

THE AIR BORN

B-58

BUICK



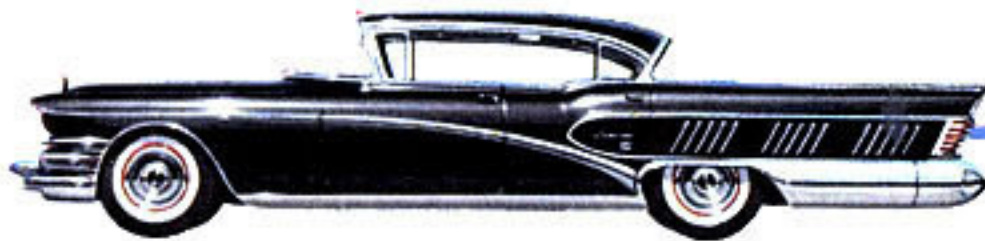
It looks and feels like flight on wheels

From the first moment you see it—you know this is a car of magnificent change. For this stunning automobile—this big, bold, buoyant B-58 Buick—is literally born out of more aviation principles, starting with its extensive new use of aluminum throughout, than any car before. There's the *look of flight* to its lines—and the freshest fashion in Buick annals. There's the *principle of flight* to its going with the wondrous performance of Buick's new B-12000 engine and Flight Pitch Dynaflow.

ROADMASTER 75



LIMITED



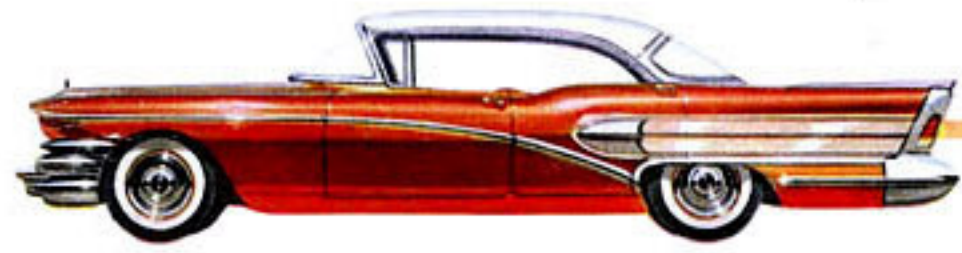
There's the luxury *feel of flight* in its new Miracle Ride, plus the superb comfort of Buick's new Air-Poise Suspension. And there's a new solidity, quality and excellence to its construction that surpasses even the high Buick standards of the past. So come make your acquaintance with five great new Buick Series—LIMITED, ROADMASTER 75, SUPER, CENTURY and SPECIAL. Then take your pick of the Buick that's right for you and right for your budget. See for yourself that here is the first big car that's light on its feet—and the last word in travel before wheels leave ground.

CENTURY

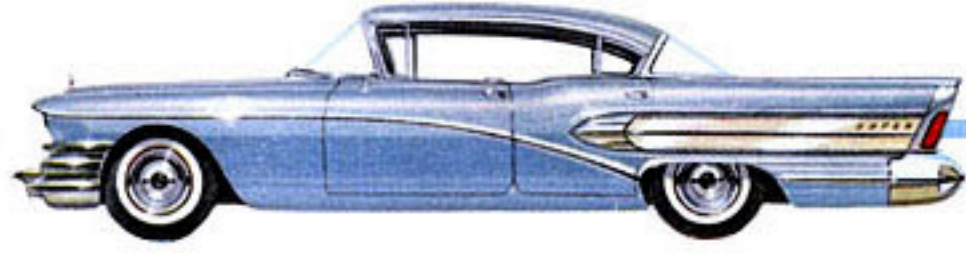
THE AIR BORN *B-58* BUICK



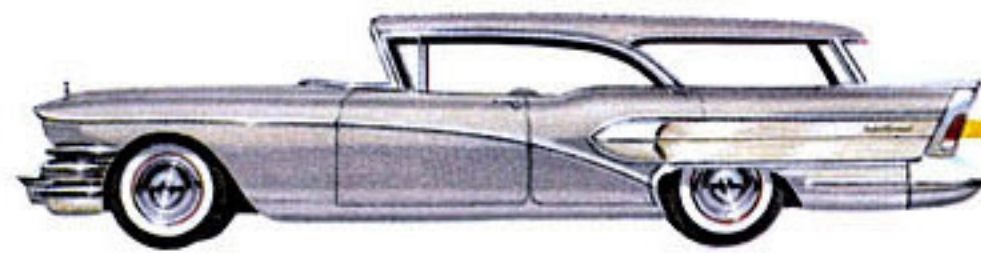
SPECIAL



SUPER



ESTATE WAGON

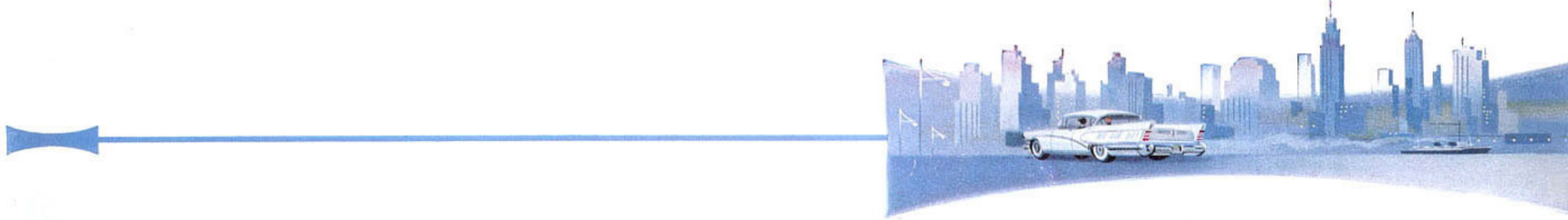


THE *Limited* BY BUICK

A new luxury car comes on the scene for 1958—and its name is the LIMITED by Buick. Everything in this exquisite new traveler has been created by Buick craftsmen and Buick engineers to heighten your personal enjoyment of owning one of the most luxurious motorcars in the world. Its regal lines are longer than any other Buick and distinctively highlighted by exclusive fashion features. Its appointments have been selected with consummate good taste and executed with new excellence. Its performance brings new mastery of the road. Its ride opens a new dimension in motoring comfort. And every power need has been thoughtfully provided to give you great new ease of command. Truly, if owning a car of magnificent new proportion is your desire—then the LIMITED deserves your first consideration in 1958.



AN EXCLUSIVE NEW LUXURY CAR — PROUDLY PRESENTED AND PROUDLY POSSESSED



ALL LIMITED MODELS—including the 4-Door Riviera, Model 750, shown here—have a 127½-in. wheelbase, the 300 horsepower of a new B-12000 engine, air-cooled aluminum brakes and a full complement of luxury travel features. Outstanding among these: Buick's new Flight Pitch Dynaflo, new Quadrajete Carburetor, new Miracle Ride plus Air-Poise Suspension,* power windows, 6-way power seat, power brakes and power steering. *Air-Poise Suspension optional at extra cost on all Series.

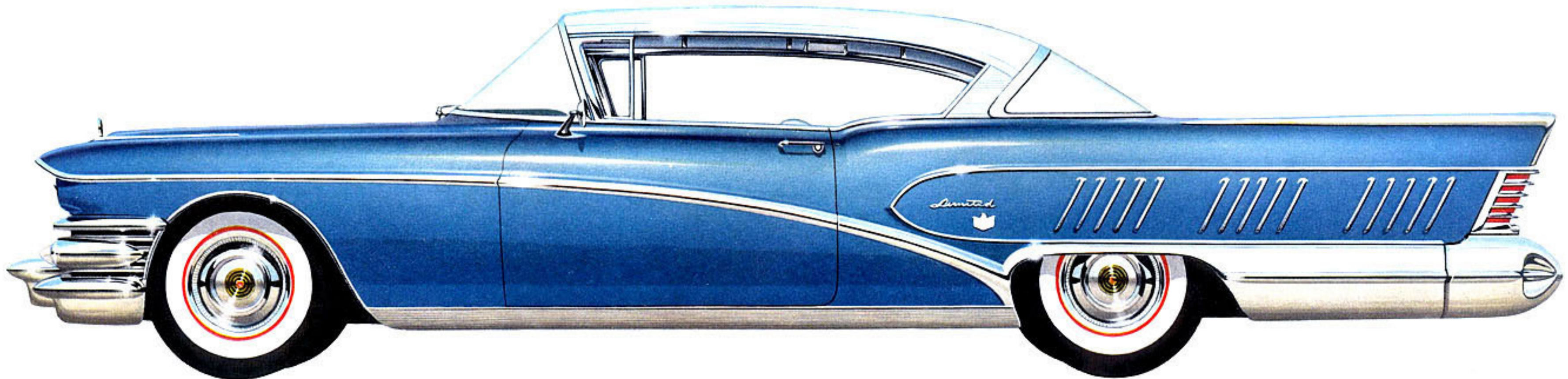
BUICK

Limited FOR '58

One of the most striking features of the LIMITED, of course, is its breath-taking span from bumper to bumper—nearly 19 feet of luxury-built car. But other exclusive fashion notes are readily seen here, too—the distinctive banks of louvers on its rear fenders, the jewel-like chrome band around each wheel opening, its dramatic and unique tail towers.



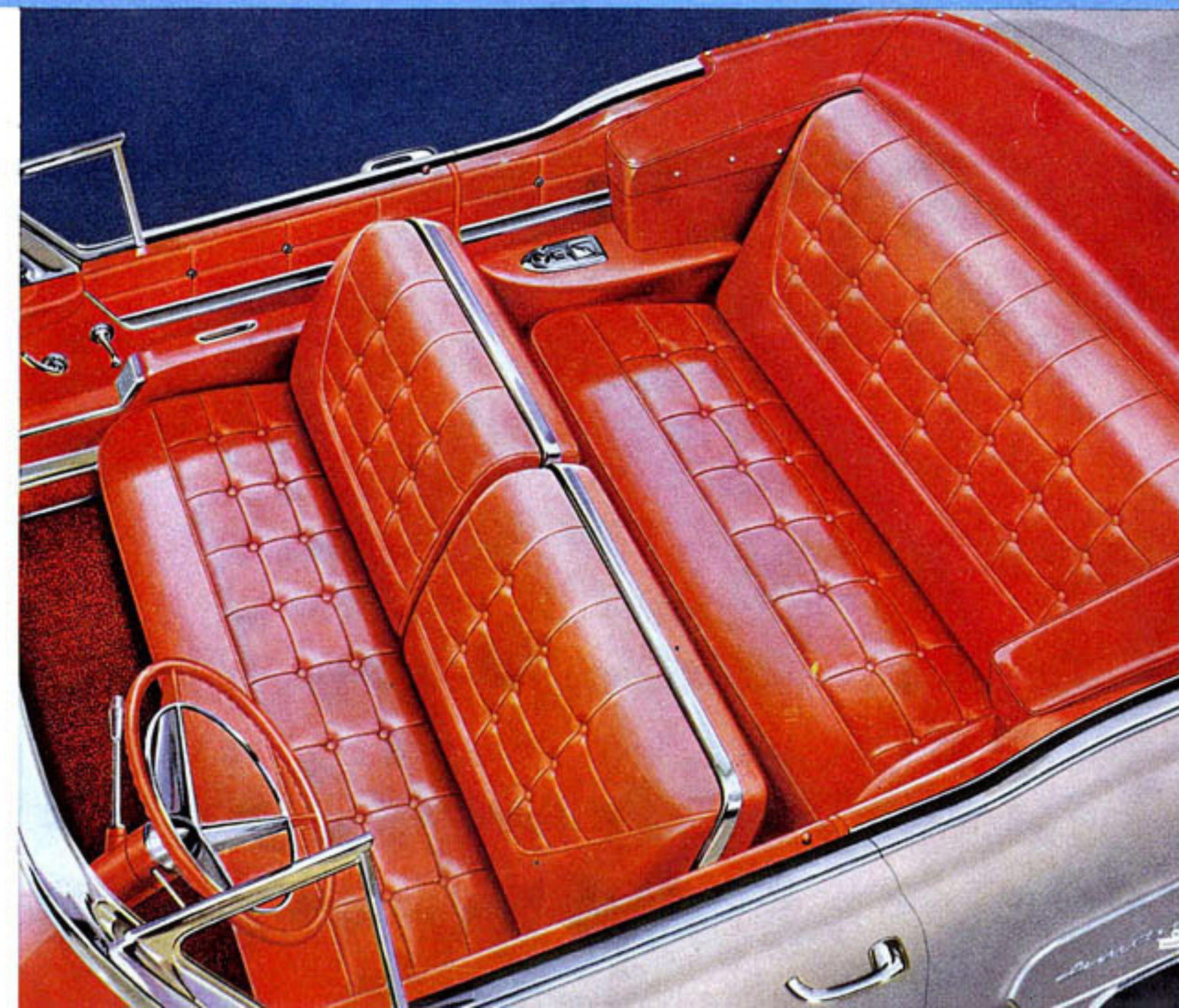
LIMITED 2-Door 6-Passenger RIVIERA, Model 755, 127½-in. Wheelbase, 300 Horsepower





