

# ***BUICK FOR 1962***

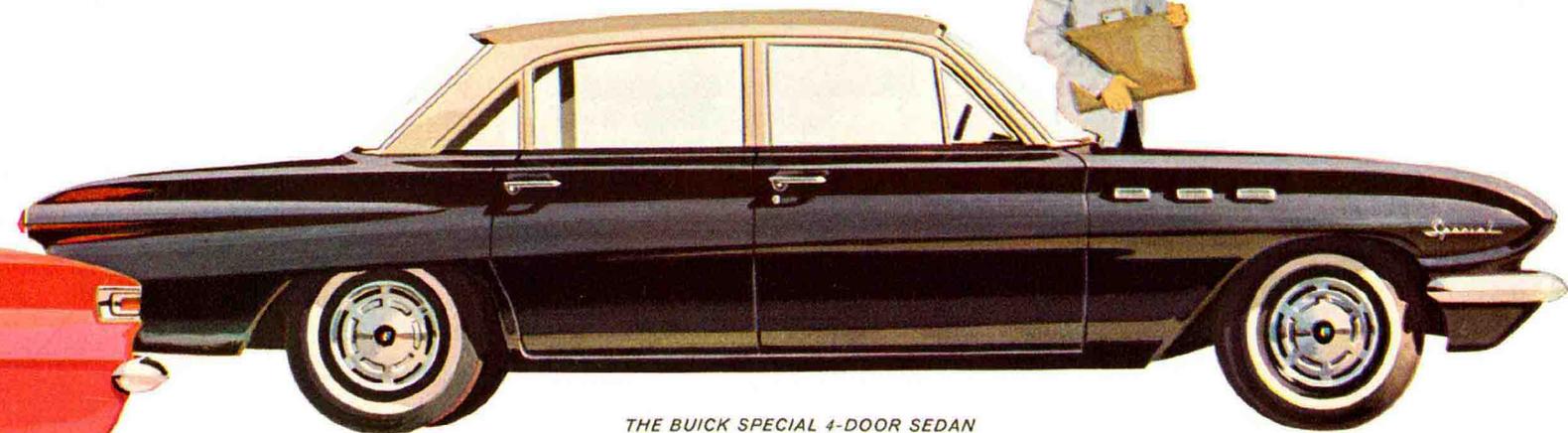
*When better automobiles are built, Buick will build them.*



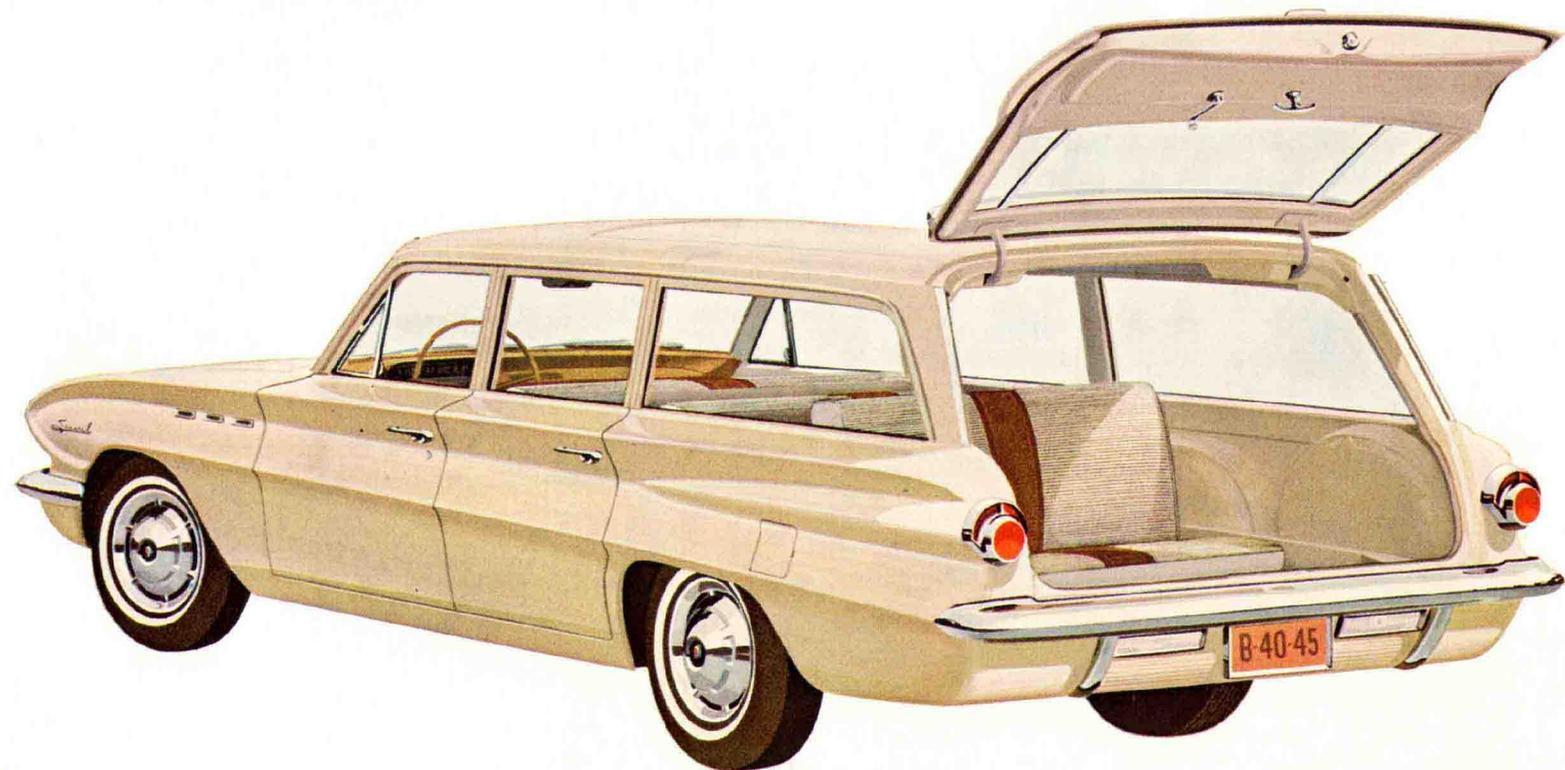




THE BUICK SPECIAL CONVERTIBLE



THE BUICK SPECIAL 4-DOOR SEDAN



THE BUICK SPECIAL 4-DOOR, 3-SEAT STATION WAGON  
Also available: The Buick Special 4-door, 2-seat Station Wagon



**Surprise Package**—If you expected Spartan living in a car of the Special's modest price, you're in for a surprise. The leather-grained vinyl upholstery not only stands up to hard wear but stands out beautifully in any crowd. That intriguing pattern impressed on the doors sounds a refreshing note, too. The sedan features the same style in vinyl and Burgundy cloth.

**Buick Special Standard Equipment:**

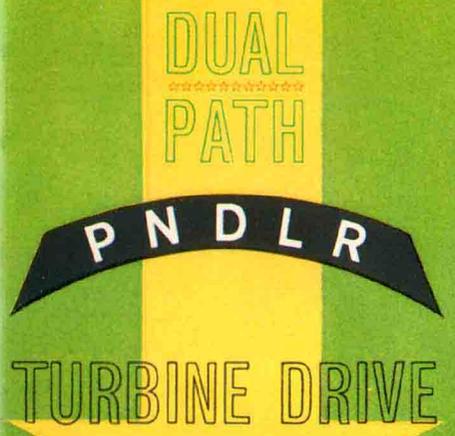
Fireball V6 engine • Heater-defroster • Dual arm rests • 3-speed synchromesh transmission • Direction signals • Electric windshield wipers • Air-cooled brakes

**SOME WHYS AND WHEREFORES OF THE BUICK SPECIAL'S APPEAL . .**

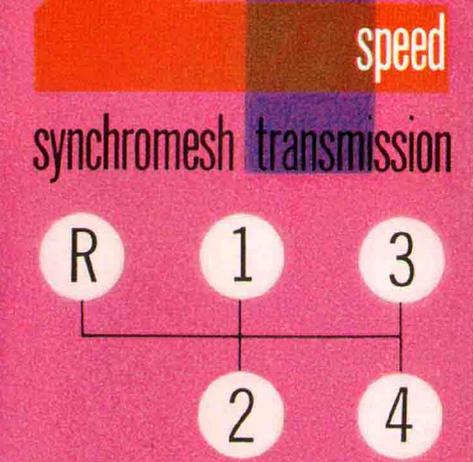
Last year the Buick Special scored an engineering coup with the introduction of the lightweight, high-performance aluminum Fireball V8, the engine that swept its class in the Mobilgas Economy Run. This year we play still another trump card by offering a brand-new running mate, the Fireball V6. It's as big an advance over conventional in-line sixes as the V8 is over the old "straight 8". □ Your choice of engines (the V6 is standard in the Special series and the V8 is standard in the Special DeLuxe series) will depend upon where you put the

**YOUR CHOICE OF V6 & V8 POWER**

emphasis in your driving. If you want splendid performance along with fine regular gas economy, it's the V8 for you. On the other hand, if top economy with good performance is what you're looking for, choose the V6. □ *More about the Fireball V6: it weighs around 150 pounds less than in-line sixes of comparable power (135 hp.). But, its torque output averages 12½ per cent better . . . its acceleration is at least 22 per cent better and its fuel economy 2 to 10 per cent better than the comparable in-lines. And it goes almost without saying that the new Buick Special V6 performs with a smoothness that in-line sixes just can't hope to match.* □ Still another choice open to the Buick Special buyer in either series is the super-performance 185 hp. Aluminum Skylark V8, the highest horsepower-to-weight engine in any American car. (optional at extra cost.)



Consider just two things about automatic transmissions—smoothness and efficiency. (Most all automatics these days are quite dependable.) On both counts, the Buick Special's dual-path Turbine Drive (optional at extra cost) goes considerably beyond the call of duty. A combination of gears and a fluid-driven turbine gives dual-path the snap and go of the geared transmissions along with the smoothness of the all-fluid type. Important fuel savings result. Another source of saving is dual-path Turbine Drive's aluminum transmission case. It cuts gas consumption by cutting off nearly 100 pounds of deadweight.



*Some think there's nothing to match the thrill of manually putting a spirited engine through its paces, and we're not at all sure we don't agree with them! That's why we're offering this new 4-speed high-performance Synchromesh transmission as optional equipment (at extra cost) on all Special DeLuxe models and on Special models equipped with Aluminum Skylark V8 engine. The shift is floor-mounted in typical sports car fashion. For the uninitiated, the idea of a 4-speed shift is to give you sufficient gear ratios to let you up-shift at the optimum performance points. The forward surge of the car is bound to leave you somewhat goggle-eyed, but once you get used to it, it's great fun. \*\*\*\*\**



If you've ever used the word "compact" in connection with the Buick Special, the Special's ride alone should convince you that it belongs in a class by itself. Luxury Control Arm Suspension like that found in the full-size Buicks also smooths the way for the Buick Special. *Uncanny* the way it irons out the roughness in a road! Another delight is the Special's sensitive, precise handling. The corner has just not been built that is too sharp for the Special to negotiate without losing its poise. What's more, tight parking places that you might once have approached with great trepidation now become little more than routine exercises. Driving is fun!



