



# The '63s

(Continued from page 13)



Dodge Polara



Thunderbird



Oldsmobile Starfire



Lincoln Continental



Buick Special ▲

Studebaker Wagonaire ▼



late more to better operation than to longer life. Positive ventilation systems are installed in all 1963s so as to direct crankcase fumes into engine combustion chambers rather than to the open air.

Suspensions operate better. Ford's, for example, is softened by an additional component so hung on the lower arm of the front suspension that road disturbances are fed back to the suspension at a better angle, thus cushioning the shock.

Driving in hard rain has been made easier. Ford Thunderbird wipers are driven by the same hydraulic force that actuates power steering, and the wiper motors are stronger. The area cleaned is thereby enlarged, and the wipe is harder.

Chrysler's brakes are of a so-called servo-contact type—the force of one linked shoe is transferred to the other, in effect magnifying it. They are larger, too. Plymouth's engine mounting is redesigned from a year ago; the effect is to make engine vibration during idling less perceptible.

Cadillac has not changed its power output, but it has considerably redesigned its engine block, making it lower—which permits better use of space under the hood.

**T**HE TURNASIDE steering wheel which was introduced on the Thunderbird is now available on the Ford Galaxie as well. Meanwhile, General Motors combined that idea with the concept of making the driver compartment more flexible. The G.M. steering wheels don't turn aside for entry and exit, as at Ford, but a style is available that adjusts to any of seven different positions. When you tire of one while driving, you can switch to another.

If you're a sports-car buff—or just interested in the automotive look of the future—you will be fascinated with the new Corvette.

It looks like a bomb in motion, and it boasts a host of new design and engineering innovations. There is full independent springing on all wheels, with a transverse leaf spring in the rear as well. The rims are wider. And if you're driving at excessive engine speed, you hear an automatic warning buzzer—something not far from the speed buzzer alarms you can get in most other cars.

The body frame is worth a lot of attention by itself. A steel framework virtually surrounds the occupants, and a fiberglass body is built onto it. The doors open right into the roof, so that even though the car seems forbiddingly low, you can enter much easier than you would think possible.

As for style, 1963 is a year of evolution. There are two notable developments—the reshaped Chrysler Corp. lines and the new trio of Buick-Olds-Pontiac offerings.

(Continued on page 16)



Cadillac



Chevrolet Corvair



Pontiac Grand Prix



Imperial



Ford Falcon ▲

Buick Riviera ▼

