. With the engine stopped and current being used, the ammeter should show a discharge. With the engine stopped and everything off, the reading should be zero.

If, under this condition, the ammeter shows a slight discharge the stoplight

switch may be stuck. If it reads charge, it is defective or incorrectly connected. After installing a new battery you check for proper polarity by turning on the lights. If the battery is hooked up backwards, the ammeter will read charge, not discharge.

A violent deflection to extreme discharge usually indicates a short circuit. If this can't be cleared at once, remove one battery cable to avoid wiring damage. An abnormally high reading on the charge side could mean that the regulator is not working. In this case, you can use the car without risk of burning out the generator by temporarily disconnecting the wire that runs between the "F" (field) terminals of the generator and the regulator.

Each time the engine is started, the generator charges at a high rate for as long as is necessary to replace the energy used during cranking.

Rate of charge or discharge (the actual number of amperes) is worth knowing because with it you can figure how long it will take to charge or discharge the battery fully. Suppose, for example, that you want to leave the headlights burning on a parked car. If the lights show a 10-ampere discharge on the ammeter and you have a nearly new 60-ampere-hour battery, it should carry the load for six hours. Unfortunately most ammeters have no numerals.



OIL PRESSURE GAUGE

The oil pressure gauge measures the pressure at which oil is being delivered to the engine. It cannot tell you how much oil is flowing, because it is connected to the dead end of a branch line from the pump.

As long as the oil level in the crankcase is high enough to reach the oil-pump intake, the gauge will show the proper pressure. Any change in the amount of oil

above the level of the intake will not affect the reading. When the oil drops below this level, the gauge will register zero pressure.

If you think you are running low on oil, but the gauge pointer is steady at its usual reading, the oil level is not yet too low. However, you may not have enough oil to last another five miles, so keep your eye on the needle. As soon as it wavers, you know you should add oil at once.

A gradual decrease in oil pressure as a car ages is usually an indication of bearing wear. Proper repairs should restore the pressure substantially to the reading obtained when the car was new. Unless the engine is badly worn, an appreciable decrease in pressure as the engine warms up indicates that the oil is losing viscosity (becoming thin or light) and you can use the gauge to compare one brand of oil with another in this respect.

WHAT ABOUT WARNING LIGHTS?