LIMITED 2-Door 6-Passenger CONVERTIBLE, Model 756, 127½-in. Wheelbase, 300 Horsepower

The moment you step inside the LIMITED, you are aware of the tasteful richness and beauty of its interior. For here you find doors fully cushioned and upholstered, seats with a double thickness of soft foam cushion, an instrument panel finished in gleaming chrome beneath the safety pad. As for choice of fabrics, you may select at will from exclusive Mojave cloth in blue, green, and turquoise with matching leather bolsters, and in black or grey cloth with silver bolster, or from blue, grey or beige broadcloth with matching bolsters. And the Convertible offers you your choice of soft, supple Cape Buffalo grain leather in red, silver, dark green, dark blue, two-tone green, two-tone blue, or yellow and white.

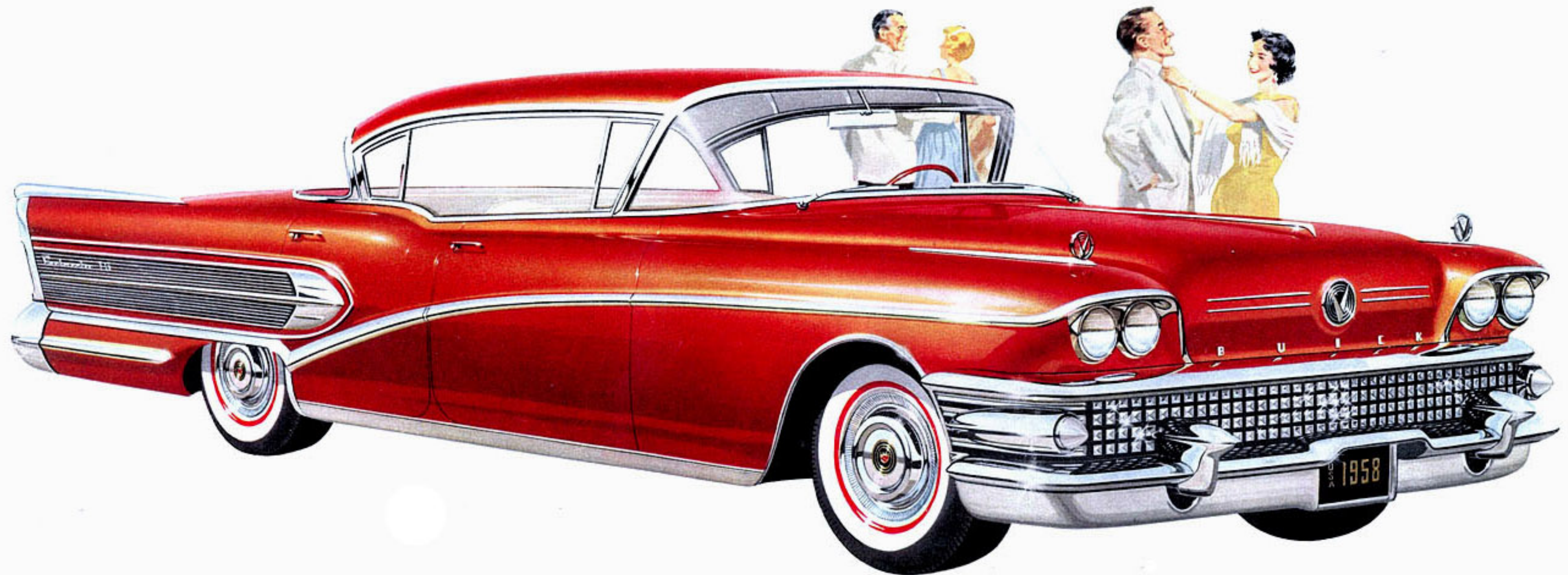
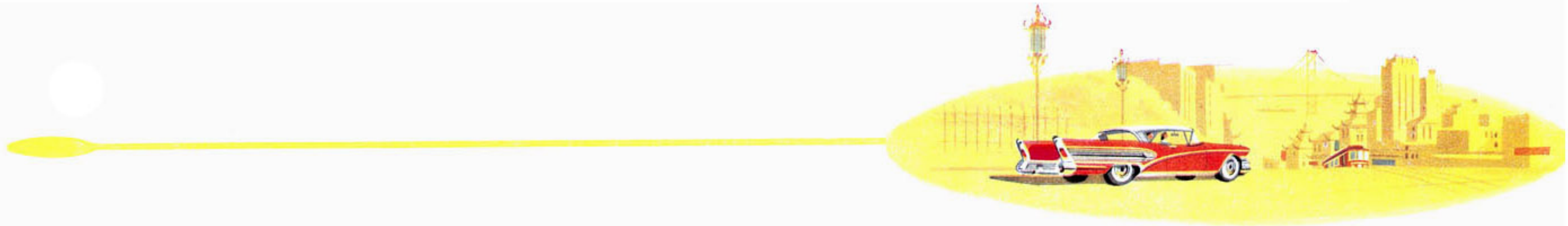


BUICK *Roadmaster 75* FOR '58

In all ROADMASTER 75's for 1958—the Convertible, the 2-door Riviera, and the 4-door Riviera Sedan—you will find travel is enriched by motor-dom's most prized features. Interior décor, for example, is done in new excellence and good taste. Buick's peak power train and newest ride developments are here. And here, also, are all kinds of power assists to make even the longest trip a wondrous experience in easy motoring. By every measure you put to it—be it mastery of command, luxury of ride, richness of appointment—you will find the 1958 ROADMASTER 75 an exceptional possession for the discerning buyer.



A NEW SUMMIT OF LUXURY AMONG THE STANDARD-LENGTH FINE CARS



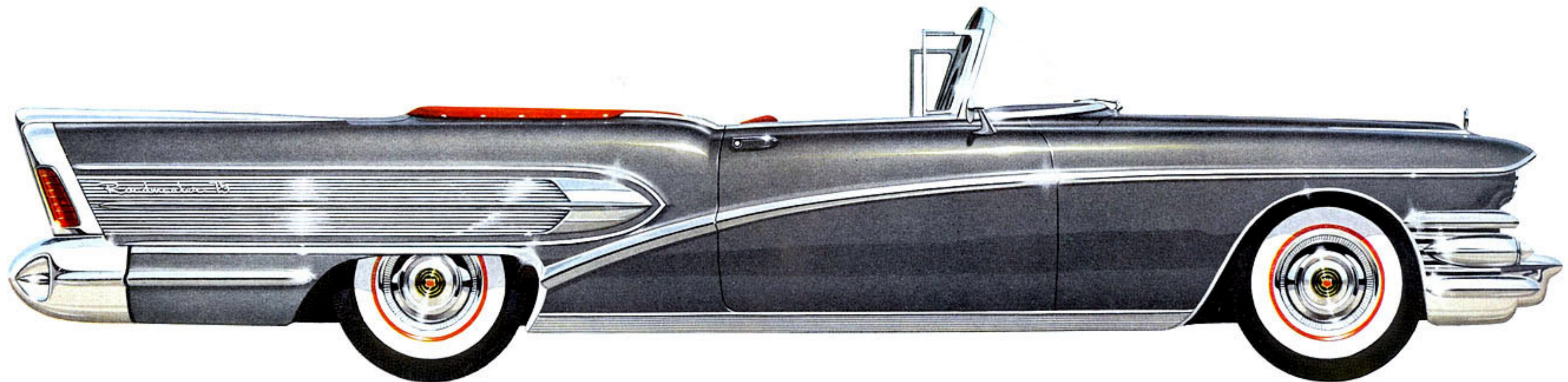
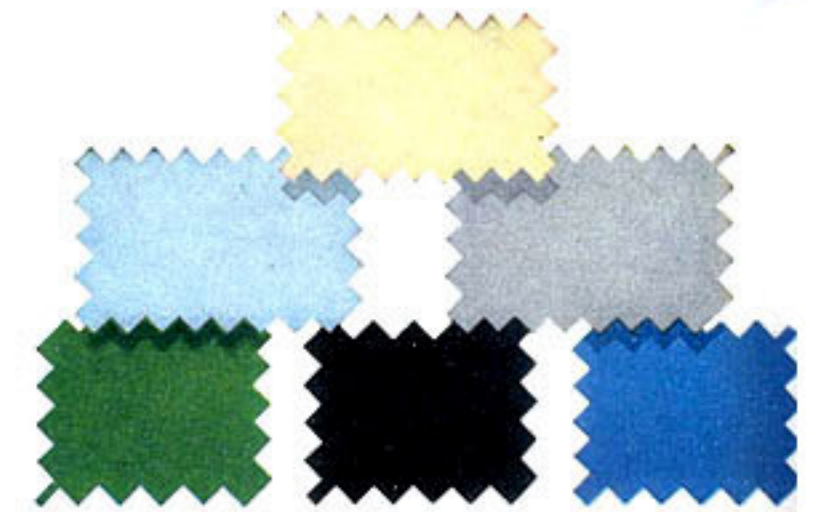
Among the many features that make up the joy of ROADMASTER 75 ownership, you will find Buick's new Flight Pitch Dynaflo and B-12000 engine with Quadrajet Carburetion, the Miracle Ride plus Air-Poise Suspension,* air-cooled aluminum brakes, Safety Power Steering, power brakes, power windows, 6-way power seats, and a long list of other luxury travel accessories.

*Air-Poise Suspension optional at extra cost on all Series.

