

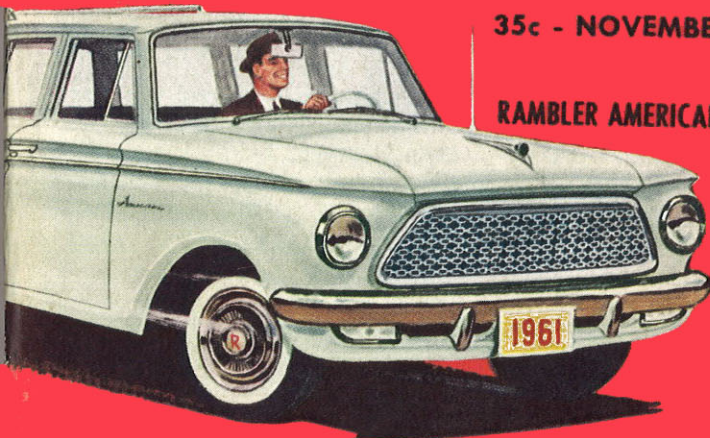
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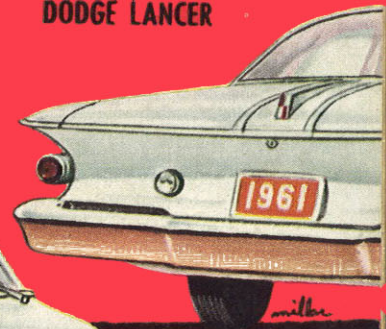


