



Imperial LeBaron



Rambler Classic



Chevrolet Bel Air

## 1962 '62 Cars

Auto Show

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Cadillac, Lincoln, and Chrysler rushed compacts of their own to dealer showrooms.

Meanwhile, Rambler, which started the compact trend, and Studebaker, which followed closely, broadened their existing lines to include such models as convertibles.

You'd think the automakers could sit back, and except for the usual facelift, concentrate on selling what they already have. But no—it appears that still another area has been neglected. Some people who felt that standard cars were too big also felt that even the biggest of the compacts were too small. For this "in-between" group, Ford and Chevrolet will each offer an all-new "in-between" series of cars this coming year, in addition to their larger and smaller models. Plymouth and Dart, on the other hand, have shed so much weight and girth that their 1962 offerings for all practical purposes fall into the new category.

And all is not over yet! There seems to be still another vocal minority who think that compacts are not small enough. For them Ford is planning a Volkswagen-sized car for introduction next spring. It may be called the Cardinal and will have a V-4 engine and front-wheel drive. Studebaker has a similarly sized car in the design stage, and others are studying the field.

Aside from variety, here is what is new for 1962: **STYLING:** Any professional will agree that most of the new cars are styled with excellent taste. Cadillac and Imperial are the only makes to retain tailfins and these are relatively subdued. Emphasis is on sculptured body panels with chrome used sparingly for headlights. The vast windshields of the recent past have for the most part been abandoned in favor of simpler curvatures and therefore less distortion. Honors for the most complete styling change should be shared by Plymouth and Dart, although Studebaker has done a creditable job in eliminating the boxiness characteristic of previous models.

**BODIES:** The new Chevrolet offering, called Chevy II, has a full line of unitized bodies including a smart convertible. They are only a few inches longer than the Corvair but roomier inside. The "in-between" cars offered by Ford and Mercury use a unitized body shell on a 115.5-inch wheelbase. Plymouth and Dart have shed up to 400 pounds and 10 inches of length as a result of a completely new unitized body. Buick Special, Pontiac Tempest, and Olds F-85 have each added a convertible to their line, and Rambler offers a two-door in its Classic series for the first time. All makes have paid considerable attention to deadening sound and adding some extra leg room.

**ENGINES:** Buick Special is one big source of engine news this year with its new V-6. This type

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Ford Galaxy



Studebaker Lark



Plymouth Fury



Buick LeSabre



Ford Falcon



Oldsmobile 98 Sports Sedan



Chevy II ▲

Lincoln Continental ▼



Pontiac Grand Prix ▲

Dodge Dart ▼