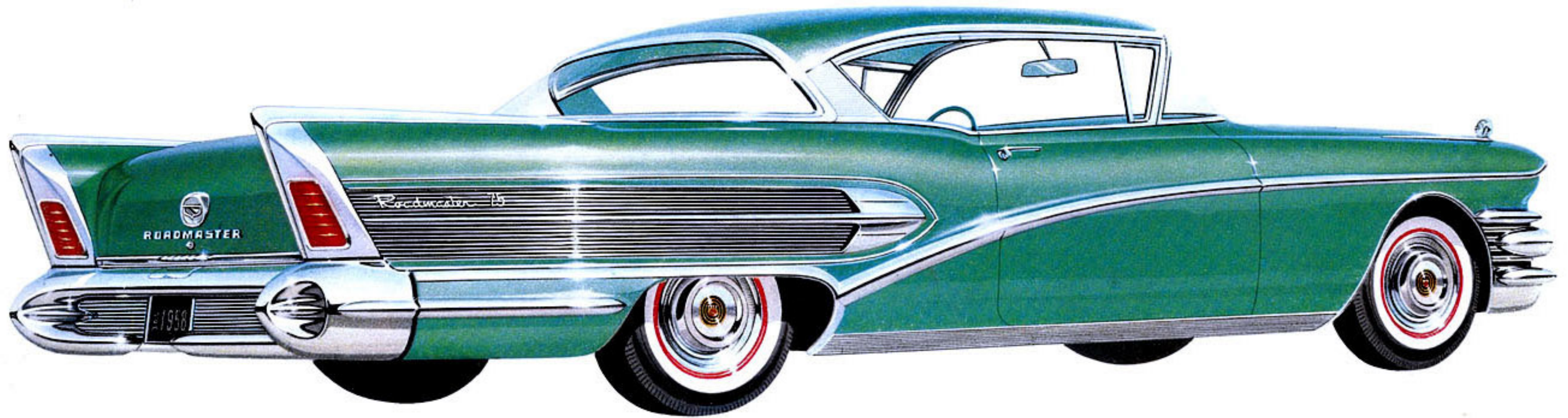
ROADMASTER 75 4-Door 6-Passenger RIVIERA, Model 75, 127½-in. Wheelbase, 300 Horsepower

BUICK *Roadmaster 75* FOR '58

Look and you see bold and distinctive beauty everywhere in ROADMASTER 75 for 1958—for this is a car whose grace of styling matches its greatness of motion. And in the Convertible, shown below, you enjoy the added luxury of genuine Cape Buffalo grain leather seats in seven choices: Red, silver, dark green, dark blue, two-tone green, two-tone blue, or yellow and white. And in all Buick Convertibles, you have seven color selections for the top: Turquoise, blue, green, grey, tan, white and black.

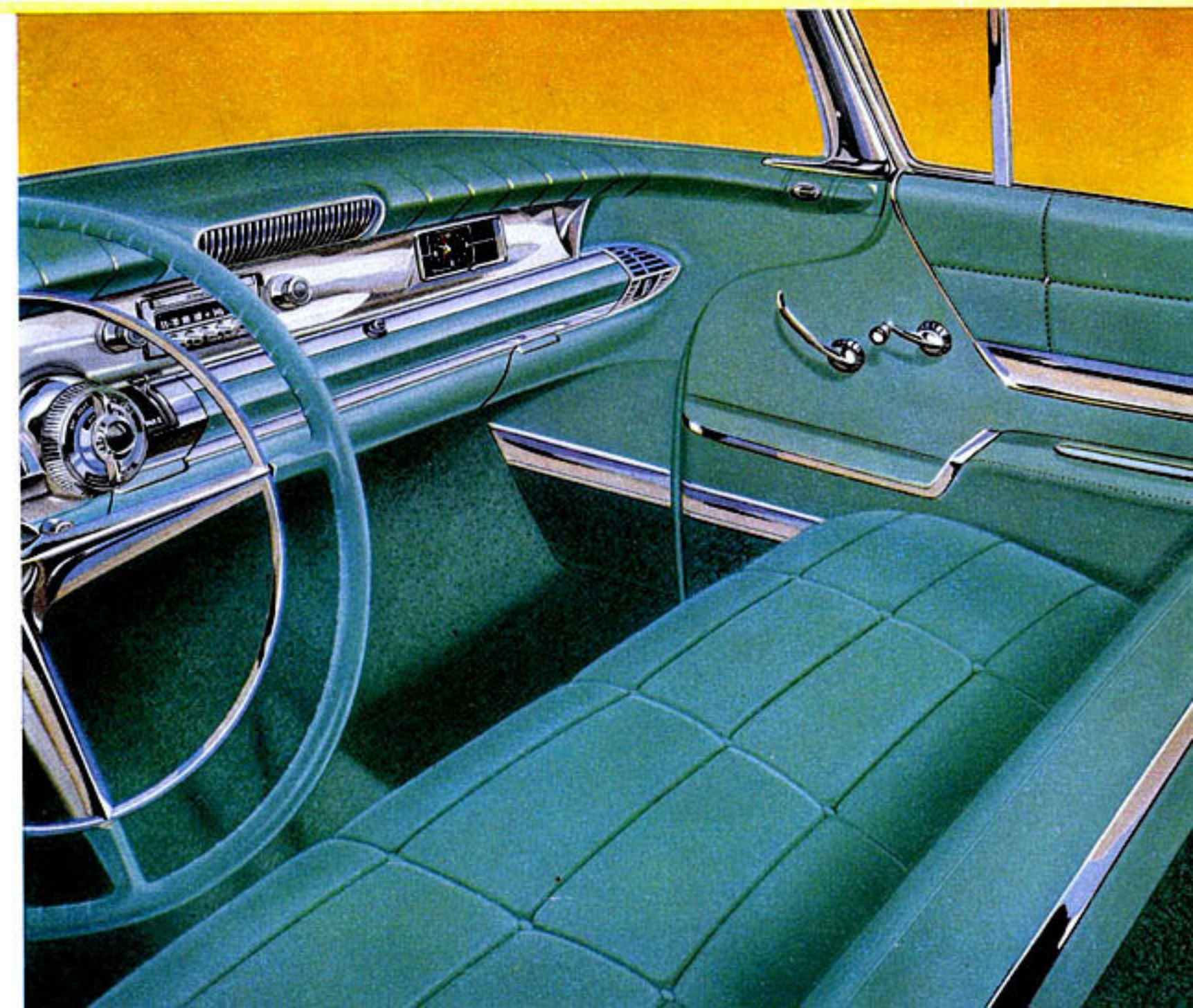


ROADMASTER 75 2-Door 6-Passenger CONVERTIBLE, Model 75C, 127½-in. Wheelbase, 300 Horsepower



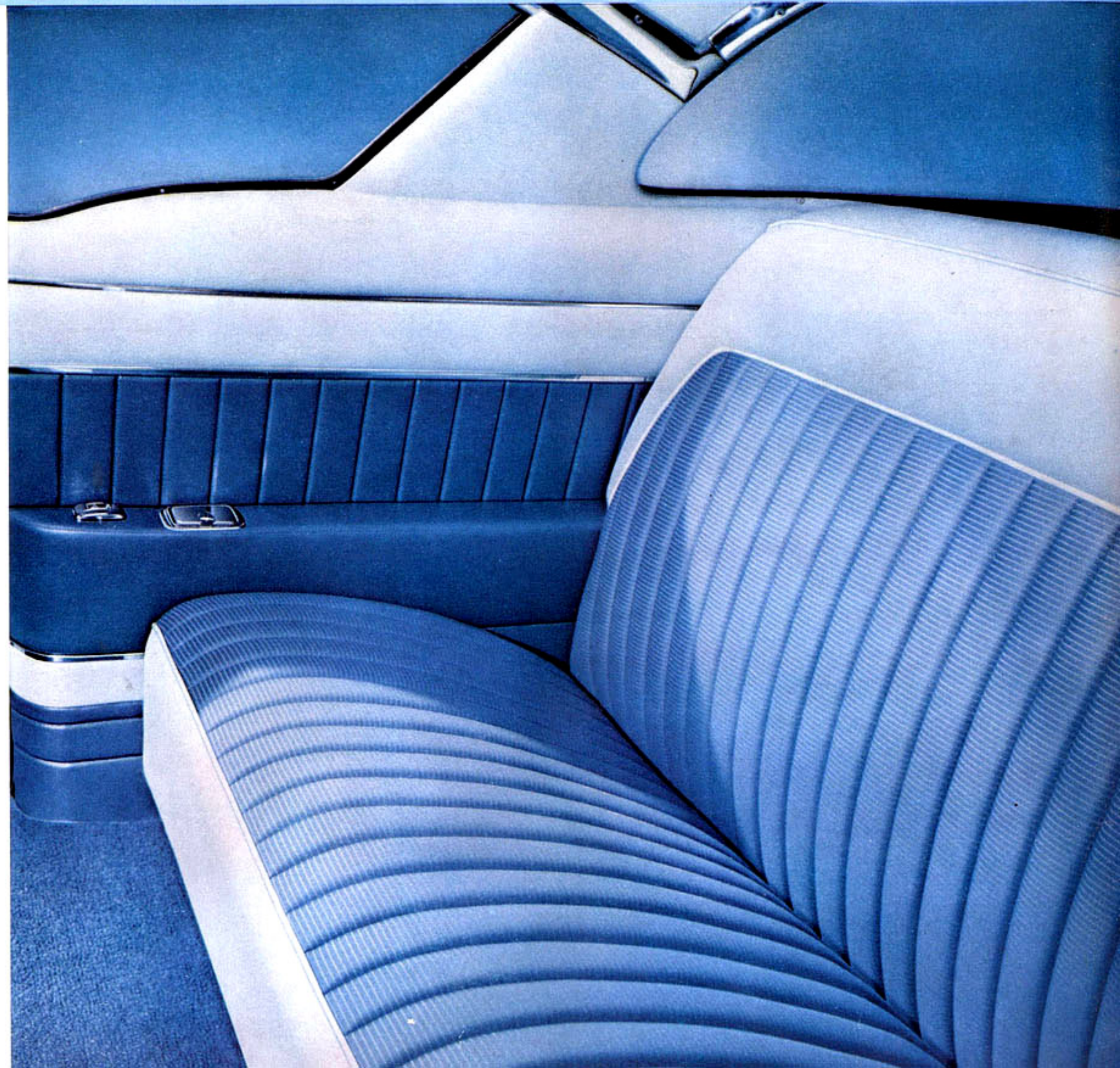
ROADMASTER 75 2-Door 6-Passenger RIVIERA, Model 75R, 127½-in. Wheelbase, 300 Horsepower

ROADMASTER 75 interiors are of particular interest to the fashion- and comfort-minded in 1958. Every detail heightens your enjoyment of travel. The instrument panel is finished in lustrous chrome beneath the safety cushion. The carpeting is deep-piled and gently yielding to your step. Each door is fully cushioned and upholstered right up to the windows. Seats and backs have a double-depth foam cushioning. And you have your choice of 8-different interior trims: Mojave cloth in blue, green or turquoise with matching leather bolsters; black or grey with silver bolster; and blue, grey or beige broadcloth with matching bolsters.