DODGE LANCER

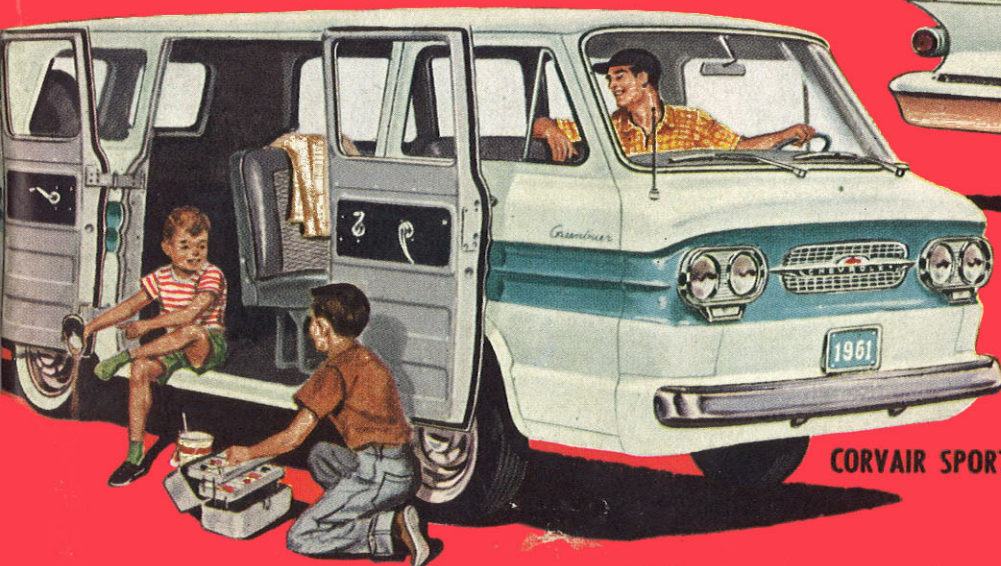
Comparing All 1961 Cars

Performance • Engineering • Design Surprises

plus! Specs-at-a-Glance
WALLET CARDS

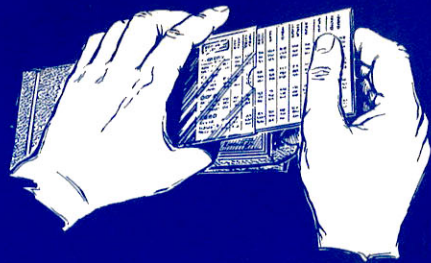


FINLESS
PLYMOUTH



CORVAIR SPORTS WAGON

Here Are Your Specs-at-a-Glance WALLET CARDS for the 1961 Cars



WHEELBASE	LENGTH	WIDTH	HEIGHT	FRONT & REAR TREAD	FRONT & REAR OVERHANG	GROUND CLEARANCE	TURNING CIRCLE (ft.)	STEERING RATIO (1)	TURNS (lk-to-ik)	SHIPPING WEIGHT (lbs.)	FRONT & REAR HEADROOM	FRONT & REAR SHOULDER RM	FRONT & REAR HIPROOM	FRONT LEGROOM	FRONT & REAR SEAT HEIGHT	CYLINDERS	E N G I N E S **					FUEL TANK (gals.)	RADIATOR (gts.)	OIL FILLS (gts.)	TIRE SIZE	AXLE RATIOS							
																	Bore and Stroke	Displacement	Horsepower	taxable HP	Torque					Compression Ratio (1)	Manual	Automatic	Overdrive				
108	180	67	52	54-54	30-42	6.0	39.0	23.5	5.0	2365	38-37	54-54	59-58	44	10-12	6.3	4.4	2.6	145	80	28.4	128	@ 2300	8.0	14	4	6.50	x 13	15-26	3.27	3.27	—	
95	180	70	69	58-58	45-40	6.6	39	23.0	3.6	2895	40-42	60-62	61-60	45	16-17	6.3	4.4	2.6	145	98	32	@ 2800	8.0	18.5	4	7.00	x 14	24-24	3.80	3.89	—		
108.5	181	71	55	55-55	28-47	5.9	37.7	27.1	4.6	2315	38-39	55-55	57-57	45	12-15	6.3	3.5	2.5	144.3	85	29.4	138	@ 2000	8.7	14	4	6.00	x 13	24-24	3.10	3.50	—	
90	168	76	78	60-60	40-37	7.0	34.5	25.0	4.8	2689	39-42	(2)	43	43	13-11	6.3	3.5	2.94	170	101	29.4	156	@ 2400	8.7	—	4	6.00	x 13	24-24	3.50	—	—	
106.5	184	70	53	56-56	30-40	5.4	37.1	20.1	4.5	2695	38-37	54-54	57-57	43	11-14	6.3	4.4	3.13	170	101	27.7	155	@ 2400	8.2	13	4	6.50	x 13	24-24	3.55	3.23	—	
100	173	70	56	55-55	28-45	6.4	36	22	3.9	2500	38-38	52-50	58-45	44	9-12	6.3	3.13	4.25	195.6	90	23.4	160	@ 1600	9.0	20	11	6.00	x 15	24-24	3.31	3.31	—	
108.5	175	71	57	57-57	26-40	6.1	37.6	28	4.7	2692	35-35	56-55	60-59	44	12-12	6.3	3.4	4	169.6	112	21.6	154	@ 2000	8.5	18	11	6.50	x 15	24-24	3.73	3.73	4.1	
113	179	71	57	57-57	26-40	6.1	36	28	4.7	3001	35-35	56-55	60-59	44	12-12	6.3	3.56	3.25	259.2	160	40.6	160	@ 2800	8.8	18	17	5	6.00	x 15	24-20	3.07	3.07	3.54
108	190	72	57	58-58	33-49	6.7	37.3	23.1	4.7	2950	39-37	58-58	60-60	43	10-14	6.3	4.12	4.25	195.6	127	23.4	180	@ 1600	8.7	20	11	6.50	x 15	24-24	3.28	3.31	4.11	
108	190	73	57	58-59	33-49	7.0	37.7	18.4	4.2	3290	39-37	58-58	60-60	43	10-14	6.3	4.12	4.25	195.6	138	23.4	185	@ 1800	8.7	20	21	7.50	x 14	24-24	3.78	3.31	4.11	

(1) Lakewood station wagon is 2 inches higher, 160 lbs. heavier and has 68 cu. ft. luggage space.

*Except for wheelbase, exterior and interior body dimensions are to nearest inch.