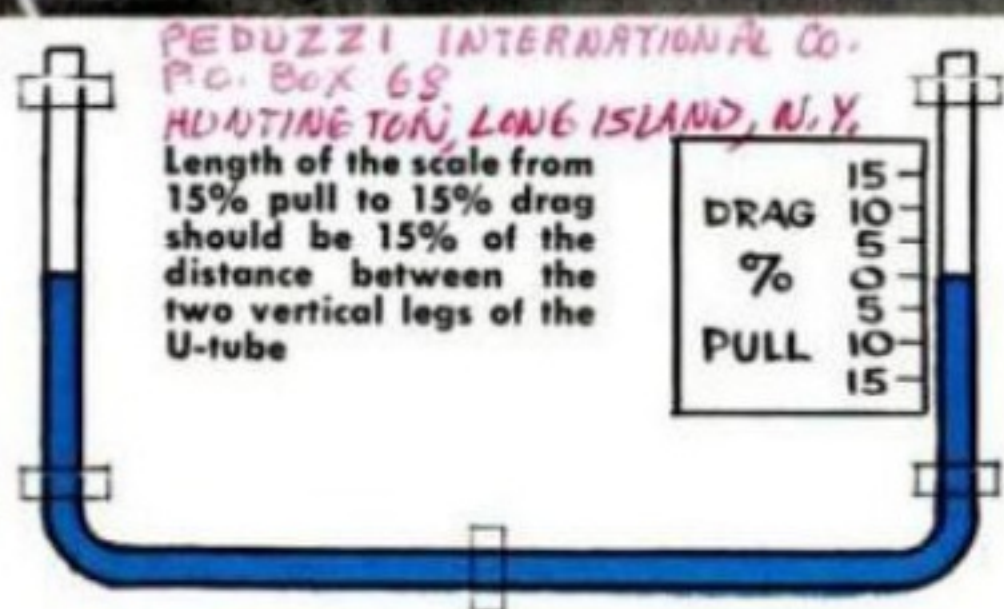
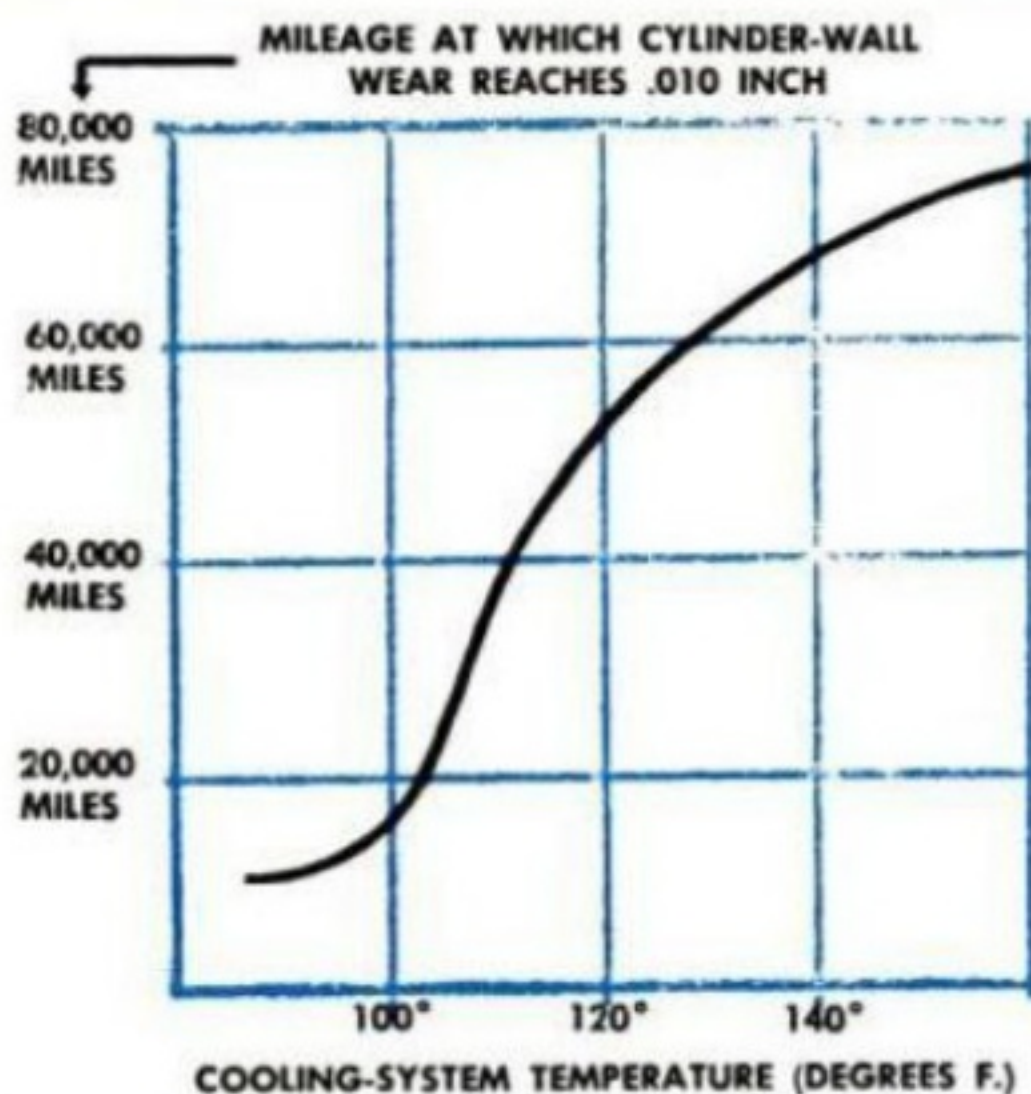
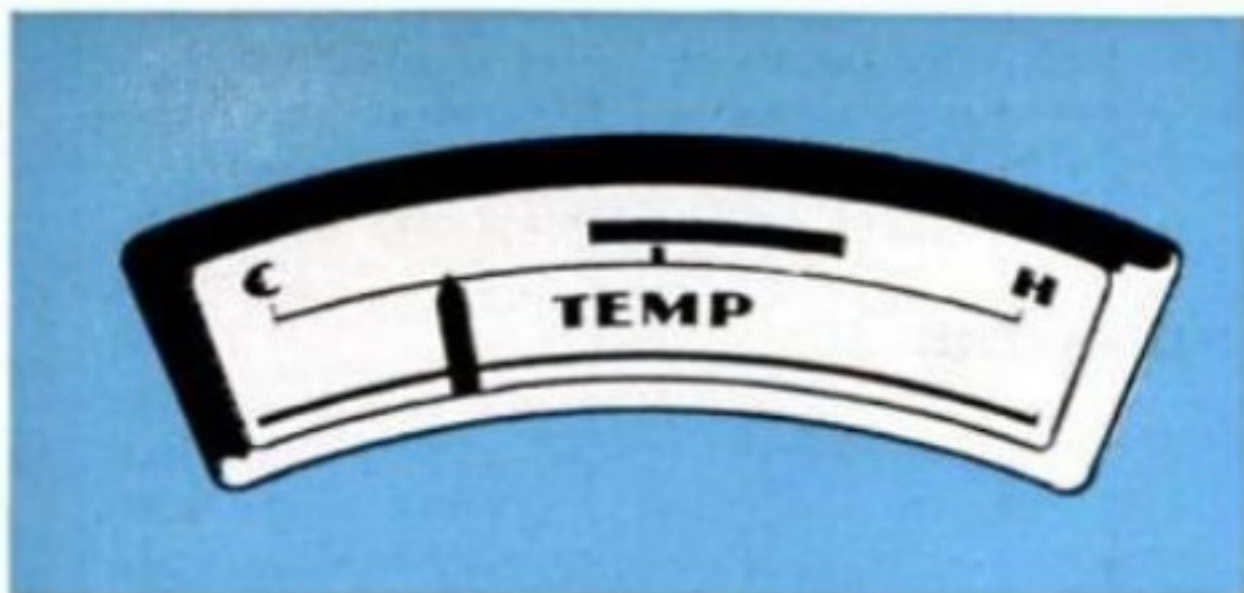
Warning lights are used instead of ammeters and oil pressure gauges on many cars. These do not provide the same data.