THE **BUICK**  
1962 **SPECIAL  
DELUXE**

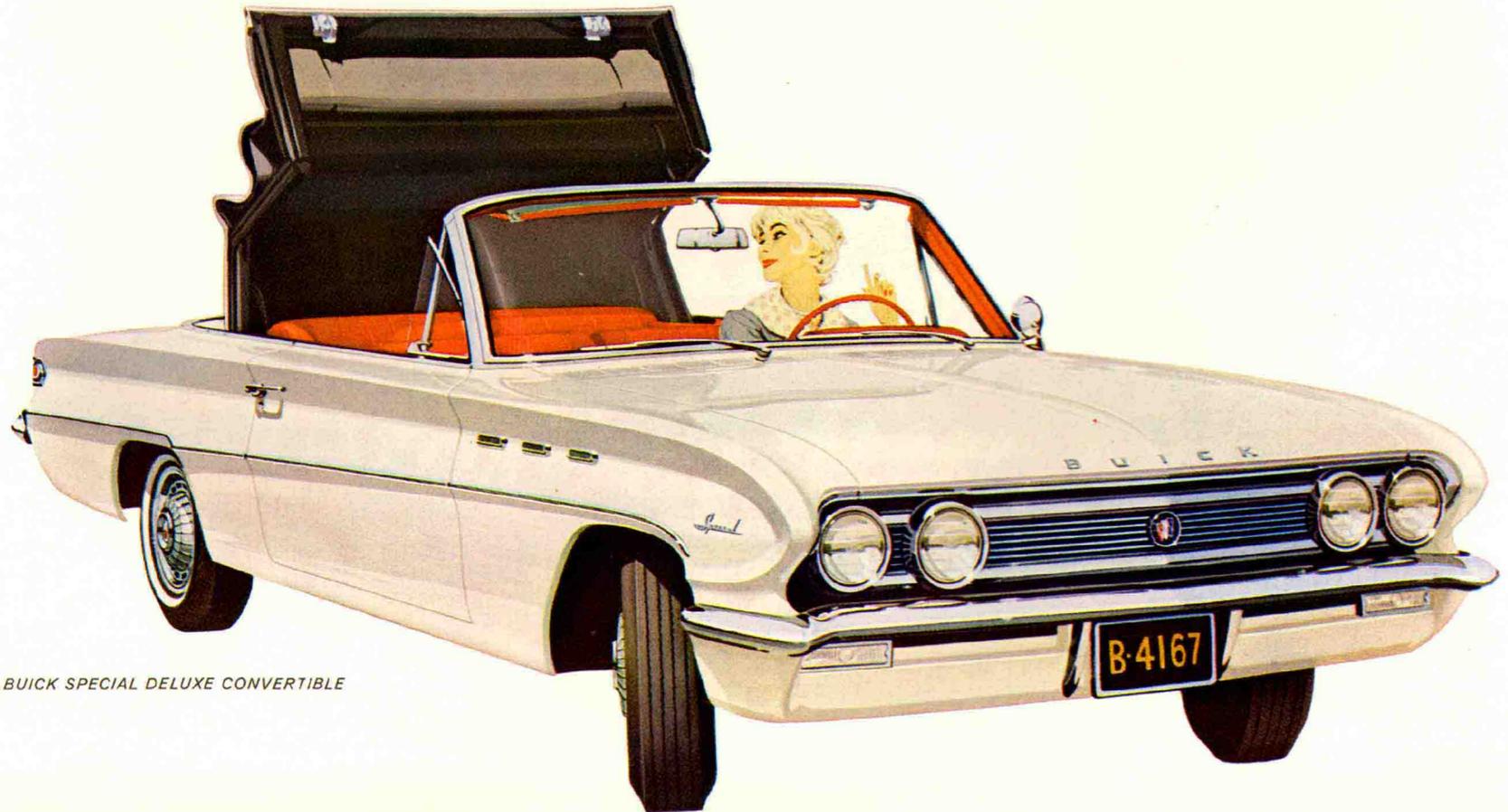
**FREE WHEELING** – The specialty of the Buick Special Deluxe is performance . . . brilliant performance with astonishingly good regular gas economy. In fact, Buick Special Deluxe 4-door sedans with Aluminum Fireball V8 engines swept their class in the most recent Mobilgas Economy Run. The secret of all this go on a little gas is the extensive use of lightweight aluminum (all but a few parts) in the Aluminum Fireball V8 engine. Less deadweight means less gas used and, oh, so much more performance! Another facet of the Special Deluxe that's easy to like is the interior luxury. It puts a good many full-size cars to shame. Special bonus: Heater-defroster is now standard equipment. ♪♪♪♪♪



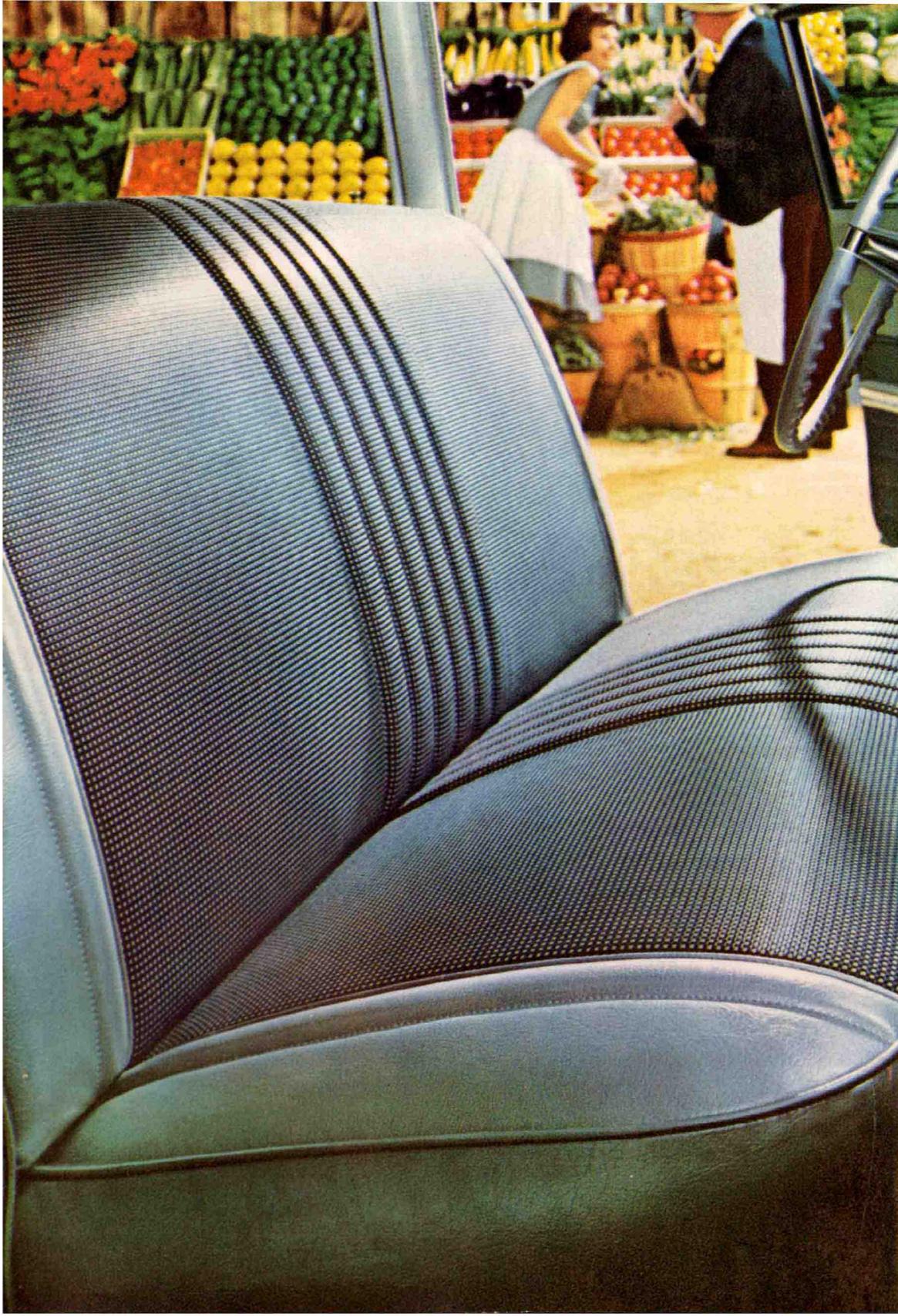
THE 1962 BUICK SPECIAL DELUXE



THE BUICK SPECIAL DELUXE 4-DOOR, 2-SEAT STATION WAGON



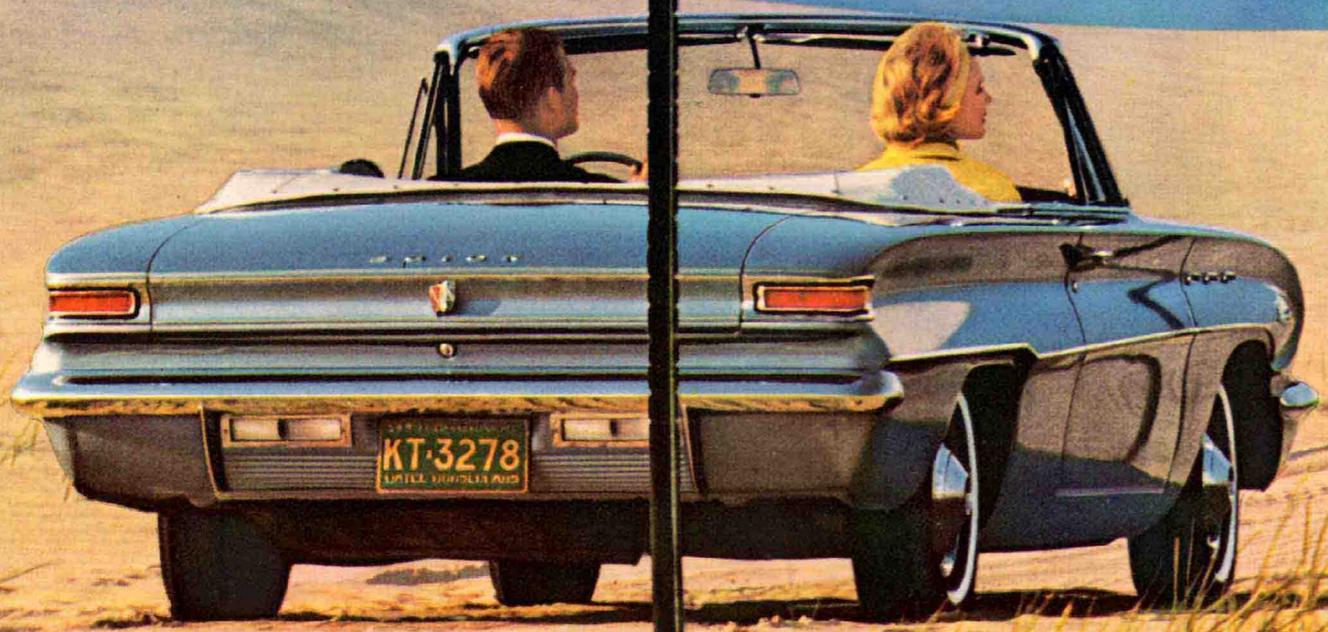
THE BUICK SPECIAL DELUXE CONVERTIBLE



**Noblesse Oblige**—No getting around it, Buick owners' tastes run to luxury. Here's a sample of the way we satisfy them in the Buick Special Deluxe models. The fabric is Bazaar cloth, a tight weave with a small, conservative pattern. Vinyl replaces the fabric in Deluxe station wagon interiors.