**Various power pack and axle ratio options may be available for some of these basic engines.

***Various power pack and axle ratio options may be available for some of these basic engines.

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WHEELBASE	LENGTH	WIDTH	HEIGHT	FRONT & REAR TREAD	FRONT & REAR OVERHANG	GROUND CLEARANCE	TURNING CIRCLE (ft.)	STEERING RATIO (1)	TURNS (lk-to-ik)	SHIPPING WEIGHT (lbs.)	FRONT & REAR HEADROOM	FRONT & REAR SHOULDER RM	FRONT & REAR HIPROOM	FRONT LEGROOM	FRONT & REAR SEAT HEIGHT	CYLINDERS	E N G I N E S **					FUEL TANK (gals.)	RADIATOR (gts.)	OIL FILLS (gts.)	TIRE SIZE	AXLE RATIOS							
																	Bore and Stroke	Displacement	Horsepower	taxable HP	Torque					Compression Ratio (1)	Manual	Automatic	Overdrive				
118	209	79	55	60-60	36-55	4.7	42.2	30.2	5.5	NA	39-38	60-60	64-63	45	12-13	6.3	4.12	3.31	318	230	45.7	340	@ 2800	8.2	20	20	5	7.00	x 14	22-22	3.54	3.31	—
118	209	79	55	61-60	36-55	5.0	42.2	30.2	5.5	NA	38-38	60-60	64-63	45	12-13	6.3	4.12	3.38	361	330	57.8	460	@ 2800	10.1	20	20	5	7.00	x 14	24-22	3.58	3.31	—
119	210	78	56	62-63	34-57	6.0	46.0	29.0	4.5	3940	39-38	59-58	63-63	45	12-14	6.3	4.12	3.38	361	305	54.5	395	@ 3000	9.0	20	20	5	7.50	x 14	24-22	3.54	3.31	—
123	217	78	56	62-62	34-60	6.0	46.6	29.0	4.5	3940	39-38	59-58	63-63	45	12-14	6.3	4.12	3.38	361	305	54.5	395	@ 3000	9.0	20	20	5	7.50	x 14	24-22	3.58	3.31	—
122	212	79	55	61-60	35-59	5.2	44	30.1	5.5	NA	38-38	60-60	64-62	45	12-13	6.3	4.06	3.75	389	235	56.4	400	@ 2000	10.25	25	19.5	4	8.00	x 14	22-22	3.23	2.87	—
123	212	77	56	61-61	33-57	5.8	43	33.1	6.1	4024	39-39	59-57	63-63	44	12-13	6.3	4.12	3.38	383	325	57.8	425	@ 3200	10.0	20	17	5	8.00	x 14	24-22	3.58	2.93	—
126	218	77	57	61-61	33-60	6.1	43.8	21.8	4.0	4208	40-39	59-58	64-63	44	12-14	6.3	4.12	3.68	394	325	54	405	@ 2400	8.75	20	19.5	4	8.00	x 14	22-22	3.42	2.87	—
120	215	80	55	61-60	34-61	5.4	41.5	30.0	4.5	3993	38-37	60-61	62-64	44	9-13	6.3	3.62	3.6	223	135	31.5	196	@ 2000	8.4	20	16	4	7.50	x 14	24-24	3.56	3.10	—

*Except for wheelbase, exterior and interior body dimensions are to nearest inch.

