

Auto Engineering Congress Scheduled

The 1962 Automotive Engineering Congress and Exposition is scheduled for Cobo Hall in Detroit, January 8 through 12, sponsored by the Society of Automotive Engineers.

The announcement was made by Dr. Andrew A. Kucher, 1961 president of SAE. Also in attendance at the announcement were Milton J. Kittler, 172 Linda Lane, Bloomfield Hills, chairman of the congress and exposition operations committee, and Ralph H. Isbrandt, chairman of the exposition advisory committee.

Dr. Kucher said that the event would feature more than 300 displays by suppliers to the aircraft and automotive industries in the 200,000 square foot exposition.

KITTLER, in his role as operations committee chairman, is the SAE-member official in charge of the 1962 meeting. He announced that over 80 technical sessions with 200 papers are planned for the 1962 Congress.

"Among the highly interesting sessions planned are those covering a forecast for flight power, what is being done to solve the commuter transportation problem in large metropolitan areas, exotic powerplants for tomorrow's vehicles, the latest achievements in the auto industry's war on engine exhaust fumes, and the potential for magnetic forming, a new technique that holds promise as an important manufacturing process in the auto industry," Kittler said.

Dr. Kucher, who is vice president—engineering and research of Ford Motor Co., used these words to describe the significance of the SAE Automotive Engineering Congress and Exposition: "This event is an organized means for focusing engineering and research attention on the latest advances in the many-faceted business that we call automotive engineering."

"The SAE Congress and Exposition is our industry's technological clearing house for all that is new and better today and for all that holds promise for the future," he added.

Quality Tests Consume Half Building Time

Nearly half the time it takes to build a Continental is devoted to quality inspection and testing.

Extreme care is taken throughout all operations at the Wixom assembly plant to determine that the car is built according to engineering specifications. The entire assembly cycle for a Continental requires about four days and is marked by frequent periods of inspection and checking.

The objective is to produce the most mechanically reliable car possible.

The actual physical production cycle starts when the metal body components enter the first welding "merry-go-round" and it ends when the car is given approval by a final inspection team.

THE QUALITY TIME is absorbed in five major areas of production. These include the body shop, the paint shop, the trim line, and chassis line and the road testing section. Numerous checks are given the car in each of these areas.

In the body shop, gas, arc and spot welds are checked on the unitized body. At least once a week, a complete body shell goes through a weld destruction test during which the body is literally torn apart at the welded areas. To make certain that components will be tight fitting, master fixtures are used to check all body sections for the slightest deviation.

In the paint shop, all six coats of paint are inspected for appearance, scratches or bubbles.

The miles of wiring used in a power-equipped, luxury automobile are checked by special meters and equipment. Sound deadening material is carefully placed to cover any area which may tend to transmit road noise.

ON THE CHASSIS line where the running gear is installed, all fluid levels are checked, the car is greased and engine receives a dynamometer check. Instruments are used to test operational parts of the vehicle.

Finally, each Continental is given a 12-mile road test. A complete electrical check is made with a special electronic testing device.

B'ham Executive Predicts Auto Boom

A Ford Motor Co. executive predicted that new car sales in 1962 will range from 6.6 to 7-million.

James O. Wright, of Birmingham, Ford vice president - car and truck group, told the National Industrial Conference Board's annual marketing conference that current estimates of gross national product and disposable personal income justify forecasting 6.6-million new car sales in 1962, a 10 per cent increase over 1961.

A more vigorous recovery from the relatively mild recession of 1960-61 could result in a 7-million-unit year, or a 20 per cent increase over 1961, Wright said.

He also saw used car sales in 1962 reaching at least 8.8 million, and domestic truck sales in the 950,000-to-one-million range.



Hot Research

Research leading to new metals with extreme strength is one of the major activities at the Ford Scientific Laboratory. Here technicians pour an experimental alloy in the laboratory's miniature foundry. Many of the

lab's metal and ceramic-metal research accomplishments—ultra-high-strength steels, metal-bonded graphites, titanium-carbide tool bits, high silicon alloys of aluminum—were born and developed in this area.

Pontiac Tempest Adds Convertible to Line

"Following a highly successful first year in the automobile market, the 1962 Pontiac Tempest series will now be offered in five popular-priced models with the addition of a convertible coupe," it was announced by S. E. Knudsen, General Motors vice president and general manager of Pontiac Motor division.

The 1962 Tempest models have an entirely new radiator grille and rear end styling and new interior styling.

Introduced less than a year ago, the Tempest series then consisted of a four-door sedan and a four-door station wagon. Pontiac's new line of family-size cars now includes a convertible, a two-door coupe and a two-door sports coupe.

The 1962 Tempest retains its front engine-rear transmission power train arrangement. The heavy duty four-cylinder engines range from 110 to 166 horsepower with a choice of either automatic or synchromesh transmissions. Also available is an optional V-8 aluminum engine rated at 185 horsepower.