**Buick Special Deluxe Standard Equipment:** Fireball Aluminum V8 engine • Heater-defroster • 3-speed synchromesh transmission • Full-flow oil filter • Custom Padded Cushions • Deluxe steering wheel • Carpeting front and rear • Dual horns • Bumper guards front and rear • Cigarette lighter • Dual sun visors • Dual arm rests • Custom exterior trim moulding • Super deluxe wheel covers and power-operated top on convertible only

**FINISHING TOUCHES...** Who are we to tell you where to stop when it comes to putting options and accessories on the Buick Special? Each one makes the Special that much better. See if some of these don't fit your desires: **Dual-Path Turbine Drive**—A smoothly efficient combination of gears and a fluid-driven turbine housed in a lightweight aluminum case. One of the most simplified, most dependable automatics ever developed. **Buick Radio by Delco**—All-transistorized to give you instant music (no warm-up period) at the touch of a button. **Power Steering**—A powerful boost to your driving enjoyment. Just the lightest touch is all it takes.



P N D L R

**Dual-Path Turbine Drive!**

**Power Brakes**—You don't push the brake pedal, you press it lightly with Power Brakes for a swift, gliding stop. **Air Conditioner by Delco Harrison**—Draw the breath of spring in any season with this husky Air Conditioner. Three adjustable distribution outlets. **4-Speed Synchronmesh Transmission**—Turns the Special into a real bearcat, for those who would have it so. Shift is floor-mounted in sports car fashion. **Power Windows**—Heighten the convenience of your Special or Special Deluxe convertible with windows that raise and lower at the touch of a button. □ Don't forget these important dealer-installed accessories: Gas tank door guard • Compass • Litter basket • Tissue dispenser • Seat covers • Seat cushion topper • Spotlight • Outside rear-view mirror • Seat belts • Handy mats • Carpet saver • Visor vanity mirror

4

SPEED TRANSMISSION

power steering

power brakes

AIR CONDITIONING

5 7 9 11 14 16  
push button radio



## BUICK SPECIAL SPECIFICATIONS

**Fireball Aluminum V8 Engine:** 90 degree, valve-in-head type. Cylinder block, cylinder head, pistons, intake manifold, timing chain cover, water pump cover and many smaller parts of aluminum alloy. Cast iron cylinder liners. Displacement 215 cu. in. Compression ratio, 9.0 to 1. Horsepower, 155 @ 4600 rpm. Maximum torque, 220 foot pounds @ 2400 rpm. Optional Skylark Aluminum V8 engine: horsepower, 185 @ 4800 rpm.; maximum torque, 230 foot pounds @ 2800 rpm. Compression ratio: 10.25 to 1. Four-barrel carburetor standard. Firing order: 1-8-4-3-6-5-7-2. Splash and pressure lubrication system. Crankcase capacity, 4 quarts (refill less filter). Normal oil pressure, 33 @ 2400 rpm. Full-flow oil filter standard. Two-barrel carburetor. Mechanical fuel pump. Water intake manifold heat control. Pressure liquid cooling system. Centrifugal water pump. Cooling system capacity: 13.5 quarts with heater. Twelve-volt electrical system. Five-position starter-ignition switch. **Fireball V6 Engine:** 90 degree, valve-in-head type. Displacement 198 cu. in. Compression ratio 8.8 to 1. Horsepower, 135 @ 4600 rpm.; Maximum torque, 205 foot pounds @ 2400 rpm. Firing order 1-6-5-4-3-2. Splash and pressure lubrication system. Crankcase capacity, 4 quarts (less filter refill). Normal oil pressure 33 @ 2400 rpm. Full-flow oil filter optional. Two-barrel carburetor. Mechanical fuel pump. Exhaust-heated intake manifold. Pressure liquid cooling system. Cooling system capacity: 12.0 quarts with heater. Twelve-volt electrical system. Five-position starter switch. **Transmission:** Three-speed synchromesh transmission standard on both Special and Special Deluxe. 4-speed synchromesh optional at extra cost on Special with Skylark Aluminum V8 and Special Deluxe. Dual-Path Turbine Drive transmission optional at extra cost on Special and Special Deluxe. In Dual-Path transmission approximately 64 per cent of driving effort transferred hydraulically and 36 per cent mechanically after up-shift. Transmission is fully automatic with a "down-shift" for passing in the 18-55 mph. range. **Propeller Shaft:** Hide-Away Drive Shaft is slightly angled to reduce tunnel height. Angled sections are connected by a special constant-velocity universal joint that insures vibrationless transfer of power to the rear axle. Shaft is connected to transmission and rear axle by needle-bearing universal joints. **Rear Axle:** Hypoid gears, semi-floating. Gear ratios: automatic transmission, 3.08 to 1; manual transmission, 3.36 to 1.\* Rear wheel bearings permanently lubricated. **Body and Frame:** Fully unitized body with integral body-frame construction. **Suspension:** Independent ball-joint front suspension. Four-link rear suspension. Coil springs front and rear. Rear springs are loaded through lower control arms. Direct-acting, hydraulic shock absorbers front and rear. Driving forces from axle to body-frame are through rubber-bushed rear links. **Brakes:** Air-cooled cast iron brake drums front and rear. Total lining area, 129.87 sq. in. Pull-type parking brake operating through rear service brake shoes. Power brakes optional at extra cost except on V6 air-conditioned models. **Steering:** Manual recirculating ball steering standard on both sedan and station wagon. Overall ratio, 26.18 to 1. Power steering optional. Overall ratio 20.8 to 1. **Wheels and Tires:** Disc-type wheels. Size 4.50" x 13", "J" type flange. Buick Special tire size: 6.50" x 13". Fifteen-inch wheels are optional at extra cost. (Not available on 3-seat station wagons and convertibles.) White sidewall tires are optional at extra cost.

\*Also with Skylark Aluminum V8—with standard or automatic transmission.

Dimensions	Sedan	Coupe	Convertible	Station Wagon	Deluxe Sedan	Deluxe Convertible	Deluxe Station Wagon
Overall Length	188.4"	188.4"	188.4"	188.4"	188.4"	188.4"	188.4"
Overall Width	71.2"	70.9"	70.9"	71.2"	71.2"	70.9"	71.2"
Overall Height	52.8"	52.4"	52.4"	54.1"	52.8"	52.5"	54.1"
Wheelbase	112.1"	112.1"	112.1"	112.1"	112.1"	112.1"	112.1"
Tread, Front	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"
Tread, Rear	44.4"	44.5"	44.5"	44.4"	44.1"	44.5"	44.4"
Leg Room, Front	37.7"	37.0"	37.0"	37.4"	37.8"	36.6"	37.4"
Leg Room, Rear	53.0"	53.0"	50.2"	53.0"	53.0"	53.0"	53.0"
Hat Room, Front	50.1"	50.2"	46.6"	49.8"	50.0"	46.6"	49.8"
Hat Room, Rear	55.3"	55.2"	55.2"	55.3"	55.3"	55.2"	55.3"
Shoulder Room, Front	53.5"	53.1"	53.1"	53.4"	53.5"	46.1"	53.4"
Shoulder Room, Rear							

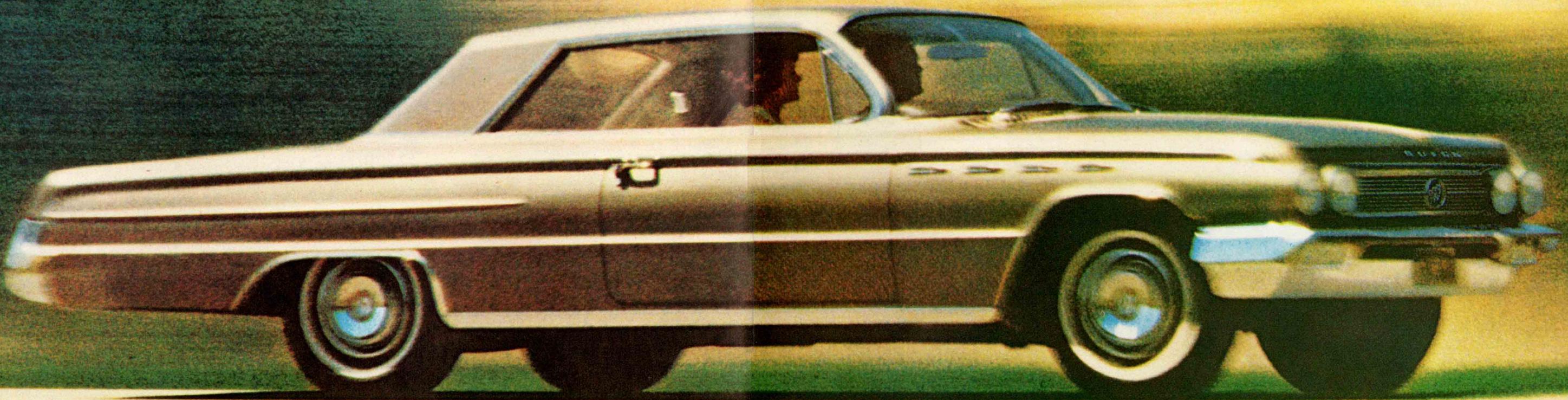
BUICK MOTOR DIVISION, GENERAL MOTORS CORPORATION, RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME, WITHOUT NOTICE, IN PRICES, COLORS, MATERIALS, EQUIPMENT, SPECIFICATIONS, AND MODELS, AND ALSO TO DISCONTINUE MODELS.