**Various power pack and axle ratio options may be available for some of these basic engines.

SCIENCE and MECHANICS

SCIENCE and MECHANICS

CUT ON DOTTED LINES

SCIENCE and MECHANICS

Specs-at-a-Glance WALLET CARDS for the 1961 Cars

CUT ON DOTTED LINES

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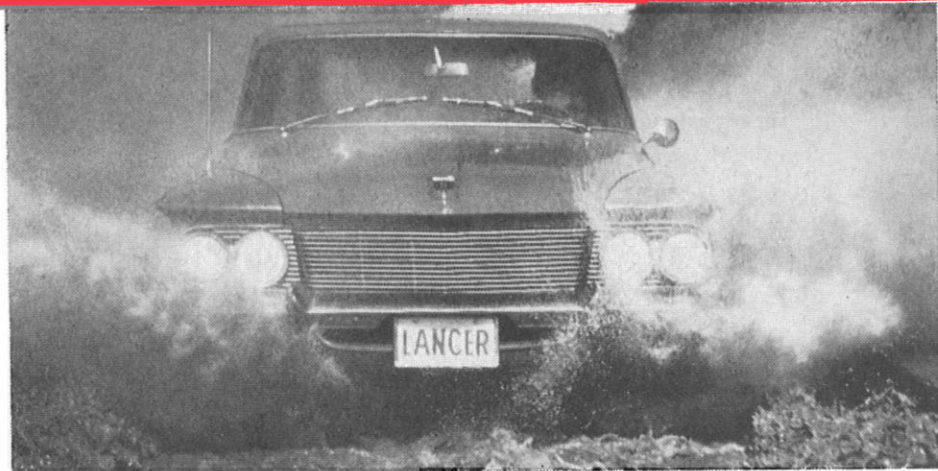
Model	Wheelbase	Length	Width	Height	Front & Rear Tread	Front & Rear Overhang	Ground Clearance	Turning Circle (ft.)	Steering Ratio (:1)	Turns (lk-to-lk)	Shipping Weight (lbs.)	Front & Rear Headroom	Front & Rear Shoulder Rm	Front & Rear Hiproom	Front Legroom	Front & Rear Seat Height	ENGINE**				Fuel Tank (gals.)	Radiator (qts.)	Oil Fills (qts.)	Tire Size	Front & Rear Tire Pressures	AXLE RATIOS								
																	Cylinders	Bore and Stroke	Displacement (cu. in.)	Horsepower						Taxable HP	Torque	Compression Ratio (:1)	Manual	Automatic	Overdrive			
DE SOTO	122	216	80	55	61-60	35-59	5.5	44	20.4	5.5	NA	38-38	60-60	64-62	45	12-13	18	4.12	3.38	361	265	545	380	2400	9.0	23	17	5	8.00	14	24-22	2.88	2.93	—
BUICK Lesabre, Invicta	123	213	78	56	62-61	33-58	5.6	44	31.9	5.0	4158	40-39	59-58	64-63	45	11-14	18	4.18	3.25	354	250	544	384	2400	10.2	20	18.8	4	7.50	15	22-22	—	3.07	
Electra	126	220	78	57	62-61	33-61	6.0	45	19.9	5.0	4328	40-39	59-58	63-63	45	12-14	18	4.12	3.64	401	325	561	445	2800	10.2	20	18.8	4	8.00	15	22-22	—	3.07	
AMBASSADOR	117	199	74	57	58-59	32-50	6.3	39.8	25.4	4.6	3430	39-37	52-50	60-60	43	10-14	18	4	2.25	327	290	51.2	340	2800	8.7	20	20	4	8.00	14	22-20	3.54	2.87	3.54
CHRYSLER Newport & Windsor	122	216	79	55	61-60	33-59	5.2	44.0	20.4	5.5	NA	38-38	60-60	64-63	45	12-13	18	4.12	3.38	361	265	545	380	2400	9.0	23	17	5	8.00	14	24-22	2.88	2.93	—
Other & "300"	126	220	79	56	62-60	35-59	5.5	46.6	20.4	3.5	NA	38-38	60-60	64-63	45	12-13	18	4.18	3.75	413	350	553	470	2800	10.0	23	17	5	8.50	14	24-22	2.75	2.93	—
CADILLAC Series 60 & 62 & Fleetwood	129.5	222	80	56	61-61	34-59	5.3	43	18.2	3.2	40-39	59-58	62-63	46	13-14	18	4	2.875	390	325	50.1	430	3100	10.5	21	18.5	5	8.00	15	24-24	—	2.94	—	
LINCOLN CONTINENTAL	123	212	79	54	62-61	37-53	5.5	46.7	20.5	3.8	4771	38-38	59-59	60-61	47	10-13	18	4.12	3.87	430	360	59	465	2000	10.0	21	25	5	9.00	14	24-24	—	2.89	—
IMPERIAL Custom, Crown & LeBaron	129	227	82	57	62-62	41-57	5.6	48.2	15.7	3.5	NA	40-38	64-62	61-60	47	11-13	18	4.18	3.75	413	350	55	470	2800	10.0	23	17	5	8.20	15	24-24	—	2.93	—
STUDEBAKER HAWK	121	204	71	55	57-57	35-49	6.8	41	20.2	4.6	3207	34-34	55-53	59-58	44	11-10	18	3.56	3.62	289	210	46.6	300	2800	8.8	18	17	5	6.70	15	24-20	3.31	3.07	3.54
CORVETTE	102	178	70	52	57-59	33-43	6.7	37	21.0	3.7	2905	37	49	60	46	8	18	3.875	3	283	230	48	300	3000	9.5	16.4	16.5	4	6.70	15	24-24	3.36	3.55	—