An oil pressure light that goes on when pressure drops below 8 pounds can't distinguish between 9 pounds and 40 pounds. Yet the difference can be very important.

A generator warning light does not warn when the charging is too low or too high, only when

the generator is not charging at all. You may be taking more electricity from the battery than the generator is putting back in, but the light won't tell you this and eventually you'll end up with a dead battery. Nor will the light warn of a discharge when there should be none as, for example, when the headlights are left on.

Unless you remember to check the lights after turning on the ignition and before starting the engine, the bulbs may be burned out just when you need them.



Performance meter is made by taping a transparent plastic tube to window and adding colored water

TEMPERATURE GAUGE

Engine temperature indicators show the water temperature in the cooling system. Most carry only relative markings such as "cold," "hot." A scale with numerals to indicate degrees is, of course, best.

Cooling water normally runs at the temperature at which the thermostat opens. It may, however, exceed this temperature in very hot weather, particularly if the engine is working hard or the cooling system is clogged with rust or dirt. It may not reach this temperature in very cold weather, particularly if speed and engine load are low as in traffic.

The graph at left shows a cold engine wears out faster than a warm one. Life of cylinder walls is cut in half if the cooling system temperature is reduced from 160 to 110 degrees and is again cut in half if it drops to 100 degrees. Overheating, of course, can do great damage in a short time.

Higher temperatures than normal are usually due to one or more of the following: Insufficient water, slipping fan belt, obstructed air flow through radiator, obstructed water flow through radiator or engine, or failure of thermostat to open. Abnormally low temperature is usually due to failure of thermostat to close.

PERFORMANCE METER

There are two types of performance meter, quite different in appearance but working the same. One is essentially a case enclosing a pendulum, free to swing forward and backward in response to car motion and to move a pointer over a scale. One commercial type is shown at left.