BUICK MOTOR DIVISION, GENERAL MOTORS CORPORATION, FLINT 2, MICHIGAN

# 1962 BUICK

ELECTRA 225 / INVICTA / LeSABRE

...with exclusive "Advanced Thrust" design



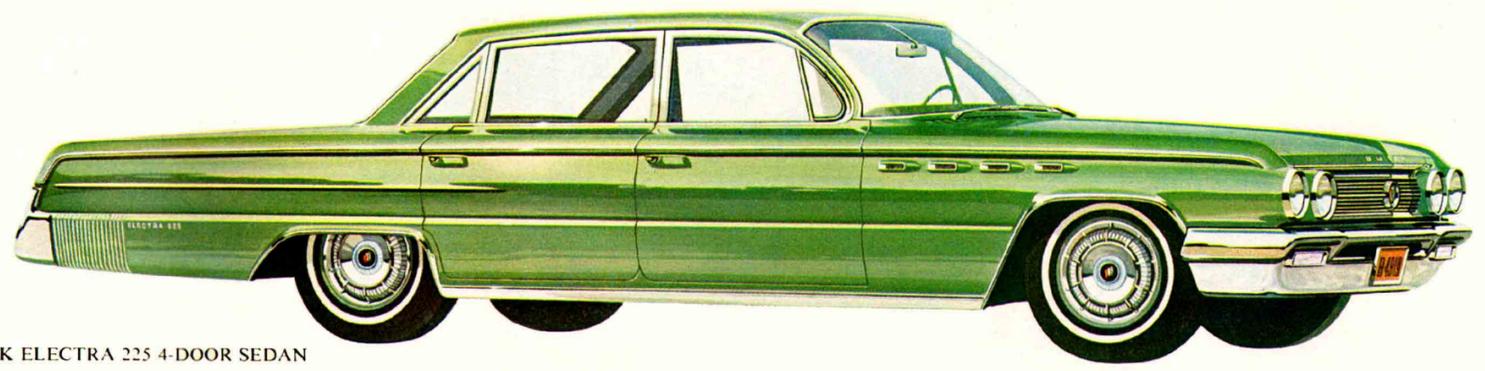
**THE 1962 BUICK ELECTRA 225 – Riding high!** Most every company has a premier product; the Electra 225 is ours. In building this one, everyone from the engineers to the stylists had free rein to do his utmost. And we have some people whose utmost is pretty impressive, to say the least. The Electra 225 gets Buick's greatest engine, the Super-Thrust Wildcat V8, along with the nonpareil smoothness of Turbine Drive. Power brakes, power steering and heater-defroster are standard. And the Electra 225, like all full-size Buicks this year,

incorporates new "Advanced Thrust" design that moves the engine forward to make a mighty contribution to Buick's extraordinary ease of handling. To the layman's eye, however, the Electra 225 interior probably proclaims more forcibly than anything the quality and luxury that go into this car. The roominess, the richness of upholstery, the soft carpeting underfoot all combine to give you a feeling of well-being that's worth every cent the Buick Electra 225 costs! 🍄🍄🍄🍄 🍄🍄🍄🍄 🍄🍄🍄🍄🍄🍄



THE BUICK ELECTRA 225 4-DOOR HARDTOP

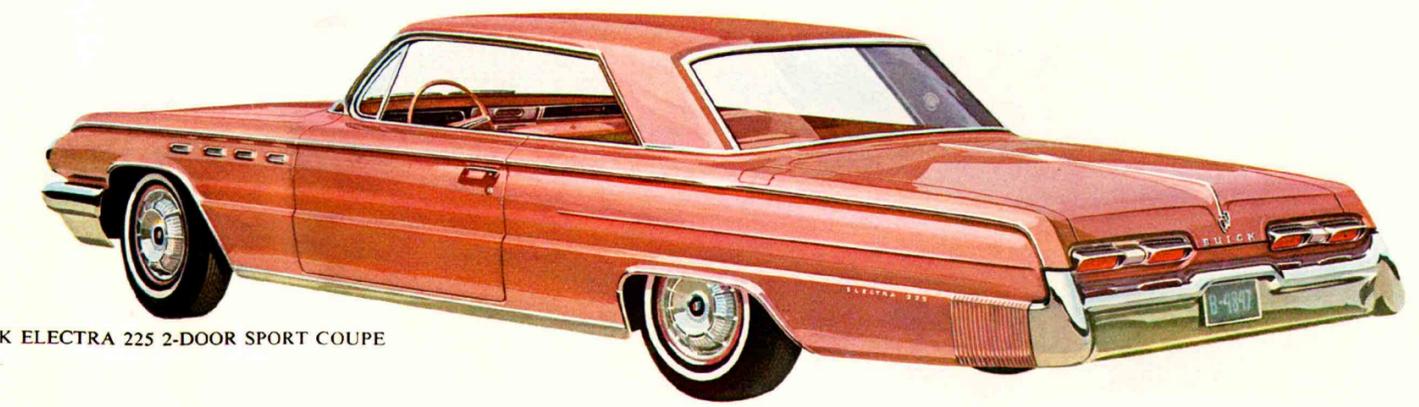
THE 1962 BUICK ELECTRA 225



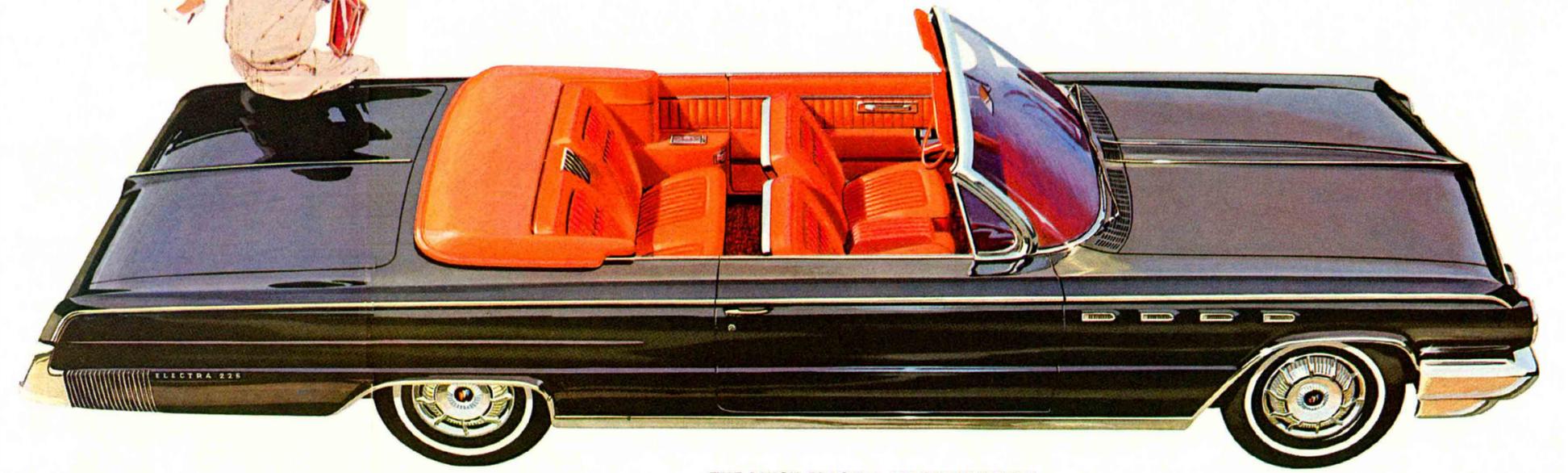
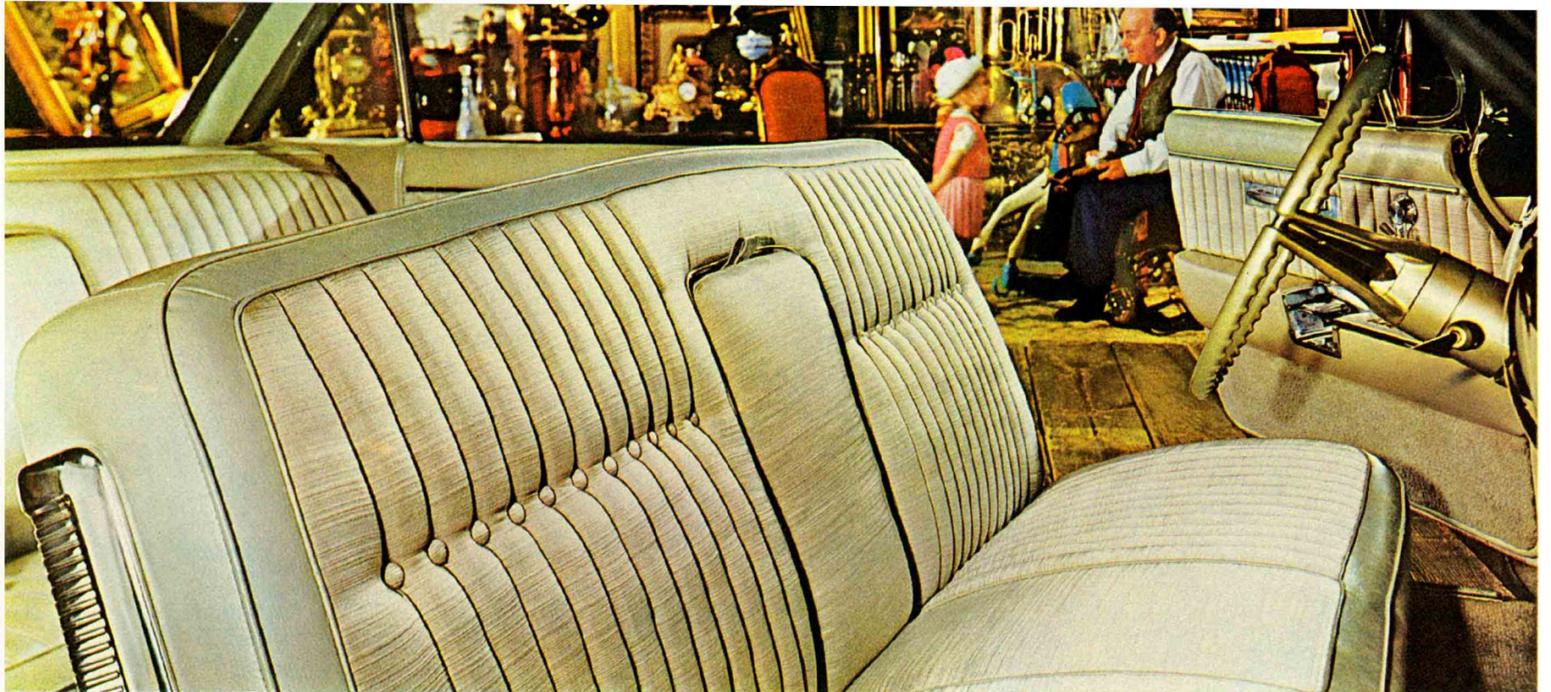
THE BUICK ELECTRA 225 4-DOOR SEDAN