*Except for wheelbase, exterior and interior body dimensions are to nearest inch.
**Various power pack and axle ratio options may be available for some of these basic engines.

Model	Wheelbase	Length	Width	Height	Front & Rear Tread	Front & Rear Overhang	Ground Clearance	Turning Circle (ft.)	Steering Ratio (:1)	Turns (lk-to-lk)	Shipping Weight (lbs.)	Front & Rear Headroom	Front & Rear Shoulder Rm	Front & Rear Hiproom	Front Legroom	Front & Rear Seat Height	ENGINE**				Fuel Tank (gals.)	Radiator (qts.)	Oil Fills (qts.)	Tire Size	Front & Rear Tire Pressures	AXLE RATIOS								
																	Cylinders	Bore and Stroke	Displacement (cu. in.)	Horsepower						Taxable HP	Torque	Compression Ratio (:1)	Manual	Automatic	Overdrive			
BUICK Special	112	188	71	53	56-56	31-46	4.9	38.1	20.8	5.5	2616	38-38	55-55	58-58	44	11-12	18	3.5	2.8	215	155	39.2	220	2400	8.8	14	13.5	4	6.50	13	22-22	3.36	3.08	—
PONTIAC Tempest	112	190	72	54	57-57	32-46	6	41	24	4.2	2808	37-38	55-55	59-58	44	11-12	18	4.06	3.75	195	110	28.2	190	2000	8.6	13.5	12.6	4	6.00	15	22-22	3.55	3.55	—
OLDSMOBILE F-85	112	188	72	53	56-56	31-46	5.9	37.0	26.2	2.4	2566	37-38	55-55	59-58	44	12-12	18	3.5	2.8	215	155	39.2	210	2000	8.75	16	11.5	4	6.50	13	22-22	3.07	3.23	—
DODGE Lancer	106.5	189	72	53	56-56	30-40	5.4	37.1	20.1	4.5	NA	38-37	54-54	57-57	43	11-14	18	4.3	4.125	225	149	27.7	155	2800	8.2	13	11	4	6.50	13	24-24	3.55	3.23	—
MERCURY Comet	114	195	70	55	55-55	31-50	5.9	39.9	27	4.6	2437	39-38	55-56	57-57	41	11-14	18	3.5	2.94	170	101	29.3	156	2400	8.7	14	9.3	4	6.00	13	24-24	3.10	3.10	—
CHEVROLET Biscayne, Bel Air & Impala	119	209	78	55	60-59	33-58	6.0	40.8	28	5.8	3515	40-40	59-58	63-63	45	11-14	18	4.55	3.94	255	136	30.4	211	2400	8.25	20	18.5	5	7.50	14	24-24	3.38	3.26	3.70
FORD Fairlane	119	210	80	55	61-60	32-59	5.5	41.2	30.1	4.5	3682	38-38	60-61	62-64	45	9-13	18	4.3	3.25	348	250	54.5	355	2800	9.5	20	22	4	7.50	14	24-24	3.58	3.50	—
Fairlane 500 & Galaxie	119	210	80	55	61-60	32-59	5.5	41.2	30.1	4.5	3682	38-38	60-61	62-64	45	9-13	18	4.3	3.25	348	250	54.5	355	2800	9.5	20	22	4	7.50	14	24-24	3.58	3.50	—

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**Various power pack and axle ratio options may be available for some of these basic engines.

Complete 1961 Auto Roundup



Romping the Dodge Lancer through a water test. On a speed oval, we clocked this car at 110 mph.

THE bigger they come, the harder the buyers will fall for them. At least, that's what Detroit hopes will be true of their new breed of stretched compact cars.

