

New Luxury Interior For Mercury Monterey

Extensive styling changes, new luxury interiors and introduction of a new Custom series feature the 1962 Mercury Monterey.

The Monterey is the top entry in a wide range of products for Mercury in 1962. The Mercury name banner includes the Monterey, the compact Mercury Comet and the new standard-size Mercury Meteor to be introduced later in the year.

BOTH MONTEREY series will have the "Cushion-Link" suspension which improves riding comfort by permitting wheels to move rearward as well as upward under road shocks.

A major factor of the new Montereys is increased owner value which is derived from further reductions in cost-of-ownership," according to Ben D. Mills, Ford Motor Co. vice president and general manager of Lincoln-Mercury Division.

THE MOST dramatic appearance change in the 1962 Monterey is in the rear view. The styling borrows from the jet age with cone-shaped taillights repositioned on newly designed fender panels.

The front is marked by a new aluminum grille. The roof is four inches longer and extends forward from last year's model to provide better headroom and eyeshade. The side appearance is noticeably different in sheet metal lines and trim.

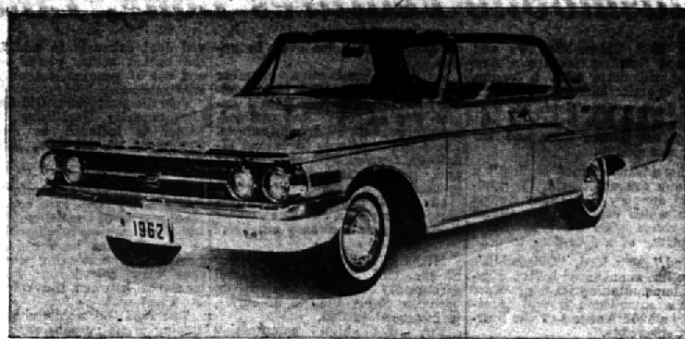
ADDITIONAL sound deadening material has been added to the car

for quieter performance. Improved mounting where the body and engine are joined to the chassis reduce road vibrations and result in a smoother ride.

Considerable headway has been made in rust-prevention through the use of zinc-based weld primer or sealer. Rocker panels are made of galvanized steel two to three times more corrosion-resistant. The aluminized muffler and entire exhaust system are built for longer life and quiet operation.

A SIX-CYLINDER engine with 227 cubic-inch displacement and 138 horsepower offers maximum economy for the standard Mercury Monterey. Overhead valve V-8 engines are: 292 cubic inches with 170 horsepower, 352 cubic inches with 220 horsepower and 390 cubic inches with 300 horsepower. Nine engine-transmission combinations are available. Manual transmissions are available with all except the 300 horsepower engine. Automatic transmissions are offered with all engines. The dual-range or Multi-Drive Merc-O-Matic is available with all but the six cylinder engine.

THERE ARE 12 models in the two Monterey series. Both the standard and Custom series offer four-door sedans, two and four-door hardtops, and six and nine passenger four-door station wagons. The standard series also includes a two-door sedan while the Custom series includes a two-door convertible.



The New Look

Introduction of a new Custom series and extensive styling improvements distinguish the Mercury Monterey for 1962. The crisp roof is four inches longer and there are major styling changes in the rest of the car. The Monterey and the Monterey Custom series offer a total of 12 models, including the Custom four-door hardtop shown here.

Chrysler Expands 300 Sports Series

Chrysler's 1962 model cars are new in appearance, improved in performance and unchanged in size, with emphasis on the new 300 sports series.

"There will be no junior editions of Chrysler," says C. E. Briggs, vice president of Chrysler Corporation and general manager of the Chrysler-Plymouth Division. "This policy proved successful during the 1961 model year. We gained in sales with Chrysler. We are continuing the policy in 1962, with cars that have an exceptional number of sound engineering improvements."

Briggs said the most important changes in the Chrysler line-up is the expansion of the 300 line to high performance cars, which now become available in a lower price range than previous 300 series cars. There also will be a 300H, carrying on the tradition of previous 300 limited production models.

CHRYSLER 300 cars will be available with a choice of three high performance engines, ranging up to 380 horsepower. In limited production will be a 405-horsepower short ram induction engine. Improvement in all three series—New Yorker, 300 and Newport—

include a new compact transmission, engine refinements which provide better cooling, surer choke operation, quieter operation and improved fuel economy; a new quieter starting gear, lubricant-sealed chassis fittings, and a more efficient power brake system.

Most pronounced exterior styling change in the 1962 Chrysler is the smooth side profile with accent on the front end of the car. The front section has gracefully canted headlights framing a powerful-looking grille.

THE CROSS bar grille which identified the 300G is the highlight of the 300 series. The New Yorker has a distinctively massive grille, while the Newport grille is a handsome grid pattern.

From the rear, the 1962 Chrysler has a low, gracefully wide appearance which comes from the clean, broad styling of the rear deck and its integration into the rear bumper. The tail lights are placed high for maximum visibility.

The Newport and the new 300 series are built on a 122 inch wheelbase. The New Yorker retains its 126 inch wheelbase.

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