THE BUICK ELECTRA 225 4-DOOR RIVIERA SEDAN



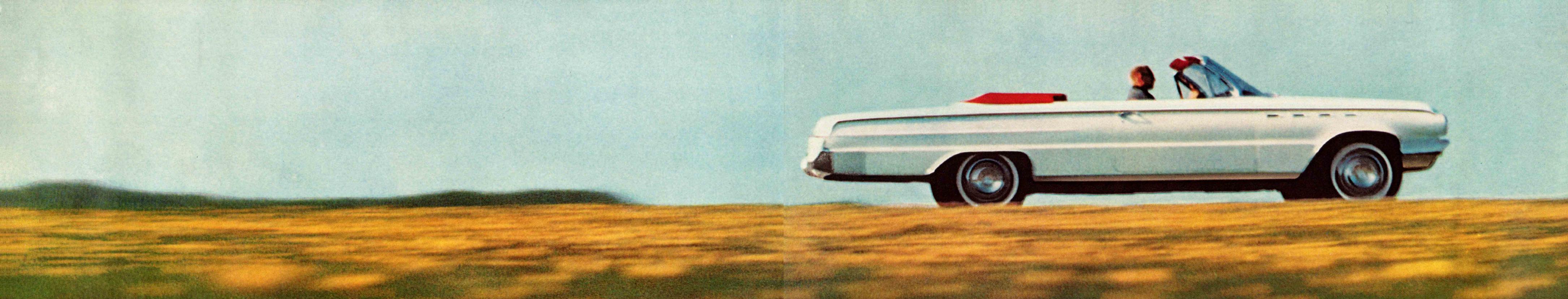
THE BUICK ELECTRA 225 2-DOOR SPORT COUPE



THE BUICK ELECTRA 225 CONVERTIBLE

**All This and Shantung, Too**—Here's something we'll bet you've never seen in a car before . . . crisp, beautiful shantung upholstery in this Electra 225 Riviera sedan. Looks like a dream and wears like iron. A particularly engaging touch is the deep tufting with buttons on the seat back. The center fold-down arm rests and carpeted insets on the doors add an extra dollop of richness for those exacting people who feel the best may be none too good.

**Buick Electra 225 Standard Equipment:** Wildcat 445 engine • Turbine Drive transmission • Power steering • Power brakes • Heater-defroster • Back-up lights • Glareproof mirror • Parking brake signal light • Safety buzzer • Trip mileage indicator • Courtesy lights • Custom Padded Cushions • Super deluxe wheel covers • Windshield washer with 2-speed electric windshield wipers • Oversize tires (whitewalls optional) • Electric clock • License plate frames • Custom bright exterior moulding • Automatic trunk light • Full-flow oil filter • Direction signals • Fin-cooled brakes with aluminum front drums • Glove compartment light • Deluxe steering wheel • Padded instrument panel • Carpeting front and rear • **ELECTRA 225 4-DOOR RIVIERA SEDAN AND CONVERTIBLE ONLY:** Power windows • 2-way power seat (with extra-cost bucket seat option on convertible. Also standard with extra-cost bucket seat option on Electra 225 Sport Coupe.)

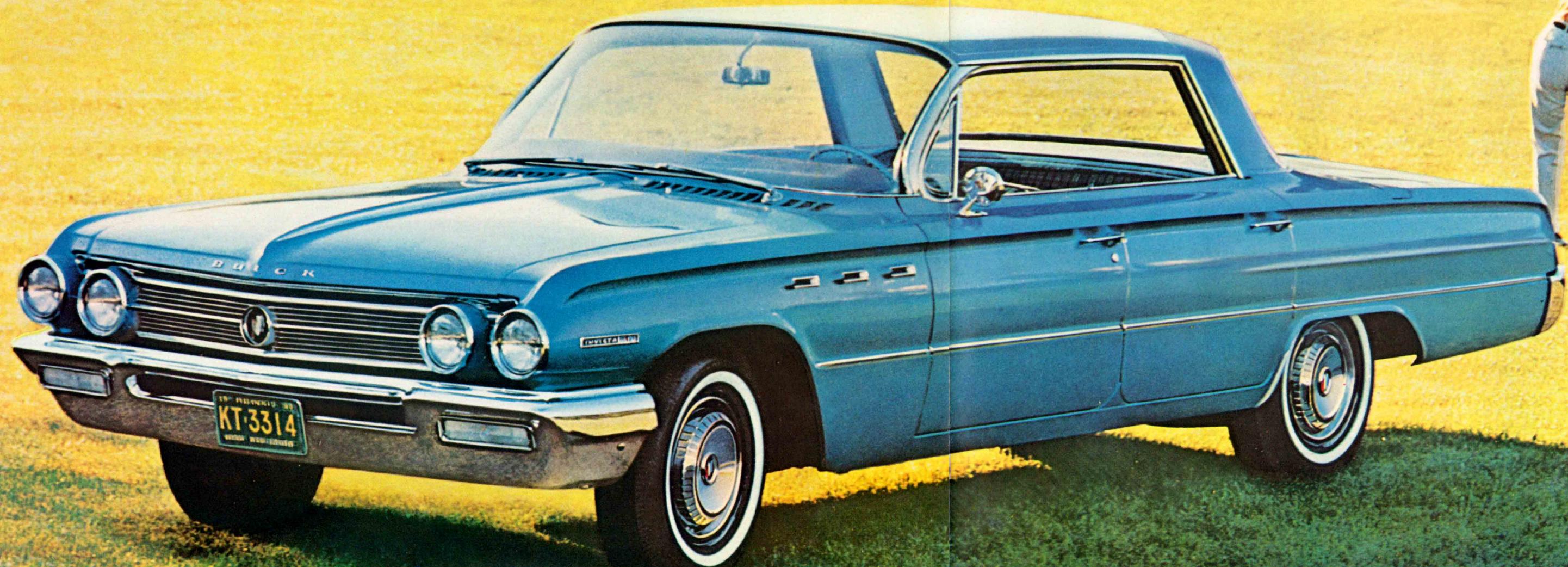


**THIS ONE GOES...BUT VERY SMOOTHLY** Over the years Buick has built up quite a reputation for performance. In all honesty, we've done practically nothing to discourage this. In fact, in 1962 we're giving the performance lovers more reason than ever to rejoice. Big 401 cubic inch Super-Thrust V8 engines will be standard on all full-size Buicks in 1962. In the LeSabre series, you have your choice of a V8 that performs handily on regular gas, the spirited standard V8 or the hairy-chested Super-Thrust Wildcat V8, Buick's top performing engine. In the Invicta and Electra 225 series the Super-Thrust Wildcat V8 is standard. It takes an extraordinarily smooth automatic transmission to tame big power like this, and

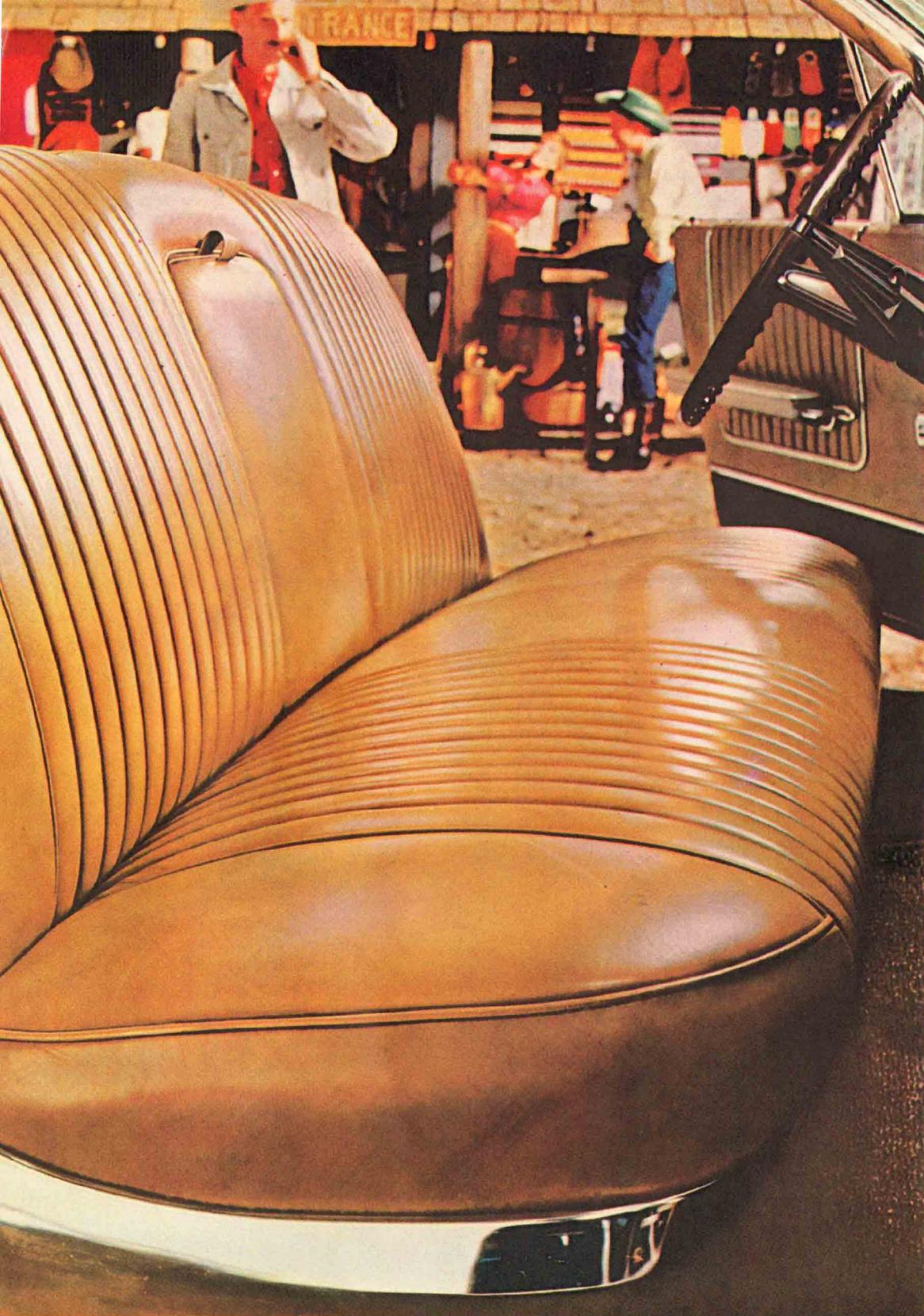
Buick has it—Turbine Drive, standard on all full-size Buicks. It's a fact that once you set the selector lever in "Drive" position, there is absolutely no shifting of gears—up or down. All the power is transmitted by swift-moving currents of oil. But hit that accelerator and watch your Buick take off. Many owners confess that Buick's incredible smoothness and quietness forces them to keep a sharp eye on the speedometer. Rounding out the smoothness and performance picture is the famous road-leveling action of Buick's Control Arm Suspension. Road shock and vibration are almost completely absorbed in thick cushions of live rubber. We firmly believe you won't find its equal at any price. 