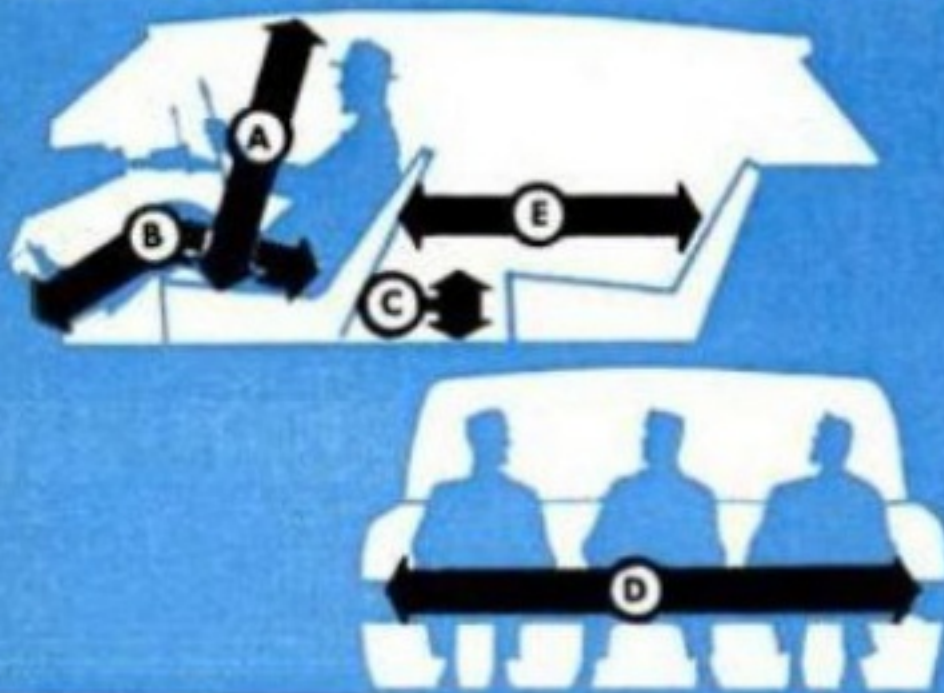
The other has a steel ball or a liquid in a transparent tube. This type can rather easily be homemade, see drawing at left.

Installation involves nothing more than attaching the meter to any stationary object in the car and leveling it so that the liquid column or pointer rests at zero when the car is stopped on a level surface. No other connections need be made.

If the car is driven at a constant speed on a level road, the meter will read zero, indicating that rear-wheel horsepower is neither more nor less than the amount needed to overcome wind resistance, tire resistance, braking friction, etc. If the throttle is suddenly opened wide, the pendulum or liquid will swing to the rear at an angle proportional to the acceleration. This, in turn, is proportional to the amount by which the full-throttle horsepower exceeds that needed for constant speed.

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HOW DO THEY MEASURE UP?



HEADROOM (A)

Front	Rear
Chevrolet	Studebaker Lark
Studebaker Lark	Studebaker Hawk
Studebaker Hawk	De Soto Fireflite
American	Chrysler
Rambler	Dodge Dart
Ambassador	Dodge
Lincoln	Chevrolet
Plymouth	Pontiac Vent., Bonn.
Pontiac Cat., Str. Chf.	Plymouth
Buick LeSabre, Inv.	Rambler
Oldsmobile 88, Sup. 88.	American
Dodge Dart	Ambassador
Dodge	Cadillac 62
Chrysler	Buick LeSabre, Inv.
De Soto	Pontiac Cat., Str. Chf.
Imperial	Oldsmobile 88
*Thunderbird	Lincoln Contin.
Buick Electra	Ford
Oldsmobile 98	Imperial
Corvair	Lincoln
Ford	Oldsmobile Super 88.
Cadillac 60	Buick Electra
Falcon	Oldsmobile 98
Valiant	Corvair
Mercury Park Lane	Valiant
Merc. Mont., M'clair	Buick Electra 225
Pontiac Vent., Bonn.	Thunderbird
Cadillac 62	Cadillac 60
	De Soto Adventurer
	Mercury
	Falcon

*All specs except Thunderbird are for 4-door models.

LEGROOM (B)

Front	Rear
Imperial	Oldsmobile 98
Dodge Dart	Buick Electra
Dodge	Buick Electra 225
Chrysler	Lincoln
De Soto	Cadillac 60
Cadillac 62	Chrysler
Cadillac 60	De Soto
Plymouth	Dodge
Pontiac Cat., Vent.	Merc. Mont., M'clair
Pontiac Str. Chf., Bonn.	Dodge Dart
Oldsmobile 88	Cadillac 62
Oldsmobile Super 88.	Imperial
Chevrolet	Chevrolet
Valiant	Oldsmobile 88
Oldsmobile 98	Oldsmobile Super 88.
Buick LeSabre	Buick LeSabre
Mercury	Buick Invicta
Buick Invicta	Pontiac Catalina
Studebaker Lark	Ford
Studebaker Hawk	Pontiac Star Chief
Lincoln	Lincoln Contin.
American	Mercury Park Lane
Buick Electra	Pontiac Ventura
Thunderbird	Pontiac Bonneville
Ford	Ambassador
Falcon	Rambler
Ambassador	Falcon
Rambler	Studebaker Lark
Corvair	Valiant
	Thunderbird
	Plymouth
	American
	Corvair
	Studebaker Hawk