The 112-inch wheelbases of GM's three—the Buick Special, Pontiac Tempest and Olds F-85 — top Corvair's wheelbase by 4 inches. And, if the soaring sales of Mercury's 114-inch wheelbase Comet, introduced in mid-1960, are any guide, that still leaves GM's elongated compacts room for growing.

Comparing the 1961 Compact Cars

By **BILL CALLAHAN**

Actually, the question of car size today is about as relative as even an Einstein could make it. From the 173-inch long 1961 Rambler American up to the 227-inch Chrysler



Chevrolet's new Greenbrier Sports Wagon corners handily, gives fine bus-driver's-eye view of road.



1961 Valiant changes slightly, with chrome hash marks atop rear fenders, Plymouth name on trunk lid.

DODGE LANCER AND VALIANT

Glance at it from the rear, and you would suspect the new Dodge Lancer of being a slimly disguised Valiant. Up front, though, the two differ substantially in styling. Both have the same 106.5 inch wheelbase and the same interior dimensions, but the Lancer is 5 inches longer over-all and 2 inches wider. It will share the 101-hp, 170-cu.-in. Slant Six engine with Valiant. Later this fall, both will probably give as an option a new 145-hp, 225-cu.-in. slant six engine.

The Lancer we drove had this new engine, and its smooth flow of power told us it would take some doing to overwork this mill. From 0-60 mph took just under 14 seconds and she came out of a quarter mile run in 19 seconds at 78 mph. On the 2½-mile speed oval, the speedometer (more optimistic than a fifth wheel, of course) clocked 110 mph. For those who don't want to lose the fuel mileage, Dodge and Valiant will probably offer a lower rear axle option for the larger engine.

Ride handling of the Lancer parallels that of Valiant closely. So does shift action, with

both the shared 2-speed automatic and 3-speed manual transmissions. Steering is not quite as sensitive as it is on the GM compacts, and we like it that way. Power steering is available for the woefully weak-armed.

The compression ratio of the Lancer-Valiant engine has been lowered from 8.5 to 8.2:1 (by increasing cylinder block height .025 inch) to enable it to handle Regular fuel more efficiently. The same engine will have the rubber-tipped float valves in the carburetor which all Chrysler-line cars are adopting to prevent flooding from jammed dirt particles between the valve and its seat. It will also have the AC alternator.

Gear shift lever knob is now 1 inch higher and 1 inch farther back than it was on the 1960 Valiant, to eliminate "reaching" for 2nd gear. Parking brakes now take half the effort to apply.

Valiant style changes are slight (see photo). Under-hood and body floor insulation has been increased. The 4-door, 3-seat Suburban has been dropped, and a third seat package is now optional. Suburban rear seat backs have been widened 4½ inches.



DETROIT VERSUS VW

A good show to watch is the attempt by those two Detroit giants—Chevrolet and Ford—to clobber that German gadfly known as Volkswagen. In 1960 they fought VW with their first domestic compact sedans. For 1961, they are introducing bus-type station wagons which will compete directly with

Greenbrier Sports Wagon at left will compete with the Volkswagen microbus shown at right.

Note wider, deeper luggage space opening on Greenbrier (left) compared to VW bus (right).

the VW microbus, and pickups which will duel the VW pickup series for customers.

Table A gives you vital statistics on the bus fighters at weighing-in time. And accompanying photos show them side-by-side.

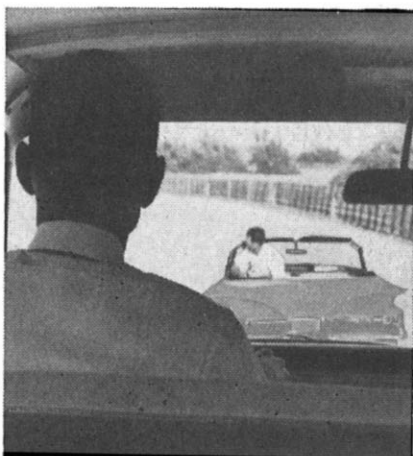
Note the lower and far roomier luggage area in the Greenbrier, which also sports some other surprises. Windows roll down instead of sliding back or pushing out part way as they do in the VW microbus. The second seat in the Greenbrier can be