**THE 1962 BUICK INVICTA – Driving for distance?** It's only natural that the Buick Invicta appeals strongly to people who do plenty of driving . . . people who have long distances to cover and a limited time to cover them. Not quite as heavy a car as the Electra 225, the Invicta still enjoys the same Super-Thrust Wildcat V8 power joined with Turbine Drive. Of course, such a combination makes Invicta the acknowledged performance leader

among full-size Buicks—and practically all other American cars as well. Also refreshing to the long-distance driver is the straight-to-the-target steering made possible by Buick's new "Advanced Thrust" design. The Invicta stays rigidly on course even in heavy crosswinds. And, of course, the Buick Invicta's Control Arm Suspension enriches the enjoyment of any trip. New this year: *standard* heater-defroster! ☺☺



THE BUICK INVICTA 4-DOOR HARDTOP



## THE 1962 BUICK INVICTA



THE BUICK INVICTA CUSTOM 2-DOOR SPORT COUPE

INVICTA *Custom*

**The Genuine Article**—When you come right down to it, there's just nothing like real leather for beauty . . . for luxury . . . or for long-wearing quality. A case in point is this **Invicta Custom** 4-door hardtop interior. Fold down the center arm rest and it's like having "club chairs". A few small parts of the upholstery are matching vinyl, but it takes a practiced eye to tell which. An all-vinyl front bucket-seat interior with storage console between the seats is standard in the **Invicta Custom** 2-door Sport Coupe and **Invicta Custom** convertible.

**Buick Invicta Standard Equipment:** Wildcat 445 engine • Turbine Drive transmission • Heater-defroster • Full-flow oil filter • Deluxe wheel covers • Direction signals • Fin-cooled brakes with aluminum front drums • Automatic glove compartment light • Electric windshield wipers • Deluxe steering



THE BUICK INVICTA CONVERTIBLE

**Something for the Boys**—Tartan is a difficult fabric to use effectively, but Buick stylists accepted the challenge and came off the winners. The effect in this Invicta interior is one of restrained sportiveness—a neat trick when you come to think about it. Tartan is also inset into the doors. Very dashing! Fashion note to real or would-be Highlanders: available in “Black Watch” and several other traditional patterns. The same seat style and materials are also featured in the luxurious **Invicta Custom** Estate Wagon (Estate Wagons shown on another page).

---

wheel • Padded instrument panel • Carpeting front and rear • **INVICTA 4-DOOR HARDTOP ONLY:** Electric clock • License plate frame • Automatic trunk light • Custom bright exterior moulding • Custom Padded Cushions





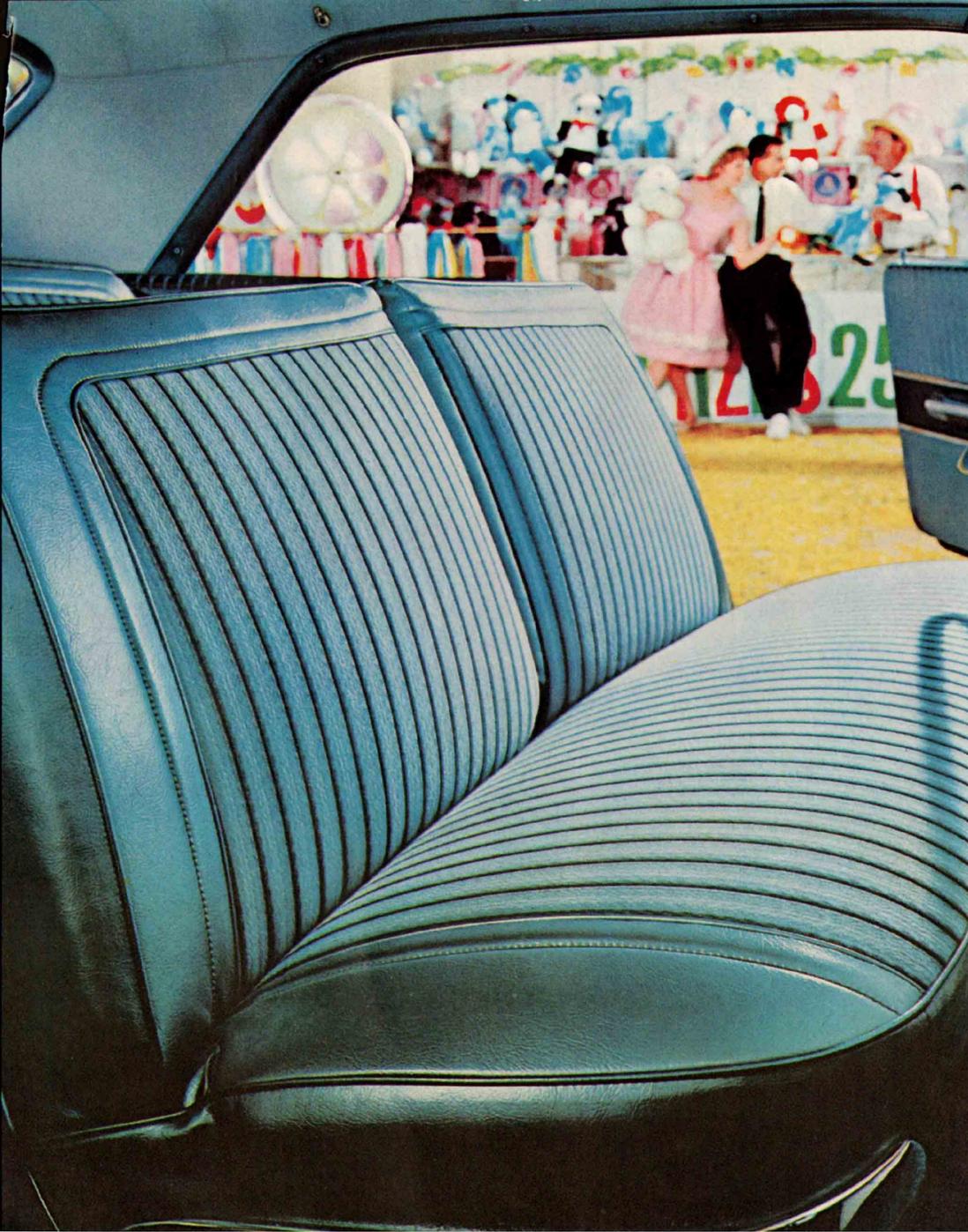
Time was when all automobile floors were flat. Then automobile bodies started to descend. The drive shaft (an indispensable item) had no place to go but up into the passenger compartment. Drive shaft tunnels reached truly formidable dimensions. □ This is just about where the situation stands today with most every car but Buick. One of the outstanding benefits of Buick's new "Advanced Thrust" design (We'll discuss this in detail later.) is the drastic flattening of Buick's floor. The transmission is well forward of the passenger compartment, and the whole drive line has taken a substantial drop with relation to the seating area. □ The happy result is that the drive shaft tunnel which had once been a hump has diminished to a mere ripple. The person in the middle can now sit as comfortably as anyone else. □ For all practical purposes, then, Buick for 1962 becomes America's only real 6-passenger car.

**THE 1962 BUICK LeSABRE—Getting over the hump—** Once you've reached the decision that ordinary cars will no longer suffice and have begun to think longingly of a Buick, the problem becomes one of making the transition at the most reasonable cost. The answer, unquestionably, is the Buick LeSabre. For all its majestic performance, luxury ride and smart interior decoration, the LeSabre is surprisingly low-priced. In fact, you'll

probably find the financial gap between the Buick LeSabre and ordinary cars to be far narrower than you thought. There's a remarkable flexibility of power choices, too, in LeSabre: the Super-Thrust V8 that thrives on regular gas, the standard Super-Thrust V8 or the awesome Super-Thrust Wildcat V8. Turbine Drive transmission is standard equipment; so is the heater-defroster. Still another Buick bonus: "Advanced Thrust" design.

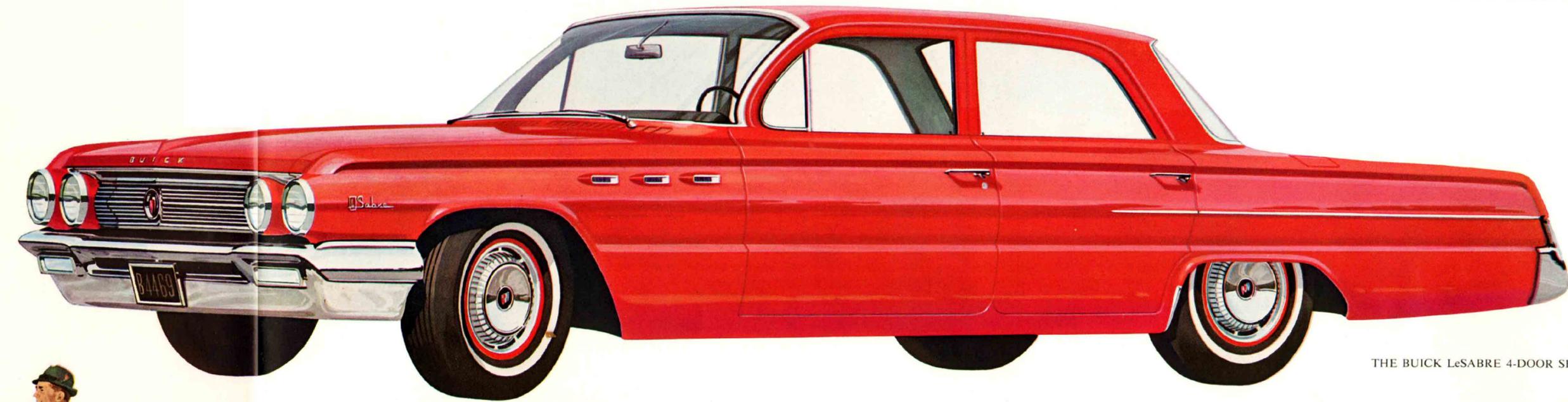


THE BUICK LeSABRE 2-DOOR SPORT COUPE



**The Grand Design**—The idea here is to surround you with luxury without completely overwhelming you. In this LeSabre interior we chose a boldly elegant striped fabric—Ballard cloth—to do the job. Splendid stuff, really, with admirable wearing qualities. The bolster is leather-grained vinyl with a rich, soft sheen.