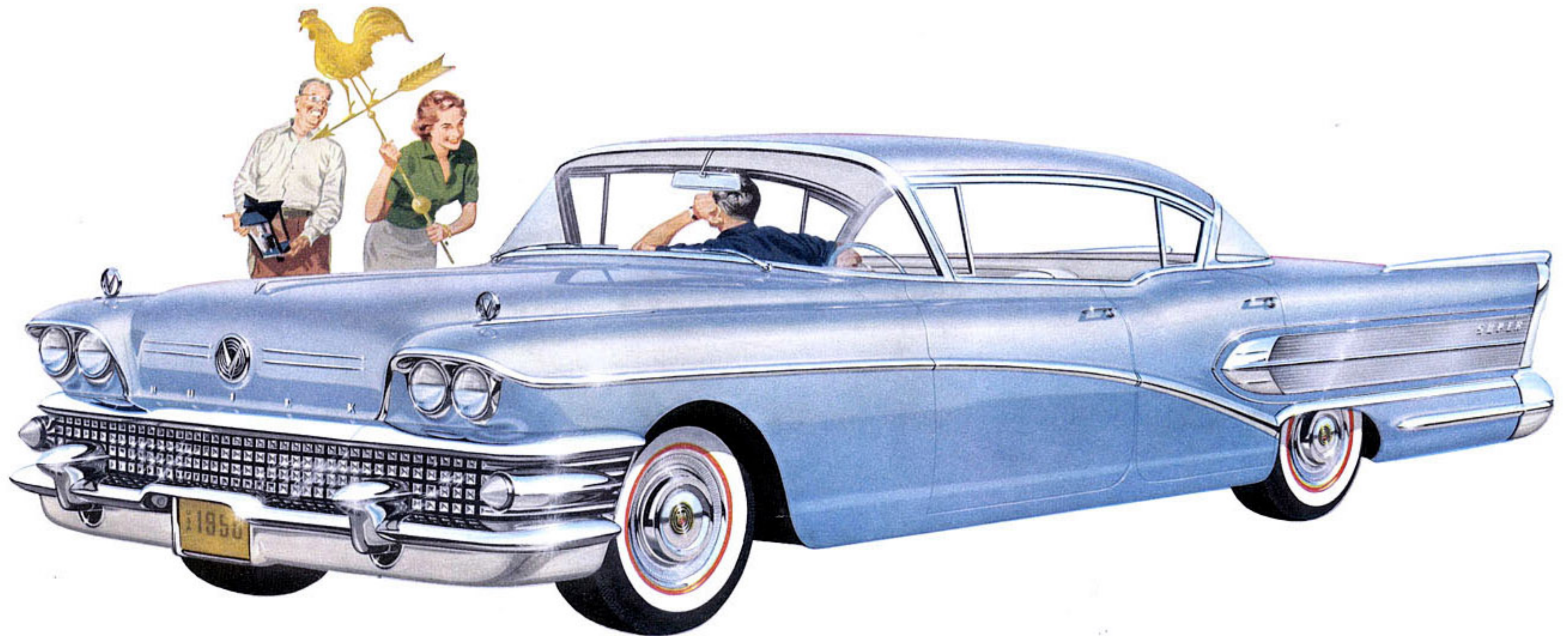
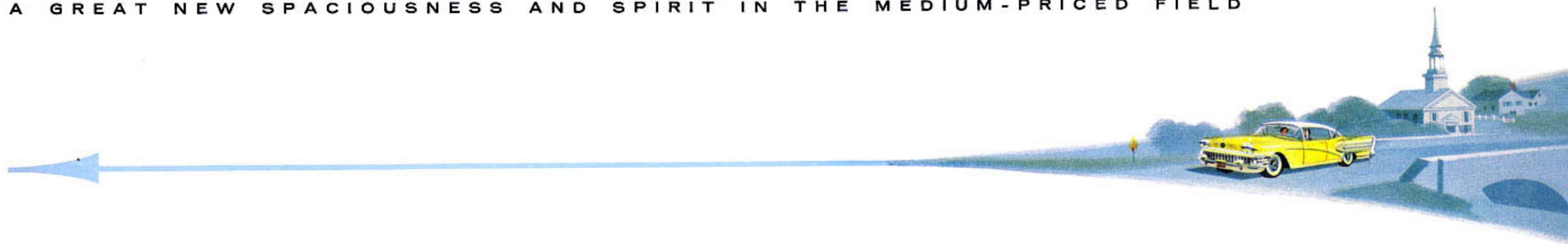


BUICK *Super* FOR '58

Both long-wheelbased SUPERS—the 2-door Riviera and the 4-door Riviera Sedan—bear a fresh new look of fashion from head to toe, bumper to bumper. Both bring you a unique thrill of command in their price class with Buick's mighty B-12000 engine and a greatly advanced new Variable Pitch Dynaflo.* And both travel with a Miracle Ride so renowned for its buoyant levelness and velvet cushioning that it is now setting a trend for the industry to follow. In every respect—size, power, ride, ease of handling—the B-58 SUPER is definitely the beacon-light buy of the king-sized cars.



A GREAT NEW SPACIOUSNESS AND SPIRIT IN THE MEDIUM-PRICED FIELD



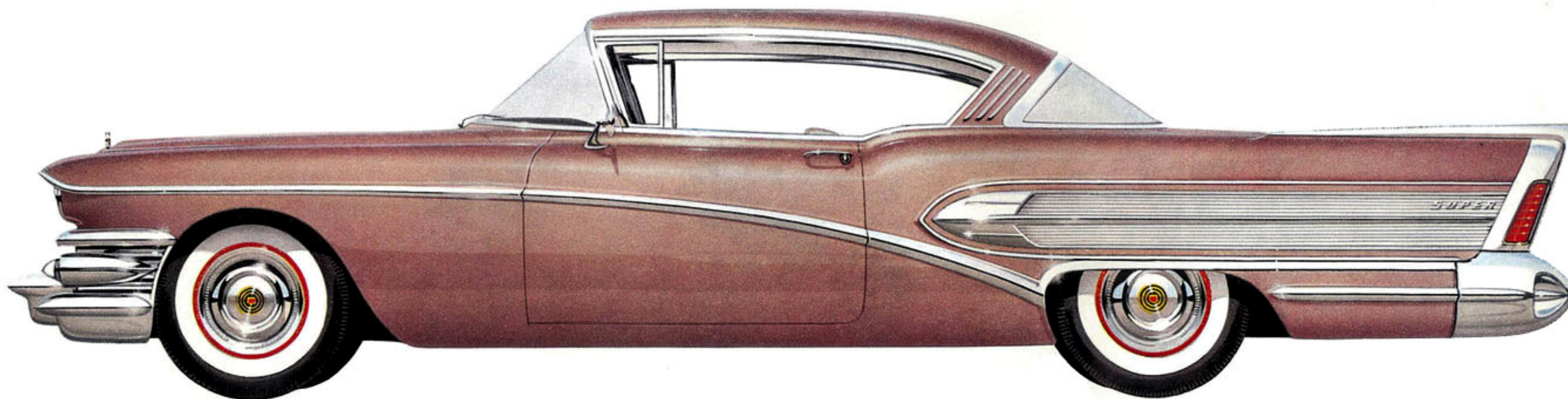
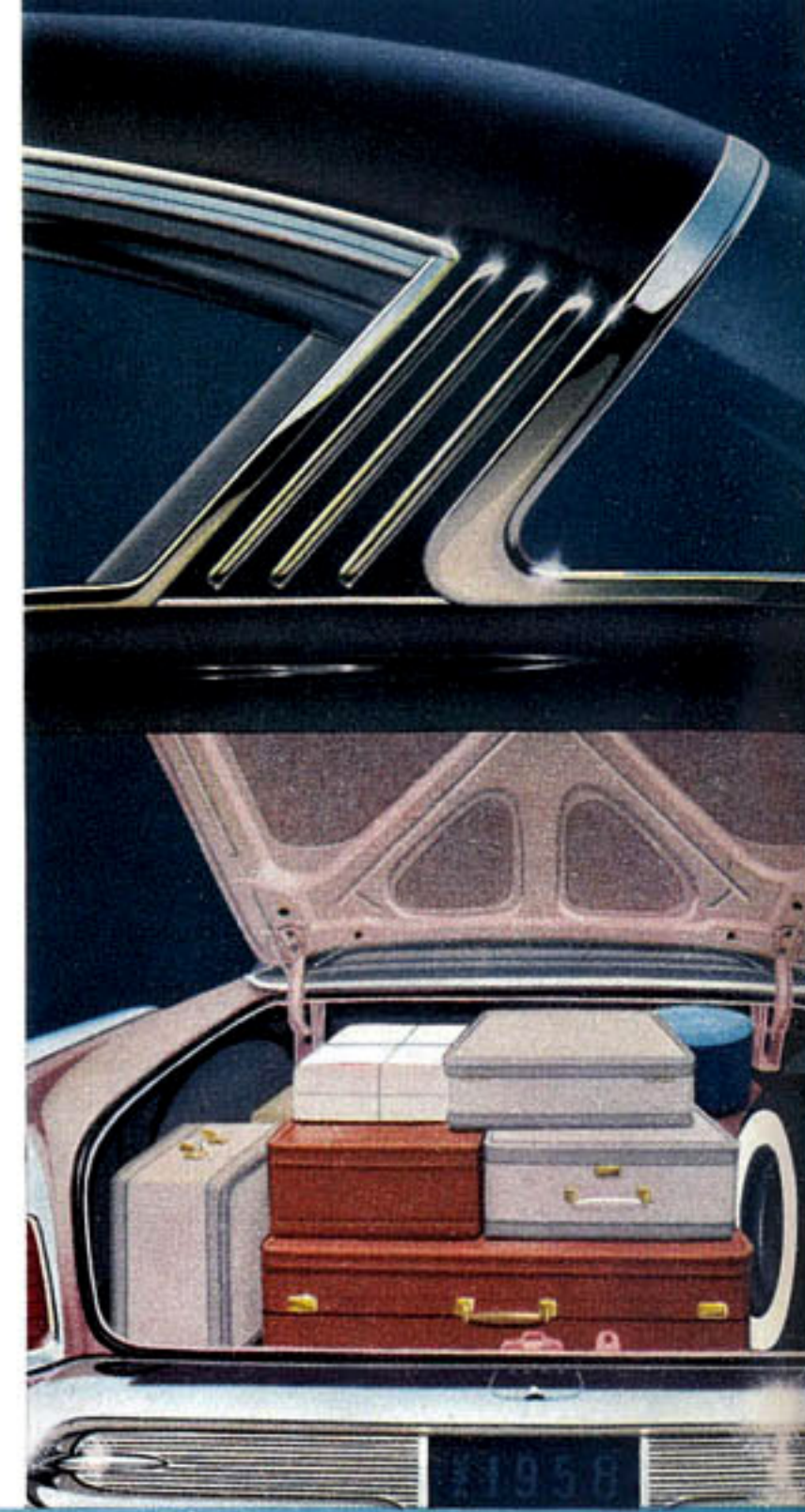
SUPER 4-Door 6-Passenger RIVIERA, Model 53, 127½-in. Wheelbase, 300 Horsepower