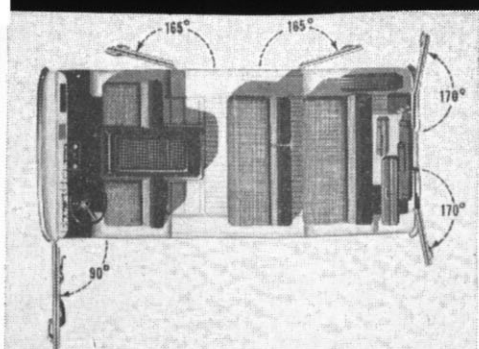
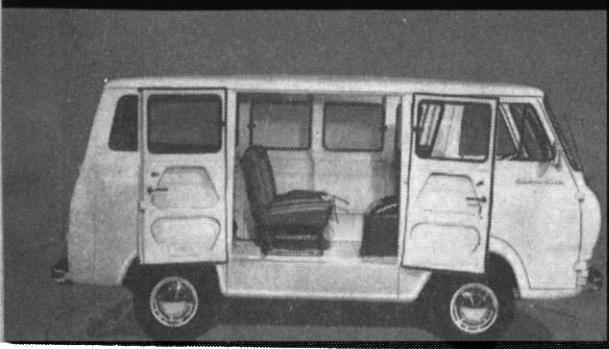
Table A—BATTLE OF THE BUS-WAGONS
(Dimensions in Inches)

	Volkswagen Microbus	Chevrolet-Corvair Greenbrier Sports Wagon	Ford Falcon Econoline Station Bus
Wheelbase	94.5	95	90
Length	164.5	179.7	168.4
Width	68.5	70.0	75.8
Height	74.5	68.5	78.1
Front Headroom	37	35.6	39.3
Hiproom	56.5	61.4	22.6 & 22.6*
Turning Circle	39	39	34.5
Driver-Entrance Step-Up Height	21	17.2	19.24
Weight	2450 lbs	2895 lbs	2659 lbs
Engine	4 cyl-36 hp	6 cyl-80 hp	6 cyl-85 hp

* Seats split by engine compartment.



Above left, Greenbrier seat indicated by arrow is reversible, so passengers can either play poker or ignore each other. Above, driver's eye view from the Greenbrier. Left, 1961 Corvair's Rampside Pickup is a cinch to load, will compete with Volkswagen's pickup series and Ford Falcon's Econoline pickups.



Ford's 8-passenger Econoline Station Bus uses the Falcon 85-hp engine and a 3-speed transmission similar to that in the 1961 Ford. The engine is located between the separate front seats. Its housing has a top cover with a quick-connect hinge and a toggle clamp latch in front. The lower housing is in three sections, for easy servicing access. Two seats are standard; the third in the rear is an option. The new Econoline series also includes pickup and van models, with styling similar to this bus.



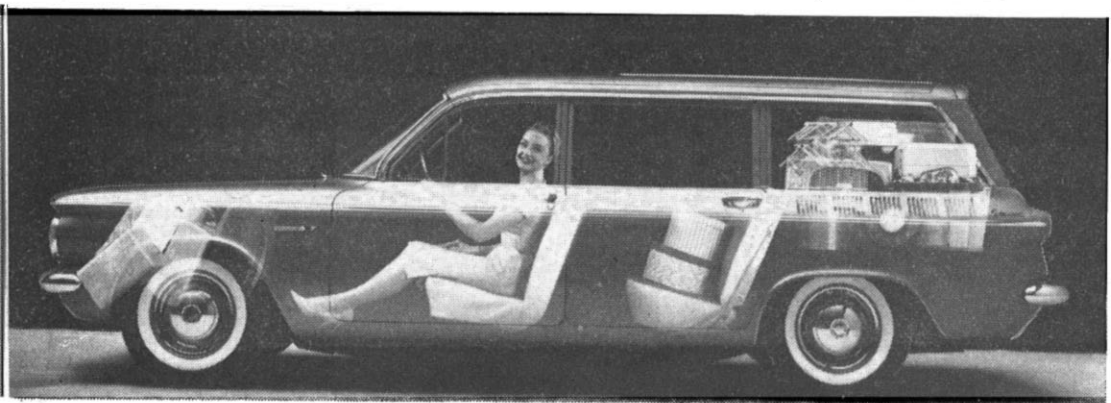
With Corvair's engine air cleaner superstructure gone, engine fits into new Lakewood wagon.

positioned so passengers face forward, or it can be reversed. Seats, by the way, are softer than those on the VW microbus. Side and tailgate doors on the Greenbrier lock open at 90° or a unique control strap can be unhooked to permit them to open 180°.