**Buick LeSabre Standard Equipment:**  
Wildcat 410 engine (regular gas Wildcat 375 optional at no extra cost) • Turbine Drive transmission • Heater-defroster • Full-flow oil filter • Direction signals • Fin-cooled brakes with aluminum front drums • Automatic glove compartment light • Electric windshield wipers • Deluxe steering wheel • Padded instrument panel • Carpeting front and rear



THE BUICK LeSABRE 4-DOOR SEDAN



THE BUICK LeSABRE 2-DOOR SEDAN

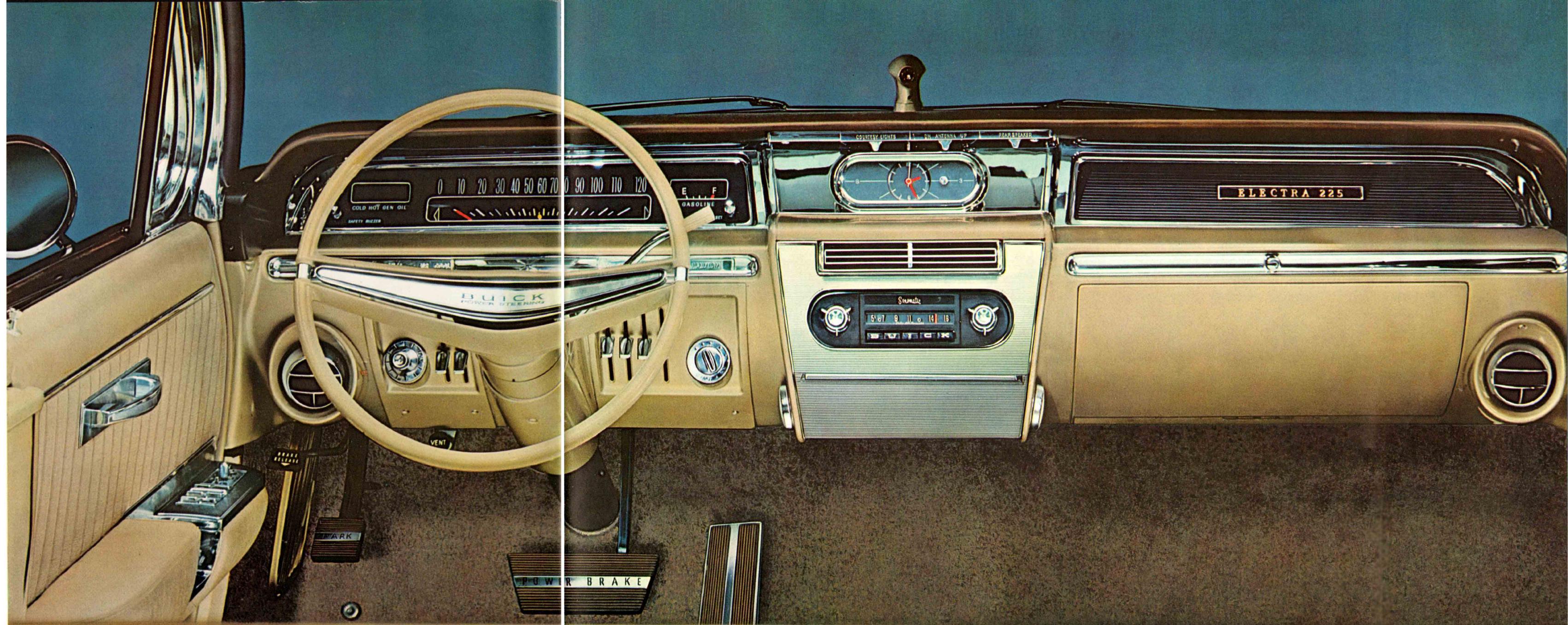


THE BUICK LeSABRE 4-DOOR HARDTOP

For the Buick that doesn't yet have everything—How much accessory and optional equipment you have on your Buick is strictly up to you, but here are a few items we think you may find it hard to resist:

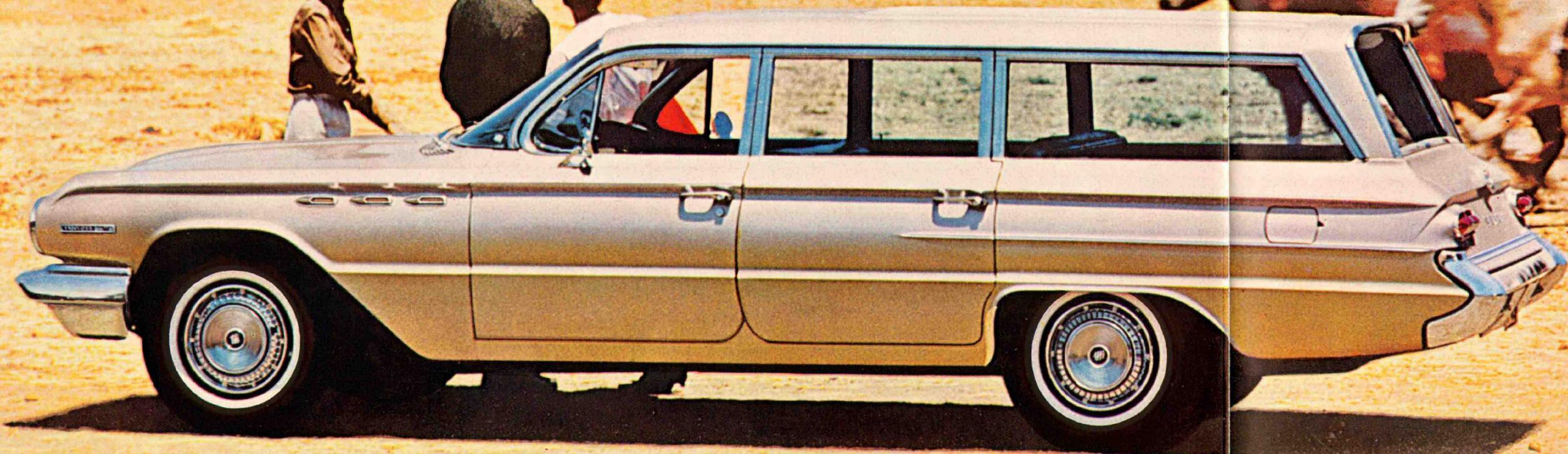
**Buick Sonomatic Radio by Delco**—This powerful, all-transistor push-button radio warms up instantly to give you music at the touch of a button. Also available: station-seeking Wonder Bar radio, electric antenna, rear seat speaker. **Delco Harrison Air Conditioner**—Summertime or anytime you can enjoy a controlled climate. Excellent distribution of cool air to the rear seat. Summer allergy sufferers will particularly like the way this husky air conditioner filters and dehumidifies the air. **Power Brakes**—These will spoil you for manual brakes forever. A touch of even the daintiest toe brings the Buick to a smooth, gliding stop (standard on Electra 225). **Power Steering**—You've never known the feeling of really full command until you've driven a Buick equipped with power steering. Quite literally, you can steer with one finger, but we *don't* recommend it (standard on Electra 225). **Power Windows**—These will have you running the windows up and down for the sheer fun of it. Master control for all windows next to driver's seat; individual controls at each window (standard on Electra 225 Riviera sedan and convertible). **Power Seat**—People come in all sizes, but car seats don't. Hence, Buick power seat—six-way or four-way. You can control forward position, height and tilt with a touch of buttons. Real living!

*Important dealer-installed accessories that will add to your comfort and safety:*  
Gas tank door guard • Compass • Litter basket • Tissue dispenser • Seat covers • Seat cushion topper • Spotlight • Rear window defroster • Outside rear-view mirror • Map case • Estate Wagon cargo area pad • Seat belts • Handy mats • Carpet saver • Carpet covers • Trunk mat

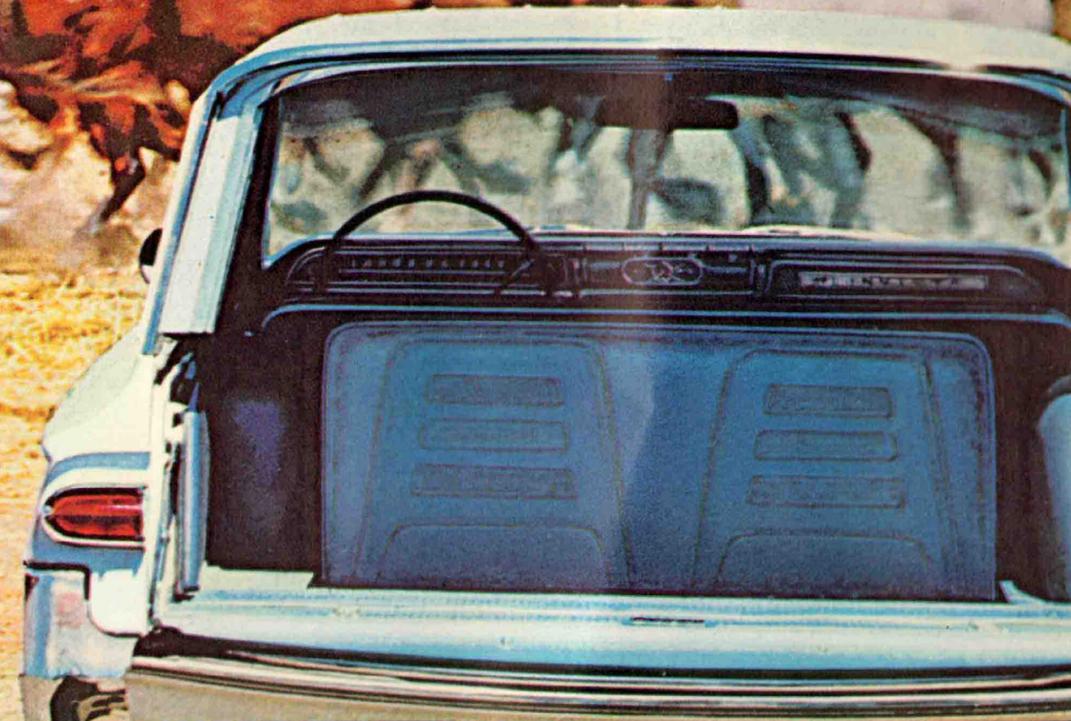


**THE 1962 BUICK INVICTA ESTATE WAGONS—Wide open spaces—**The facts of station wagon life are these: You can have huge cargo space, easy to get at. You can have interiors durable enough to defy the most determined child. You can have ruggedness to match the Rocky Mountains. And yet, you can have all these without giving an inch on style, performance, ride and luxury. Witness these Buick Invicta Estate Wagons in 2- and 3-seat styles. Their cargo capacity seems well-nigh bottomless (actually, it's 86.7 cubic feet). The standard

interior (shown at right) is a beautiful all-vinyl scheme with "tooled" inserts on the seat backs (reminiscent of the better dude ranches). Takes a real beating without showing it. Or if luxury is paramount, choose the Invicta Custom with interior in tartan and vinyl. Power-operated back window is standard on both models. Just like the Buick passenger cars, the Invicta wagons give you the matchless performance of Super-Thrust Wildcat V8 power plus Turbine Drive and the luxury ride of Buick Control Arm Suspension. 🍄🍄🍄🍄