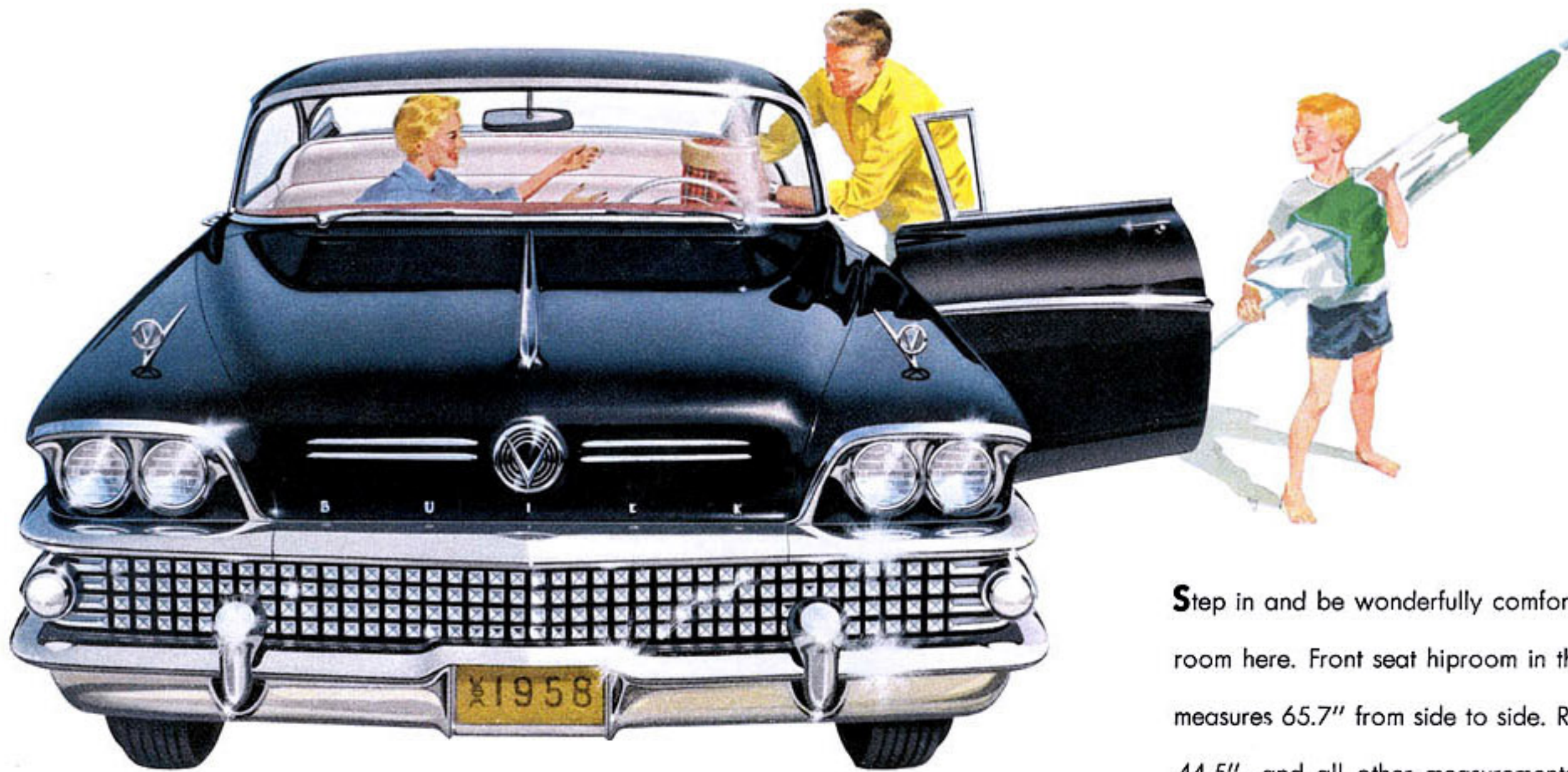
Sweepingly low on the outside, graciously big on the inside, the B-58 SUPER is also a stellar buy for the number of luxury features it brings you at no extra cost. Chief among these are a new Variable Pitch Dynaflo,* Safety Power Steering, safety-cushioned instrument panel, custom-quality interiors, carpeted floors, luxury lighting throughout.

*The great 1958 Variable Pitch Dynaflo is standard equipment on the Buick SUPER. Flight Pitch Dynaflo is available at modest extra cost.

BUICK *Super* FOR '58

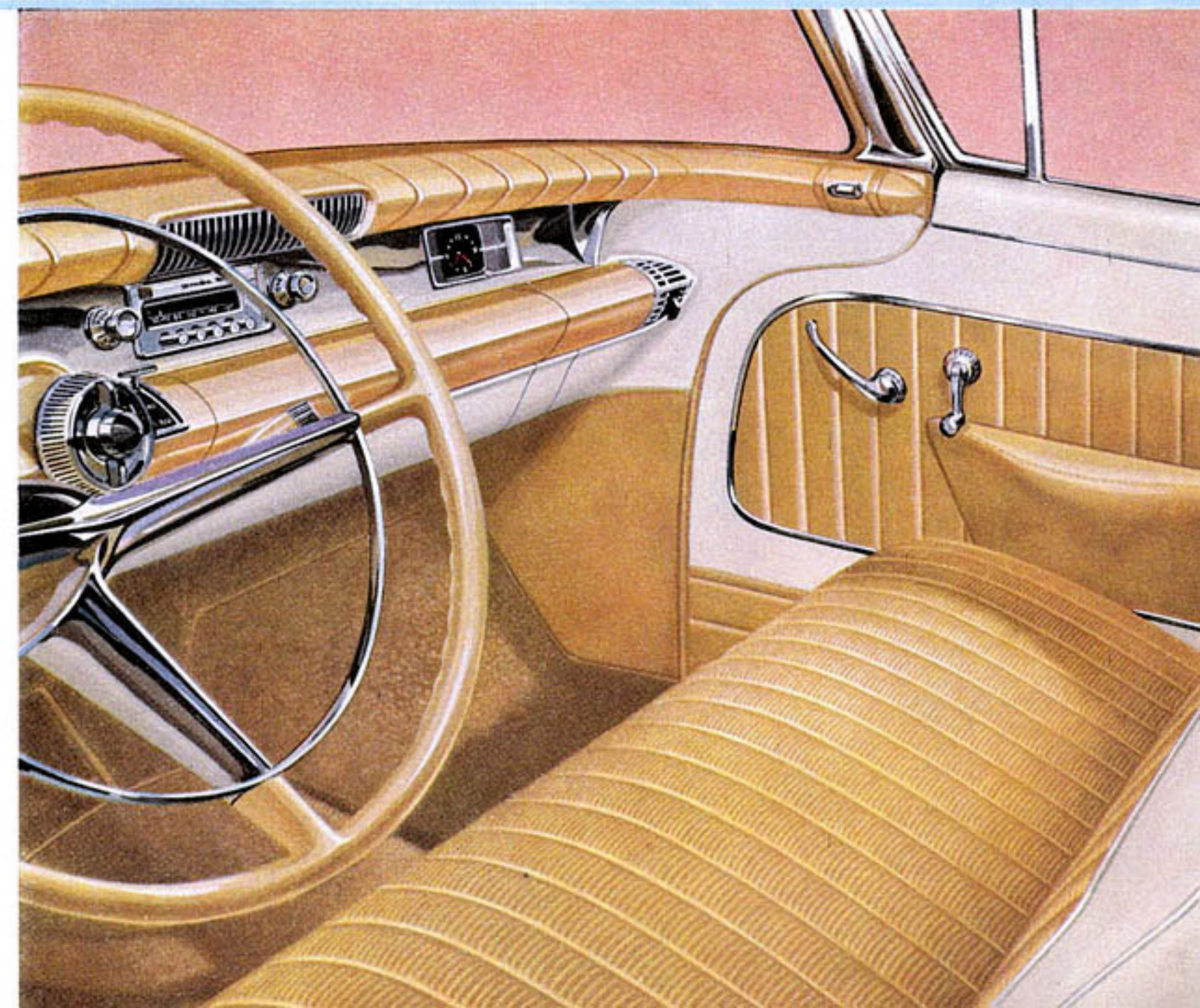
Truck space in the SUPER, as in every Buick, is abundantly big. This SUPER'S trunk provides enough space to carry luggage for the whole family and then some. An added feature for easy loading is the narrow "lower lip" that makes it easy to push a suitcase in. And notice how the spare tire stands neatly out of the way so you get plenty of deep loading space.





Step in and be wonderfully comfortable—there's plenty of room here. Front seat hiproom in the 4-Door Riviera, for example, measures 65.7" from side to side. Rear seat legroom measures 44.5"—and all other measurements are equally large-dimensioned.

Superlative is the word for the choice of SUPER interior fabrics. The exclusive pattern you see here may be selected from a color choice of two-tone blue, green, or turquoise; or gold, black or rust with a white bolster.



BUICK

Century

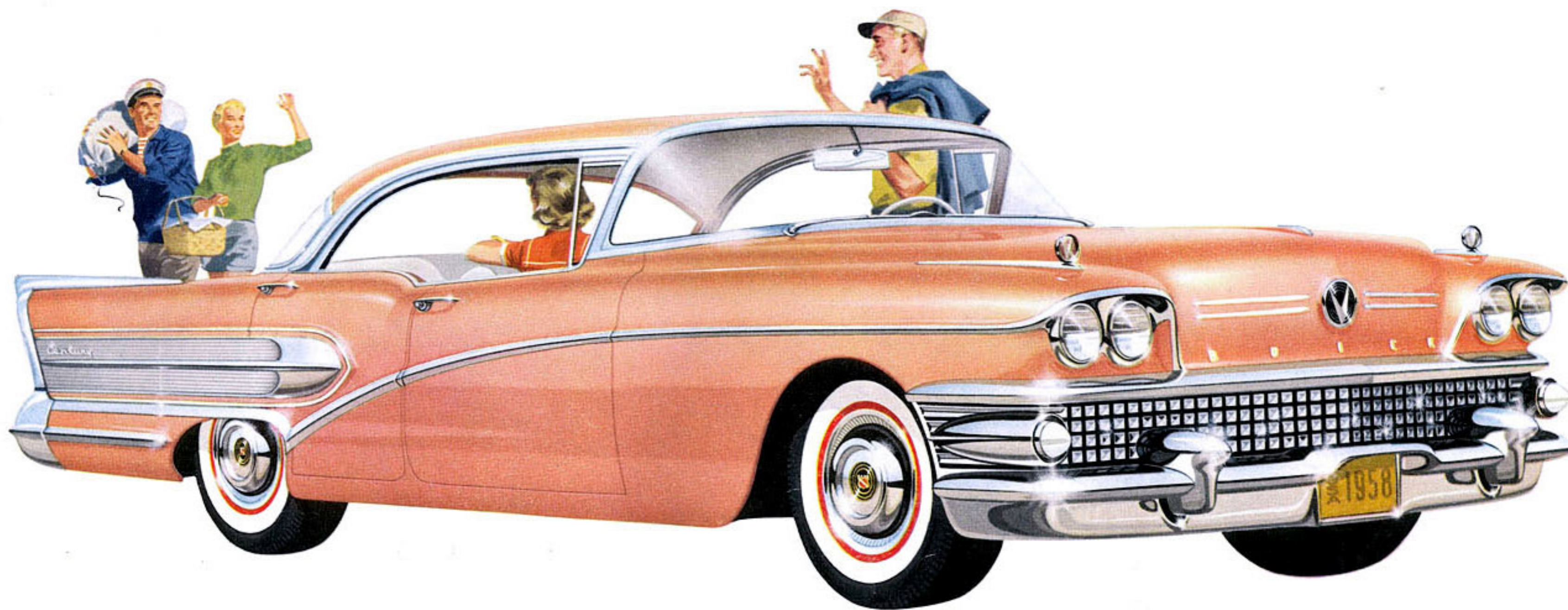
FOR '58

At prices just topping Buick's thrifty SPECIAL Series, the B-58 CENTURY harnesses the full power of Buick's mightiest engine to the agile and highly maneuverable Buick 122-inch wheelbase—giving a power-to-weight ratio that's a honey in any performance lover's language. Teaming up with this great new power plant is the eye-wink obedience and silk-smooth response of an advanced new Variable Pitch Dynaflo.*

And along with all of this comes the rock-firm solidity, easy handling and wondrous comfort of Buick's Miracle Ride. On every score—and particularly for the many luxury features that come with its brilliant performance—the CENTURY takes top honors for prestige in its field again in 1958.



