



Chrysler, many experts maintain, has "cleanest" lines.



Imperial's floor is 2½ inches lower for more leg room.



Edsel has added a six-cylinder model to its new line.



Continental has undergone little change. It has a retractable rear window, and it's a leader in race for most weight, length, width.

that the yearly styling upheaval forces real engineering progress. For example, the tremendous glass area and resulting improvement in vision in many of the new cars would have been impossible to graft onto the old body shells. Mercury features the industry's biggest windshield, 1,883 square inches over and around the driver.

This make, as well as the five in GM's stable, also offers an alternately styled sedan where the rear window curves around to meet the four side windows, forming an almost unbroken band of glass topped off by a smart, flat roof that overhangs slightly in the rear. Ford, too, has greatly increased glass area in its all-new bodies, and

Chrysler Corp. is using the wrap-over-the-top windshield in every model of its five lines.

Existing preferences in the method of building bodies have not changed. Rambler, Lincoln, and Ford's Thunderbird are still the only makes to use "unit construction," so-called because the shell is so strong that no separate chassis or frame is needed. But despite standardized structural design, the '59 cars do not look as much alike on the outside as past models have at times. Stylists obtain individuality by little but important touches. The arrangement of dual headlights is juggled between makes for this purpose. Chevrolet has set them seven inches lower

(Advertisement)

Is "iron-hungry blood" making you only "half" a woman?



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