THE WIDE Tempest grille has a wider horizontal look while still incorporating a central interest



New Wheelcovers

A model displays the 1962 Dodge Polara "500" wheelcovers which feature Dodge's new triangular trademark. The emblem was selected by stylists after an extensive six-month screening of dozens of designs and hundreds of variations. The triangle is the Greek letter "D" which symbolizes Dodge.

theme. Wide set dual headlamps blend smoothly with a sculptured hood. The new front end styling, combines with side sculpture and optional decor trim on front and rear fenders around all window openings.

The Tempest convertible and two-door sports coupe interior features bucket front seats and customers may choose from five solid or monochromatic colors in seville grain, expanded vinyl coated fabric. The driver's seat is fully adjustable fore and aft. The front seat backs are recessed to give maximum knee room for back seat passengers.

For Tempest buyers there are fifteen exterior colors from which to choose.

Tempest models are 189.3 inches in length, 72.2 inches wide and

New Pattern For Market, Says Briggs

A new marketing pattern which will make it easier for automobile buyers to select a new car was forecast by a top Detroit auto executive.

C. E. Briggs, Chrysler Corp. vice president and general manager of the Chrysler-Plymouth division, said that out of the staggering number of models and sizes currently being offered by the industry a new trend is emerging.

"In its desire to satisfy every customer demand, the automobile industry has introduced such a wide variety of models and sizes that the customer has become completely bewildered," Briggs said.

"DURING THE past two years, the industry has introduced a dozen new American-built cars and very shortly three more will make their appearance," the auto executive pointed out. "With this lineup the consumer is confronted by some 400 different new car choices," he said.

"However, out of this confusion are emerging four categories of automobiles," Briggs told the dealers and guests. "They are," he said, "the compact, the low-priced standard size, the medium priced and the luxury."

"We are making cars as people want them, clearly defined in each class," Briggs remarked. "We believe the consumer will welcome the clear-cut definition of our products. This will help to restore confidence and stability in the industry and move it toward increased sales in 1962."

53.2 to 54.8 inches high. Standard tire size on sedans and coupes is 6.00 by 15, and 6.50 by 15 on the Safari.

OTHER TEMPEST refinements include revision of front and rear suspension systems. Newly designed intake manifolds give faster warm-up and improve economy, the air cleaners have larger intakes for improved fuel economy and performance.

The Tempest convertible, most recent addition to this series of family size cars has a manually operated "snap top" as standard equipment, while LeMans option includes a power operated top.

Each Tempest body carries four floor reinforcements welded to the structure so that seat belts for one, two or three front seat passengers can be installed from above without any drilling or tapping operations.

New developments in optional equipment and accessories include a four-speed manual transmission synchronized in all forward speeds; new open spoke type wheel discs; and a restyled custom steering wheel in new colors. The air conditioning system uses a new six-cylinder compressor, equipped with a new temperature control that allows full range temperature selection.

B'ham Auto Dealerships

Mr. Carl F. Fischer, FISCHER BUICK, INC. 808 S. Woodward, Birmingham, Mich.

Mr. W. D. McAlister, BIRMINGHAM RAMBLER, INC. 666 S. Woodward, Birmingham, Mich.

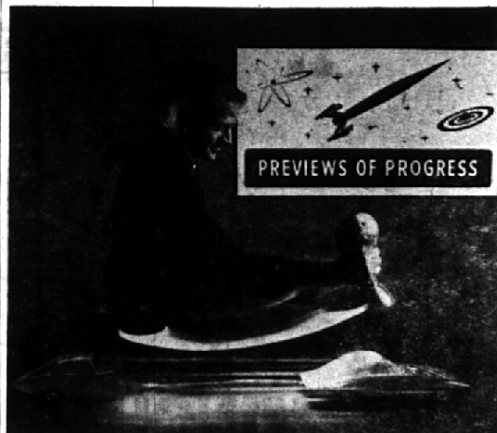
"Chuck" Patterson, NORTH CHEVROLET CO. Birmingham, Mich.

Mr. Dick Fischer, SUBURBAN MOTORS CO. 565 S. Woodward, Birmingham, Mich.

Mr. Dick Turner, HAROLD TURNER, INC. Birmingham, Mich.

Mr. Fred Walker, WILSON PONTIAC-CADILLAC, INC. 1950 N. Woodward Birmingham, Mich.

Bob Borst, BOB BORST LINCOLN-MERCURY, INC. 479 S. Woodward Birmingham, Mich.



Sun-Powered Model

The amazing Sunmobile, a car that runs on sunshine, is shown in action in this time exposure. Demonstrated recently as part of the family day program at Sacred Heart Convent in Bloomfield Hills, the model is one of the features of the General Motors science show, "Previews of Progress." The button-like photovoltaic cells on the hood turn light energy into electrical energy to move the model car. A 300-watt lamp simulates the sun.