NEW SPARKLE IS ADDED TO AMERICA'S MOST SPECTACULAR PERFORMANCE BUY



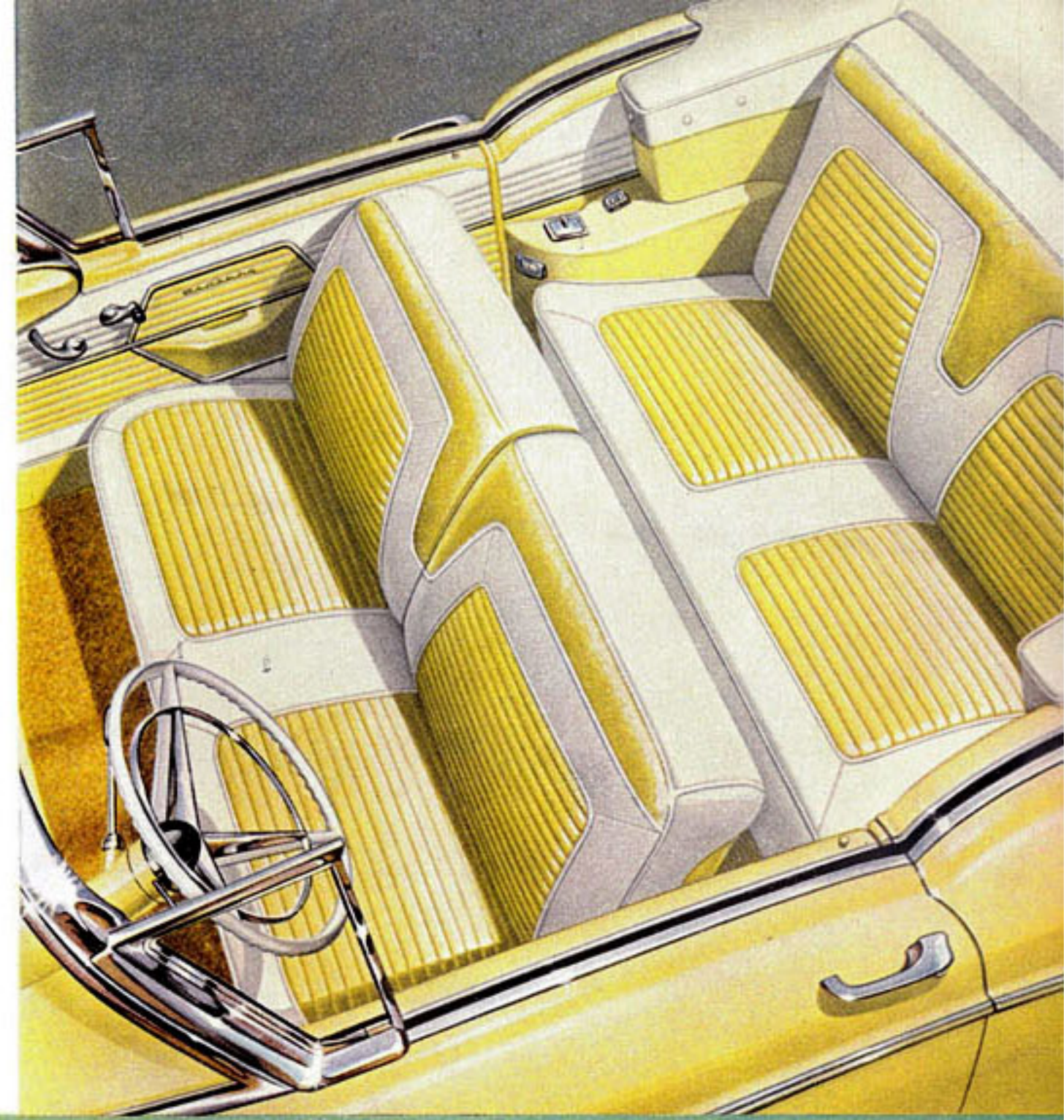
Not only is the CENTURY the liveliest performing of all Buicks—it's also the lowest in look and line. And behind this sleek glamor and gay travel, you'll find a long list of features normally associated only with cars costing hundreds of dollars more. Among these are: Variable Pitch Dynaflow,* custom interiors, carpeted floors, safety instrument panel cushion—even electric window lifts and 2-way power seat adjustment in the Convertible.

*The great 1958 Variable Pitch Dynaflow is standard equipment on the Buick CENTURY. Flight Pitch Dynaflow is available at moderate extra cost.

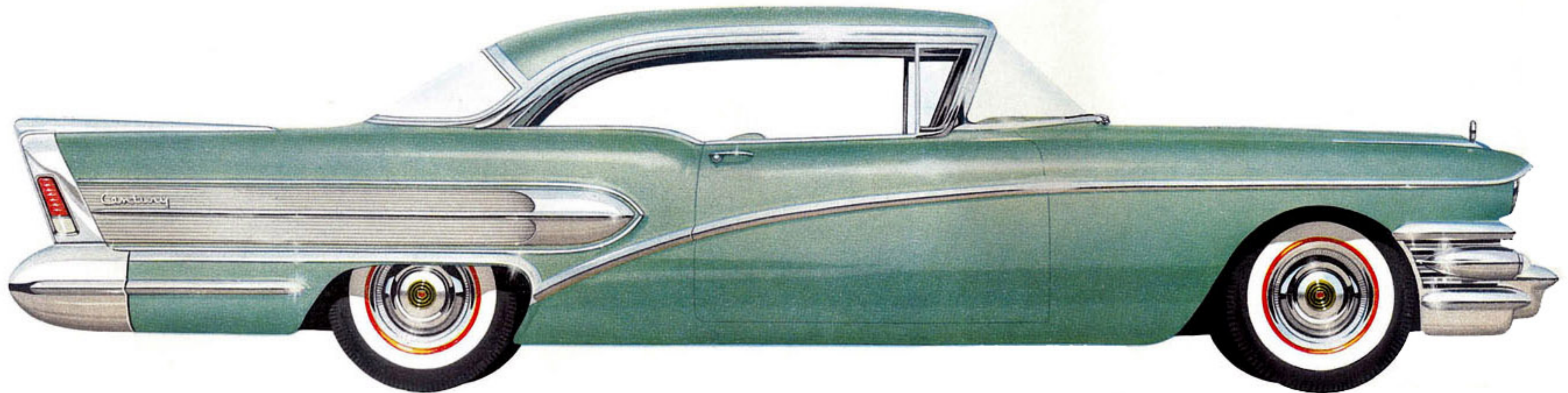
CENTURY 4-Door 6-Passenger RIVIERA, Model 63, 122-in. Wheelbase, 300 Horsepower

BUICK *Century* FOR '58

CENTURY Convertibles are styled with a sports-car flair that carries right through to the interior—as you can easily see by the one pictured here. For 1958, you have your choice of grain Cordaveen in five beautiful colors: Two-tone green, two-tone blue, black and white, yellow and white, or solid red.

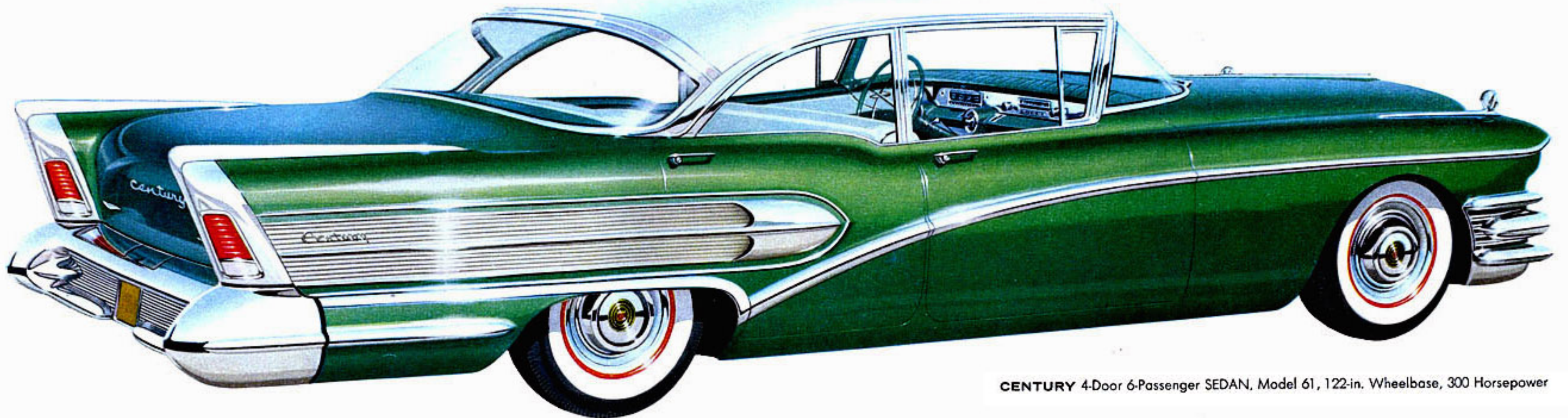


CENTURY interiors for 1958 hit a new note in fashion. In the Sedan and Rivas, you have a selection of distinctively patterned nylon fabrics in 7 choices: Two-tone blue, green or turquoise; black with a red or white bolster; and rust or gold with a white bolster.