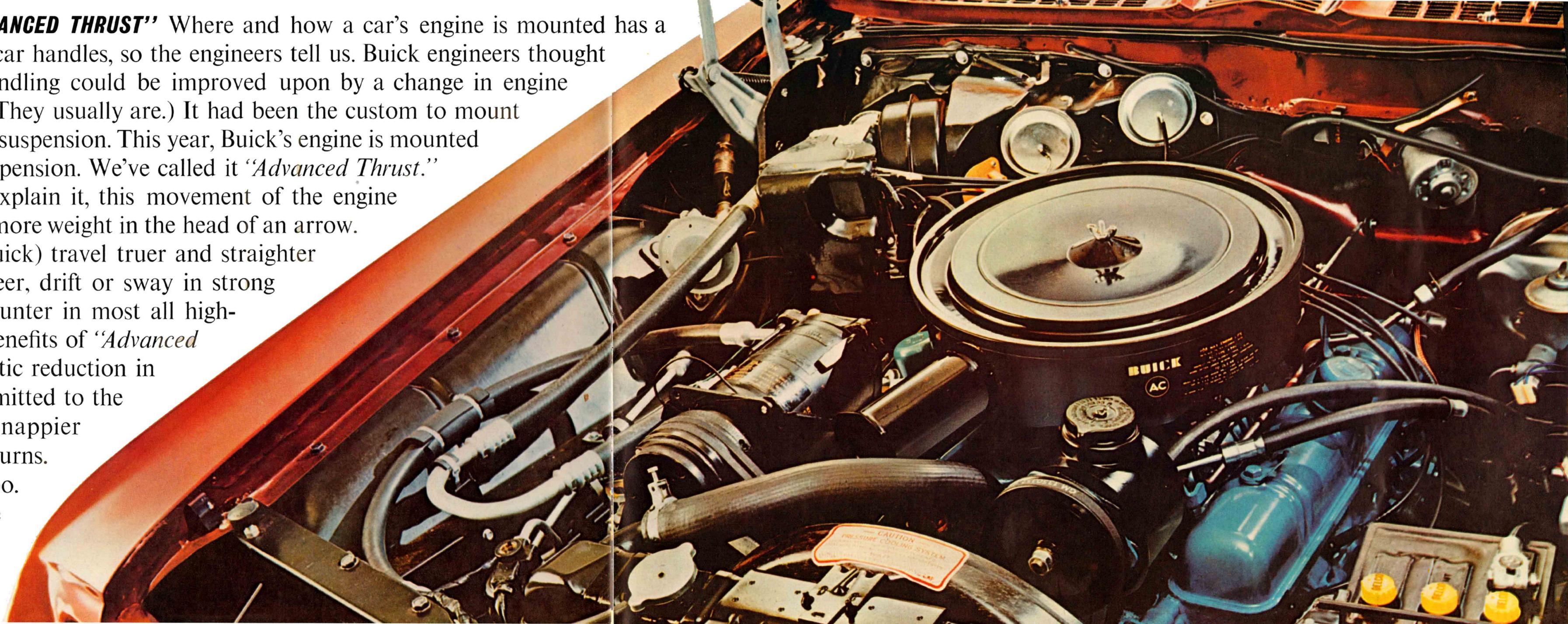


THE BUICK INVICTA 4-DOOR 2-SEAT ESTATE WAGON



THE BUICK INVICTA 4-DOOR 3-SEAT ESTATE WAGON

**THE BIG ADVANCE CALLED "ADVANCED THRUST"** Where and how a car's engine is mounted has a great deal to do with how that car handles, so the engineers tell us. Buick engineers thought that Buick's already superb handling could be improved upon by a change in engine location. And they were right! (They usually are.) It had been the custom to mount the engine *aft* of the front-wheel suspension. This year, Buick's engine is mounted slightly *over* the front-wheel suspension. We've called it "*Advanced Thrust.*" The way the Buick engineers explain it, this movement of the engine toward the front is like putting more weight in the head of an arrow. It makes the arrow (and the Buick) travel truer and straighter with far less susceptibility to veer, drift or sway in strong crosswinds—the kind you encounter in most all highway driving. Other important benefits of "*Advanced Thrust*" design include a dramatic reduction in road shock and vibration transmitted to the steering wheel as well as a snappier come-back of the wheel after turns. Front-end traction is better, too. It stands to reason, the more weight on the front wheels, the better they grip. "*Advanced Thrust*"—*only* Buick has it!



# SPECIFICATIONS

ENGINES	WILDCAT 410	WILDCAT 375	WILDCAT 445
	(Std. Engine)	(Regular Gas Engine)	
Available on	LeSabre	LeSabre*	LeSabre** Invicta Electra 225
Type	90° V8	90° V8	90° V8
Displacement—Cu. in.	401	401	401
Horsepower @ 4400 R. P. M.	280	265	325
Max Torque	424 @ 2400 R.P.M.	412 @ 2400 R.P.M.	445 @ 2800 R.P.M.
Compression Ratio	10.25 to 1	9.0 to 1	10.25 to 1
Carburetor	2-Barrel	2-Barrel	4-Barrel
Transmission	Turbine Drive	Turbine Drive	Turbine Drive

\*Optional at no extra cost

\*\*Optional at extra cost

**Engine Lubricating System:** Main bearings, connecting rods and camshaft bearings pressure lubricated. Piston pins splash lubricated. Cylinder walls splash and nozzle lubricated. Normal oil pressure 40 at 1600 r.p.m. Full-flow oil filter standard on all models. Crankcase capacity (refill less filter): 4 quarts. **Fuel System:** Two- or four-barrel carburetor according to engine chart above. Standard automatic choke. Mechanical fuel pump. Two-stage gasoline filter with fine filter in fuel tank and extra-fine filter at the carburetor. Oil-impregnated polyurethane air cleaner. Exhaust-type intake manifold heat control. Twenty-gallon fuel capacity. **Engine Cooling:** Pressure system. Choke-type circulation thermostat. Centrifugal water pump. Capacity: 18.5 quarts with heater. **Exhaust System:** Single muffler for both banks of cylinders is mounted crosswise to the frame. Heavy zinc and aluminum coatings of muffler parts promote long life. Dual exhaust optional on all models except Estate Wagons. **Electrical:** Twelve-volt electrical system. Five-position starter-ignition switch. **Transmission:** Turbine Drive standard on LeSabre, Invicta and Electra 225. Turbine Drive is a torque converter type of transmission, fully automatic with two turbines, a variable-pitch stator and a fixed-vane stator. Maximum torque ratio in DRIVE range at stall, 3.4 to 1. Total oil capacity (refill): 12 quarts. **Propeller Shaft:** Hide-Away Drive Shaft is slightly angled to reduce tunnel height in rear seat. Angled sections are connected by a special constant-velocity universal joint that insures vibrationless transfer of power to rear axle. Shaft is connected to transmission and rear axle by needle bearing universal joints. **Rear Axle:** Hypoid gears, semi-floating. Gear ratios with Wildcat 445, 3.23 to 1, with other engines, 2.78 to 1. Rear wheel bearings permanently lubricated. Transfer of driving forces through rubber-mounted arms connected to frame. Positive traction differential optional on all models. **Frame:** Safety-X-Frame with box-section cross-members and tubular center section through which propeller shaft passes. Extra-heavy body side rails add extra strength. **Suspension:** Independent ball-joint

front suspension with link-type stabilizer bar. Three-link-type rear suspension with track bar. Coil springs front and rear. Rear springs loaded through lower control arms. Direct acting hydraulic shock absorbers front and rear. New suspension geometry means there's no "squat" when you start, no "dive" when you stop. **Brakes:** Hydraulic, self-energizing. Air-cooled finned, aluminum brake drums front; finned cast iron drums rear. Total lining area: 197.32 sq. in. Step-On parking brake operating through rear service brake shoes. Power brakes standard on Electra 225, optional on Invicta and LeSabre. **Wheels and Tires:** Disc-type wheels. Size: LeSabre, 6.00" x 15", "K"-type flange; Invicta and Electra 225, 6.00" x 15", "L"-type flange. Tires: LeSabre and Invicta, 7.60" x 15"; Electra 225, 8.00" x 15". Oversize tires optional on Invicta. Whitewall tires optional on all models. **Steering:** Manual recirculating ball steering standard on LeSabre and Invicta. Overall ratio: 33.0 to 1. Easy Power Steering standard on Electra 225, optional on Invicta and LeSabre. Overall ratio: 20.7 to 1. Flexible coupling in power gear screens out vibration.

EXTERIOR DIMENSIONS	LeSabre	Invicta	Electra 225	Estate Wagon
Overall Length	214.1"	214.1"	220.1"	213.6"
Overall Width	77.9"	77.9"	77.9"	77.9"
Overall Height	56.4"	56.4"	57.0"	57.9"
Wheelbase	123.0"	123.0"	126.0"	123.0"
Tread—Front	62.1"	62.1"	62.1"	62.1"
Tread—Rear	61.0"	61.0"	61.0"	61.0"

INTERIOR DIMENSIONS	Leg Room Front	Leg Room Rear	Hat Room Front	Hat Room Rear	Shoulder Room Front	Shoulder Room Rear
<b>LeSABRE</b>						
2-dr. Sedan	44.5"	41.0"	57.6"	55.3"	58.8"	57.3"
2-dr. Sport Cpe.	45.0"	38.8"	57.4"	54.6"	58.9"	56.9"
4-dr. H-top	44.5"	41.4"	57.5"	53.9"	58.8"	57.8"
4-dr. Sedan	44.5"	41.4"	57.5"	55.2"	58.8"	57.8"
<b>INVICTA</b>						
2-dr. Sport Cpe.	45.0"	38.8"	57.4"	54.6"	58.9"	56.9"
4-dr. H-top	44.5"	41.4"	57.5"	53.9"	58.8"	57.8"
Est. Wagon	44.6"	40.5"	57.5"	54.0"	58.9"	57.9"
Convertible	44.8"	38.9"	57.4"	51.9"	58.9"	51.0"
<b>ELECTRA 225</b>						
4-dr. Sedan	44.5"	44.2"	57.6"	55.3"	58.9"	58.0"
2-dr. Sport Cpe.	44.4"	41.5"	57.6"	54.7"	58.8"	57.6"
4-dr. H-top	44.5"	41.9"	57.6"	54.7"	58.9"	58.1"
4-dr. Riviera Sedan	44.5"	44.2"	57.6"	56.9"	58.9"	57.9"
Convertible	44.4"	41.5"	57.6"	51.9"	58.8"	50.1"

BUICK MOTOR DIVISION, GENERAL MOTORS CORPORATION, RESERVES THE RIGHT TO MAKE CHANGES AT ANY TIME, WITHOUT NOTICE, IN PRICES, COLORS, MATERIALS, EQUIPMENT, SPECIFICATIONS AND MODELS, AND ALSO TO DISCONTINUE MODELS.

BUICK MOTOR DIVISION, GENERAL MOTORS CORPORATION, FLINT 2, MICHIGAN