SEAT HEIGHT (C)

Front	Rear
Studebaker Lark	Ambassador
Chrysler	Rambler
De Soto	Lincoln
Plymouth	Oldsmobile 98
Dodge Dart	Buick Electra
Dodge	Falcon
Imperial	Oldsmobile Super 88.
Buick Electra	Pontiac Catalina
Valiant	Cadillac 60
Falcon	Oldsmobile 88
Lincoln	Chevrolet
Buick LeSabre	Pontiac Star Chief
Thunderbird	Buick LeSabre
Buick Invicta	Valiant
Studebaker Hawk	Buick Invicta
Cadillac 60	Dodge Dart
Mercury	Dodge
Oldsmobile 98	Ford
Cadillac 62	Thunderbird
Rambler	Mercury Park Lane
Ambassador	Plymouth
Oldsmobile 88	Chrysler
American	De Soto
Chevrolet	Merc. Mont., M'clair
Oldsmobile Super 88.	Imperial
Pontiac Cat., Vent.	Cadillac 62
Pontiac Str. Chf., Bonn.	Pontiac Ventura
Corvair	American
Ford	Pontiac Bonneville
	Studebaker Lark
	Corvair
	Studebaker Hawk

HIPROOM (D)

Front	Rear
Pontiac Cat., Str. Chf.	Pontiac Vent., Bonn.
Buick LeSabre, Inv.	Cadillac 62
Oldsmobile 88, Sup. 88.	Pontiac Cat., Str. Chf.
Pontiac Ventura	Chevrolet
Chevrolet	Oldsmobile Dyn. 88.
Buick Electra	Lincoln
Pontiac Bonneville	Buick LeSabre, Inv.
Oldsmobile 98	Oldsmobile Sup. 88. 98.
Cadillac 62	Buick Electra
Plymouth	Buick Electra 225
De Soto	Lincoln Contin.
Chrysler	Cadillac 60
Dodge Dart	Ford
Dodge	Mercury
Cadillac 60	Chrysler
Mercury	De Soto
Ford	Plymouth
Imperial	Dodge Dart
Lincoln Contin.	Dodge
Lincoln	Imperial
Rambler	Rambler
Ambassador	Ambassador
Thunderbird	Studebaker Lark
Studebaker Lark	Studebaker Hawk
Studebaker Hawk	Corvair
American	Falcon
Corvair	Valiant
Falcon	Thunderbird
Valiant	American

REAR KNEEROOM (E)

Lincoln	35.2
Merc. Mont., M'clair	32.5
Buick Electra	31.9
Oldsmobile 98	31.9
Imperial	31.8
Ford	31.7
Cadillac 62	31.6
Buick Electra 225	31.4
Lincoln Contin.	31.2
Cadillac 60	31.0
Mercury Park Lane	30.2
Chrysler	29.4
Dodge	29.4
De Soto	29.4
Chevrolet	29.2
Buick LeSabre, Inv.	28.8
Oldsmobile 88	28.8
Oldsmobile Super 88.	28.6
Pontiac Vent., Bonn.	28.5
Plymouth	28.4
Pontiac Cat., Str. Chf.	28.1
Valiant	28.0
Studebaker Lark	28.0
Falcon	27.9
Dodge Dart	27.4
Rambler	26.8
Ambassador	26.8
Studebaker Hawk	26.5
Thunderbird	26.2
Corvair	26.0
American	25.1

TRUNK VOLUME (Cubic Feet)

Pontiac Str. Chf., Bonn.	40.0
Pontiac Cat., Vent.	35.0
Ford	33.5
Imperial	31.8
Dodge Dart	30.7
Chevrolet	30.0
Dodge	29.7
Chrysler	29.7
De Soto	29.7
Plymouth	29.4
Lincoln	29.2
Mercury	29.1
Rambler	27.9
Ambassador	27.9
Valiant	24.9
Falcon	23.7
Thunderbird	20.5
*Oldsmobile	18.3
American	17.7
Buick Electra 225	17.0
Studebaker Lark	16.5
Cadillac	16.4
Corvair	15.6
Buick LeSabre, Invicta, Electra	15.0
Studebaker Hawk	14.9

* Usable luggage space
Total trunk volume data not available