CENTURY 2-Door 6-Passenger CONVERTIBLE, Model 66C, 122-in. Wheelbase, 300 Horsepower



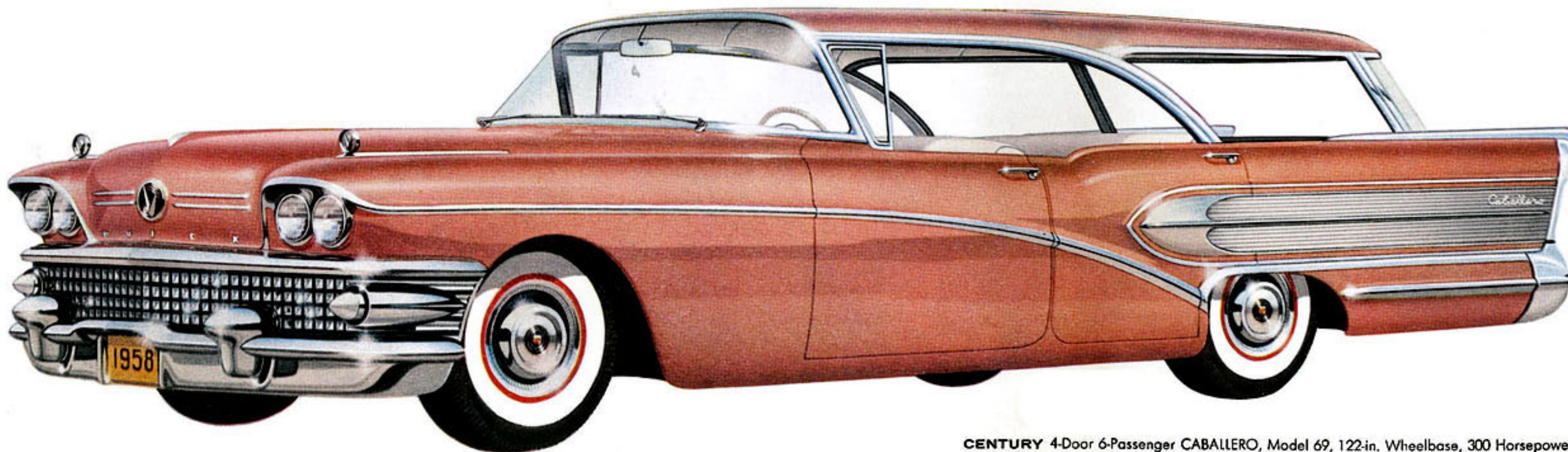
CENTURY 4-Door 6-Passenger SEDAN, Model 61, 122-in. Wheelbase, 300 Horsepower

BUICK

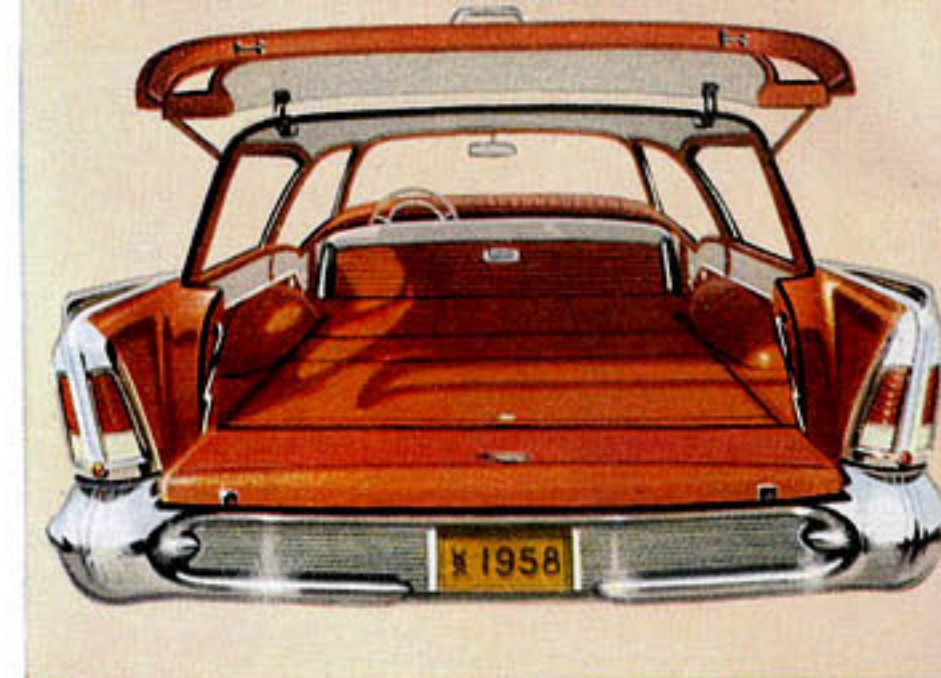
Estate Wagons FOR '58

Shown on these pages are Buick's trend-setting B-58 Estate Wagons—and just from viewing them, you know they are beautifully designed for any need. And beneath this glamorous hardtop styling and this true practicality, there's an important story in the luxury of this big wagon's ride—either on four coil springs—or on Buick's optional new Air-Poise Suspension. There's another big story in the B-12000 engine and in Dynaflo* performance—and in the proud standards of Buick quality construction that keep the body tight, the engine right, the finish beautiful and long-lasting. Best of all, there's a good news dollar story, too. You can take your pick of these versatile wagons in three different price ranges—the CENTURY Caballero, the SPECIAL Riviera Estate Wagon, and the SPECIAL Estate Wagon.

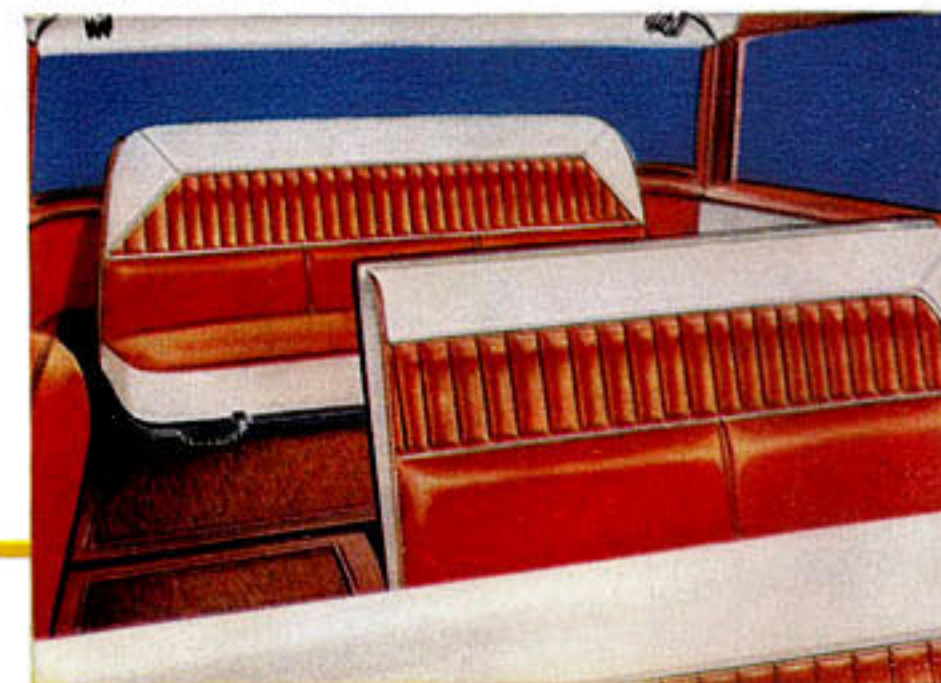
*The great 1958 Variable Pitch Dynaflo is standard equipment on the CABALLERO and optional on the SPECIALS. Flight Pitch Dynaflo is available on all Estate Wagons at moderate extra cost.



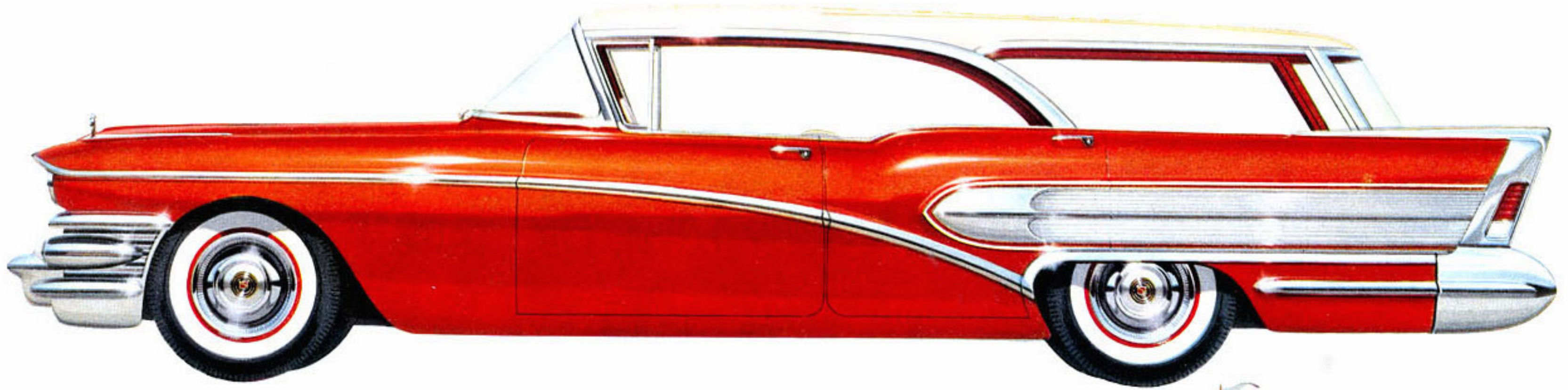
CENTURY 4-Door 6-Passenger CABALLERO, Model 69, 122-in. Wheelbase, 300 Horsepower



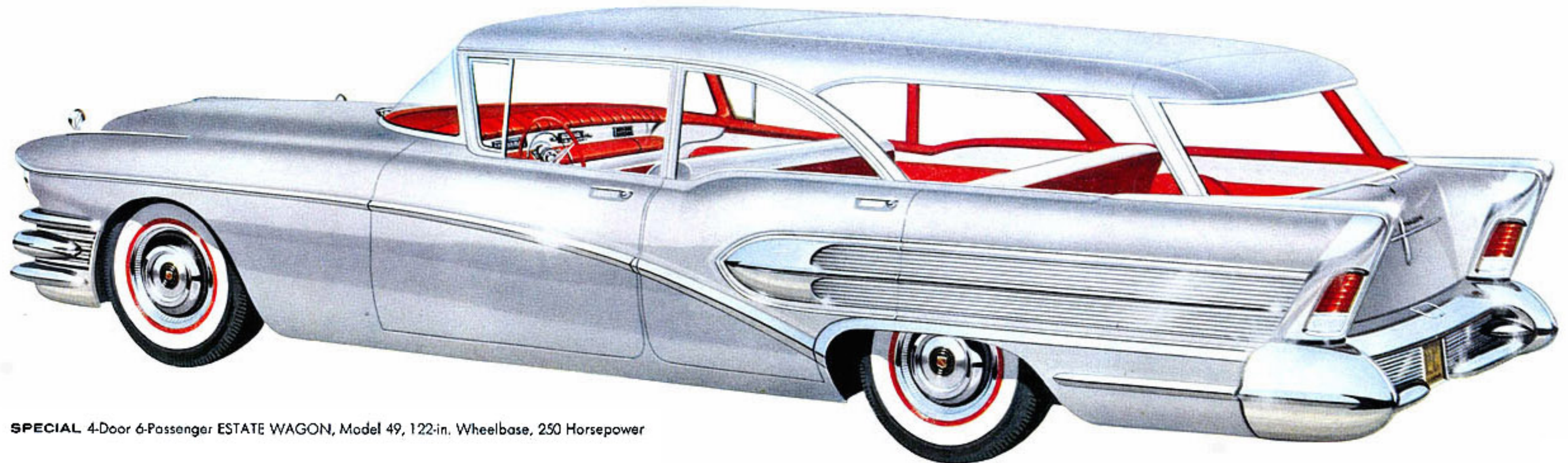
Note how you can swing the transom up and out of the way for easy access through a broad 57.4 in. opening. Then take a look at dimensions inside! Rear seats fold down to provide a 101.9 in.-long platform from front seat to end of open tail gate. Maximum height here is 27.6 inches. And there are 64.5 cubic feet of load space, with the rear seat folded down.



A welcome option for large families is this Estate Wagon Junior Seat. Easily installed and easily removed, it adds plenty of extra seating space for youngsters. Also adding to the versatility of your Estate Wagon is this divided rear seat option that folds down by $\frac{1}{3}$ or $\frac{2}{3}$ sections.



In the Caballero interior you have your choice of distinctively patterned grain Cordaveen in two-tone green, two-tone blue, red and white, black and white, tan and beige, plus a rust cloth with beige bolster. These same six Cordaveen color choices are in the SPECIAL Model 49D. In the SPECIAL Model 49 the cloth interior trim is a grey cloth with white bolster, shown here.



