

1964
AUTO
SHOW

The Fabulous '64s

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Chevrolet Corvair



Ford Galaxie



Oldsmobile F-85



Studebaker Hawk



Dodge Dart ▲



Ford Falcon ▼



Rambler Ambassador



Chevy II



Vallant



Corvette Sting Ray



Mercury Montclair ▲



Pontiac Tempest ▼

Pontiac has eight interiors available on its Grand Prix model. The considerably enlarged and very handsome Tempest grouping (nine models of three series, a new one having been added this year) offers two new interiors plus the four previously available.

Mercury has widened its coverage, even though it has dropped the Meteor. At the top of the line is a new luxury Lark Lane grouping. For those who want smaller-than-full-sized cars, Mercury's Comet offers 10 models in three series with a choice of four engines and other options.

There are 47 models in the Thunderbird-Ford-Fairlane-Falcon spectrum. On Ford alone, you'll find two varieties of tinted glass in addition to plain glass, three tire-size choices (each with white sidewalls if that's what you desire), and even three types of roof treatment.

Buick spreads its 1964 wares across six lines of cars and considerably revamps their relationship to the rest of the industry. The Special has grown. It's 11.4 inches longer than last year, provides between three and four inches more shoulder room inside, and weighs about 10 percent more. Meanwhile, the weight of the LeSabre has been reduced about 330 pounds, making more competitive pricing possible. And it has a new, more economical V-8 engine to boot!

BUT PERHAPS the most noteworthy characteristic of the '64s is the fact that they've grown. Even most of the compacts are larger.

Going through the list, there's the Rambler American completely restyled on a 106-inch wheel base (it was 100 inches last year) and four inches longer over-all. Restyled Comets are about the same length, but their width is 2.2 inches greater. The totally new F-85 has a 115-inch wheel base, up three inches, and it's 10.8 inches longer. Tempest, also completely new, is 8.7 inches longer.

Among the larger cars, Pontiac has lengthened an inch; Dodge, 1.7 inches; Studebaker, six inches; Lincoln Continental, three inches; and Cadillac, a half-inch.

Pontiac's "wide track" idea (increasing the distance between the two front wheels or the two back wheels) also is catching on. Dodge has widened the rear track 2.1 inches on its standard-sized cars. Comet's rear track is 1.5 inches wider. Even Pontiac's own Tempest boasts a widened front track.

A sure attention-getter is Chevrolet's entirely new Chevelle grouping, which fits between Chevrolet and Chevy II. It is 16 inches shorter than the standard Chevrolet and 2.4 inches narrower, but you might not realize