



Geared to smooth driving, the sporty new 1962 Cutlass Coupe, member of the Oldsmobile F-85 line, features an ultra-high compression engine on both the coupe (interior shown above) and the newly-introduced Cutlass Convertible. Upholstered in all-Moroccan, it has contoured bucket front seats. The center sports console is an optional feature.

2 New Convertibles Expand Olds F-85 Line

With the introduction of two new convertibles in 1962, Oldsmobile is expanding its F-85 line to a total of nine models, J. F. Wolfram, Oldsmobile general manager and a vice president of General Motors, announced.

The Sports Convertible and the Cutlass Convertible, along with the other F-85 models, and the Oldsmobile 88's, 98's and Starfires for 1962, were first shown to the public at dealer showrooms on Sept. 22.

The new Cutlass Convertible, like its companion model, the Cutlass Coupe, will be equipped with all-Moroccan interiors, front bucket seats and the Cutlass 185 ultra-high compression, aluminum V-8 engine.

"THIS ENGINE," Wolfram said, "has a 215 cubic inch displacement, a four-barrel carburetor and a 10.25 to 1 compression ratio.

The Cutlass engine is available as an extra-cost option on all F-85 models, he added.

The standard engine for all other F-85's is the 8-cylinder, 155-horsepower, aluminum Rockette engine, widely acclaimed for its performance and economy. It also has a displacement of 215 cubic inches, but is equipped with a two-barrel carburetor and 8.75 to 1 compression ratio for operating with regular grade fuels.

"For 1962," Wolfram continued, "we have made further styling refinements and mechanical improvements."

AMONG THE body design improvements noted by Oldsmobile's general manager is almost two inches of additional leg room in the rear compartment of the four-door sedans for increased passenger comfort.

Styling changes include a completely different front end with new hood, grille and headlamp housings, and a restyled rear section with twin tail lamps mounted on each side.

The backup lamps are now located on the lower body panel below the rear bumper. Body side moldings on deluxe models are of a different design and are positioned to create a smart new styling accent. New also is a wide, stainless steel rocker panel molding.

MECHANICAL ADVANCES include improvements in the four-stage Hydra-Matic transmission. As in the Oldsmobile Dynamic 88, Super 88 and 98 models, incorporation of a pressure-compensating shift pattern in the new Hydra-Matic drive, provides a smoother transition between its four speed ranges.

All F-85 models include new

shock absorber valvings and revisions in the front suspension isolation mountings. In 1962 for the first time, all F-85 models will be equipped with a heater and defroster as standard equipment. Easy installation of seat belts is provided by reinforced brackets, which will also be standard.

IN ADDITION TO the newly-introduced convertibles, the Oldsmobile F-85 line includes for 1962: An F-85 four-door sedan; four-door, two-seat station wagon; four-door, three-seat station wagon, and a club coupe; an F-85 deluxe four-door sedan and a deluxe four-door, two-seat station wagon, and the Cutlass Sports Coupe. The new F-85's are offered in the full range of 15 Oldsmobile exterior colors.

The new F-85 interiors offer a selection of five different trims—in gray, green, blue, fawn and red—each keyed to harmonize with the exterior colors. All-vinyl headlinings is now used in every F-85 model (except the convertibles).

EXTRA-COST optional equipment for F-85 models include Oldsmobile's Roto-Matic power

Fourteen Models Featured In 1962 Pontiac Series

Included in Pontiac's new 1962 line of automobiles are 14 versatile wide track models in four distinctive series.

Completely new exterior and interior styling, increased overall length, improved performance V-8 engines, more rugged suspension systems, extended lubrication limits and smoother, quieter operating Hydra-Matic transmissions are among the list of new Pontiac engineering features.

The various series feature Catalina with seven models, including two and four-door sedans, two and four-door hardtops, four-door six and nine-passenger station wagons and a convertible. The Star Chief series has a four-door hardtop and four-door sedan and the Bonneville line has four models, including two and four-door hardtops, a four-door six passenger station wagon and a convertible.

Another Pontiac product is the Grand Prix—a two-door sports coupe with special appointments and equipment.

THE NEW PONTIACS are 1.6 inches longer. All three Pontiac station wagons have a length of 212.3 inches. Overall width of all models is 78.6 inches. Heights range from a low of 54.5 inches with the two-door hardtop to 56.9 inches with the station wagons.

Prominent among 1962 Pontiac exterior styling features are new custom roofs including a convertible top design on two-door hardtops, a distinctly profiled front end, car length side sculpturing and a distinctive rear end design which enhances the low, wide appearance.

The horizontal barred, twin-divided grille, framed on the outside by dual head lamps, is directed abruptly forward near the center of the car with the hood and wrap around front bumper to form a pronounced "V" shape.

Direction signal lights are housed inside the two-bar type bumper. The new tail lamp design emphasizes the curving upward sweep of the bumper.

Pontiac's exterior finish is offered in 15 high gloss solid colors and a broad selection of two-tone combinations.

INTERIORS FEATURE instrument panels with cushion pads, seat upholstery of jewel-tone morokid pattern cloth and leather, and door-to-door floor coverings of deep loop pile carpet.

Pontiac's Trophy 425 engine, the

steering and an air-conditioning unit designed specifically for this series Oldsmobile. The air conditioning system's compressor displacement has been increased from 9.2 to 10.6 cubic inches to boost its cooling capacity.

New also as an extra-cost option this year is the anti-spin differential which virtually eliminates the spinning of a single rear wheel in snow or on ice, in loose sand or gravel.

389 cubic-inch V-8, is available throughout the 1962 line, offering a versatile selection of regular fuel, low compression and premium fuel, high compression model variations.

Among engine improvements are new intake manifolds with larger exhaust—heated area and heat transfer fins to increase the heating efficiency of the exhaust gas and thus provide a faster warm-up period and greater operating economy.

Engine mounts give better vibration control and a new throttle linkage, utilizing a cross shaft to prevent engine movement from affecting the carburetor throttle position, insure reduced transmission of engine vibration into the car.

IN FRONT suspension new tapered, roller-type front wheel bearings, previously used only in police car and heavy duty chassis applications, are more shock resistant with better thrust load capacity. New rubber suspension control arm bushings in the front lower control arms are engineered with increased cushioning capacity for greater isolation of shock and noise created by rough road surfaces. Shock absorber valves are redesigned for further gains in ride softness.

For improved ride and big car feel the wheelbase of the Catalina series, excepting station wagons, is extended to 120 inches. Star

Chiefs and all models but the station wagon in the Bonneville series are built on the larger 123-inch wheelbase. Station wagon wheelbases measure 119 inches. The new Grand Prix is built on the 120-inch wheelbase.

Car maneuverability is enhanced by a redesign of steering arms and tie rods, enabling a reduction of 3 to 3.5 feet in turning diameter.

A SPECIAL LUBRICATION grease installed during the car's assembly, permits extension of the chassis lubrication up to 35,000 miles under normal motoring conditions. The crankcase oil drain interval is advanced to 4,000 miles under favorable conditions. Other features include a life-time lubricated rear axle and synchromesh transmission and a 25,000-mile interval between Hydra-Matic transmission fluid changes.

Increased safety and simplified service are advantages of Pontiac's new power brake system. Additional safety features include a drain passage with filtered vent to isolate the vacuum and hydraulic systems plus placement of the air inlet filter inside the passenger compartment to prevent entry of road splash.

While highway patrol is their principal activity, the Michigan State Police have general police powers which enables them to render a much more comprehensive service to the public.



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