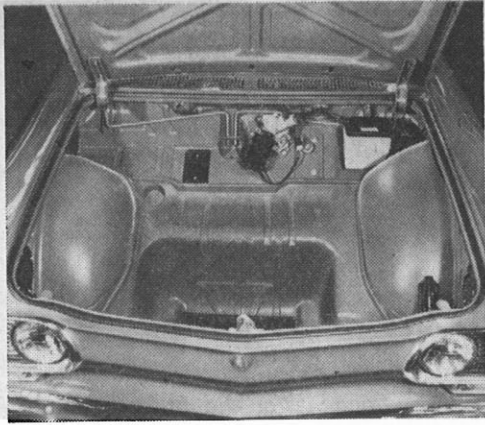
Driving the Greenbrier. Although this Corvair-engined bus comes with 2-speed automatic, 3-speed manual and an optional 4-speed manual transmission, we were unlucky enough to have the performance-limiting automatic on our test Greenbrier, and nothing but hilly roads on which to test the muscles of this sports wagon. But even on these hills, the Greenbrier picked up from 20 *mph* without bucking or downshifting. She also took the curving road at 70 *mph* with ease (top speed of the VW bus is 55-60 plus and you've had it, unless there's a tailwind). The Greenbrier also took a flat 150-ft.-diameter circle at 40 *mph* with moderate lean and complaint, and survived the rough surface runs with aplomb. With the 4-speed manual transmission and Corvair's 98 *hp* power package, the Greenbrier should make VW's bus a slow-poke.

CORVAIRS GALORE Of the nine Corvair models offered for 1961, one of the most talked-about will be the Lakewood station wagon. Ed Cole, Chevrolet's General Manager, is still chuckling at the boys who said you couldn't have a station wagon with a rear-engine.

One change which made it possible is the sharp reduction in the height of the Corvair



Ghostly view of Corvair's Lakewood Station Wagon, loaded with charm, haberdashery and bird cages.



Flatter, separate air cleaners at each carb lower Corvair engine enough to make room for tire in the rear. This in turn increases the available luggage space, up front, as shown above.



engine. By substituting separate air cleaners at each carb, in place of 1960's overhead "bagpipe" which ducted air from a large central air cleaner, Corvair keeps its air cleaners about level with the engine shrouding (dubbed the "turkey roaster" by Corvair engineers). Carburetor horns now include manual rather than automatic chokes, which proved hard to synchronize. Cooling system damper ring, thermostat and attaching rods and levers are also removed from above the engine and air flow is now controlled by doors at the outlet end of the shrouds housing each cylinder bank.

The gasoline heater has been replaced by a perimeter heater which uses rejected engine heat to warm the car. This, plus the engine changes, should result in a 1-4 mpg improvement in fuel economy for 1961 Corvairs. By

boring each cylinder .1000-inch larger, torque has been upped from 125 @ 2400 to 128 @ 2300 rpm for better performance. Replacing the rear assembly mount from a compression to shear-type rubber mount cuts vibration.

FALCON sports a new grille and minor trim changes for '61. Big change is the optional new 170-cu.-in. engine which weighs only 7 pounds more than 1960's 144.3-cubic-incher. Larger displacement comes from lengthening the stroke from 2.5 to 2.94 inches and this produces better low-end torque.

Both engines will have new snorkel-type air cleaners which reduce noise and improve air flow. A die-cast aluminum front engine cover replaces last year's stamped steel cover. Carburetor space has been redesigned to accept the windshield wiper vacuum line



Falcon for '61 gets a new grille and a 101-hp engine option with longer stroke for better torque.