SPECIAL 4-Door 6-Passenger ESTATE WAGON, Model 49, 122-in. Wheelbase, 250 Horsepower

BUICK

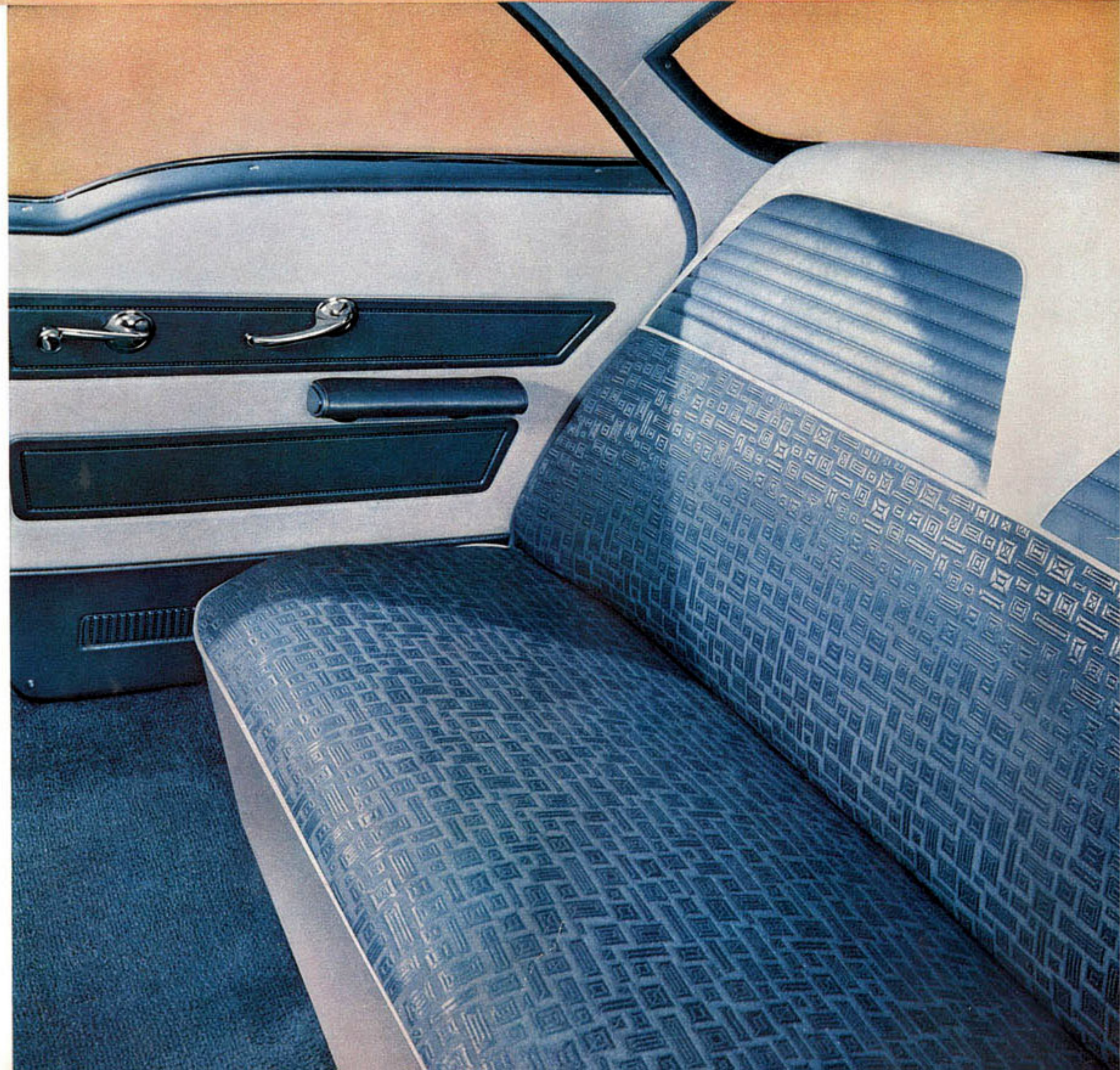
Special

FOR '58

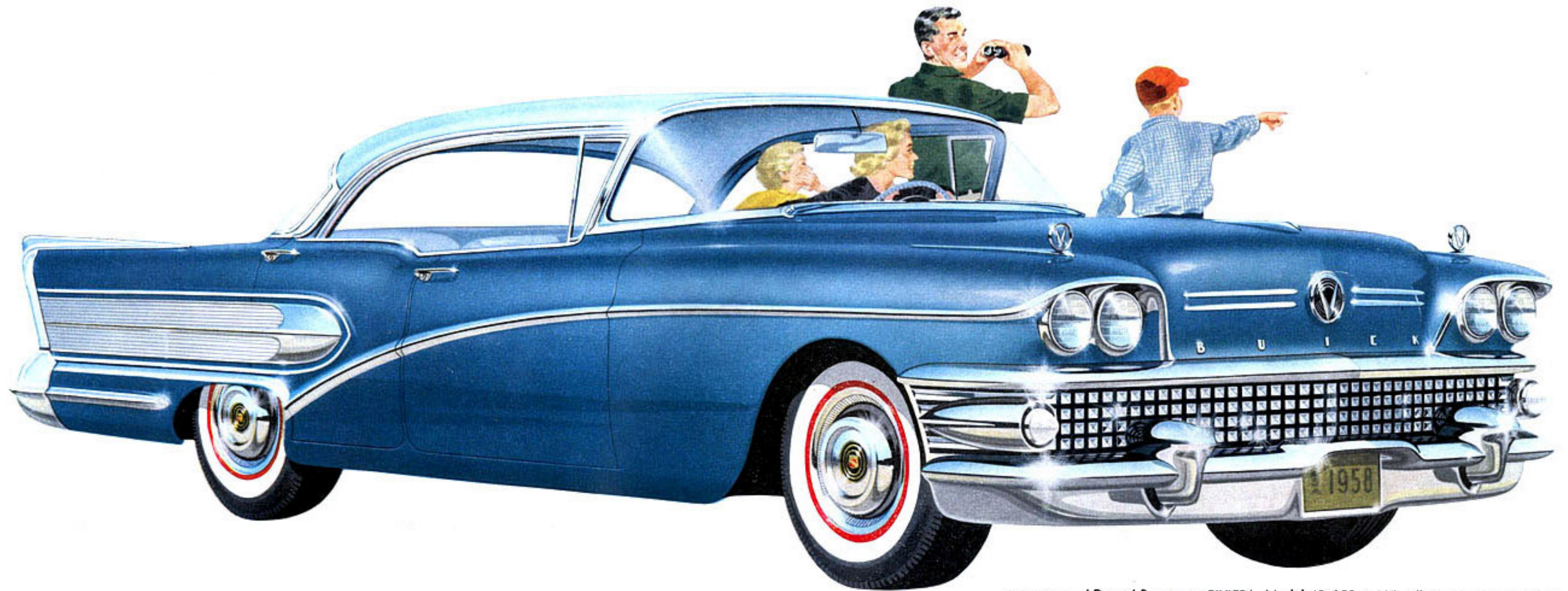
Here in the Buick SPECIAL, you have big Buick solidity, spaciousness and quality—plus a long list of luxury features generally found only in cars costing hundreds of dollars more, if available at all.

You have the sleek and bold B-58 styling with lavish use of heavy-duty chrome, stainless steel and lightweight aluminum. You have interiors that are genuinely large and stunningly beautiful. You have the peak efficiency of 250 horsepower and your option at slight extra cost of a new Variable Pitch Dynaflow or Flight Pitch Dynaflow. You have the limitless comfort of the Buick Miracle Ride with its buoyant 4-coil springing and Buick Rotoflow Torque-Tube stability. And with all this, you have your choice of seven big B-58 SPECIALS at prices that give you the biggest buy in America today.

SPECIAL Interiors this year bring new luxury for the budget-minded. Standard SPECIAL interiors for Rivieras and Sedans come in green, blue and grey cloth, with light green, light blue and white Cordaveen bolsters. Custom interiors offer cloth in blue, green and turquoise with matching bolsters. You may also select from black cloth with red or white bolsters and rust or gold cloth with a white bolster.



ONLY THE PRICE TELLS YOU IT'S BUICK'S LOWEST-PRICED SERIES



SPECIAL 4-Door 6-Passenger RIVIERA, Model 43, 122-in. Wheelbase, 250 Horsepower

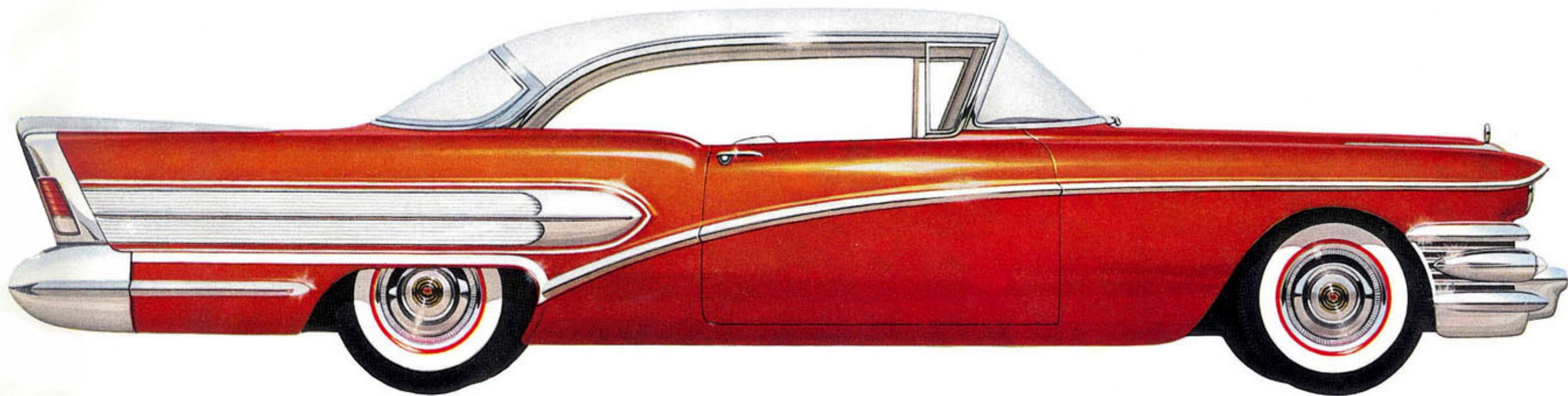
With two Rivieras, two Estate Wagons, two Sedans and a Convertible in this Series, the SPECIAL offers you seven ways to make America's smartest buy. And in each you get a long list of important features that generally cost extra—or aren't available at all—in other cars. Among these: Dual Vista-Vision Headlights, full-flow oil filter, dual high-air ventilation intakes, ignition key light, glove box light and lock, cigarette lighter, separate trip-mileage recorder, geared vent panes, dual front ash trays, bumper guards, variable speed windshield wipers.

BUICK *Special* FOR '58

This gleaming tail tower is just one of the many exterior beauty notes that SPECIAL owners can point to with pride. And inside, you'll find high-fashion appointment, Buick's strict emphasis on quality of workmanship, and a host of smartly functional details such as this spacious and centered glove compartment with the built-in beverage holders on its door.



SPECIAL 2-Door 6-Passenger CONVERTIBLE, Model 46C, 122-in. Wheelbase, 250 Horsepower

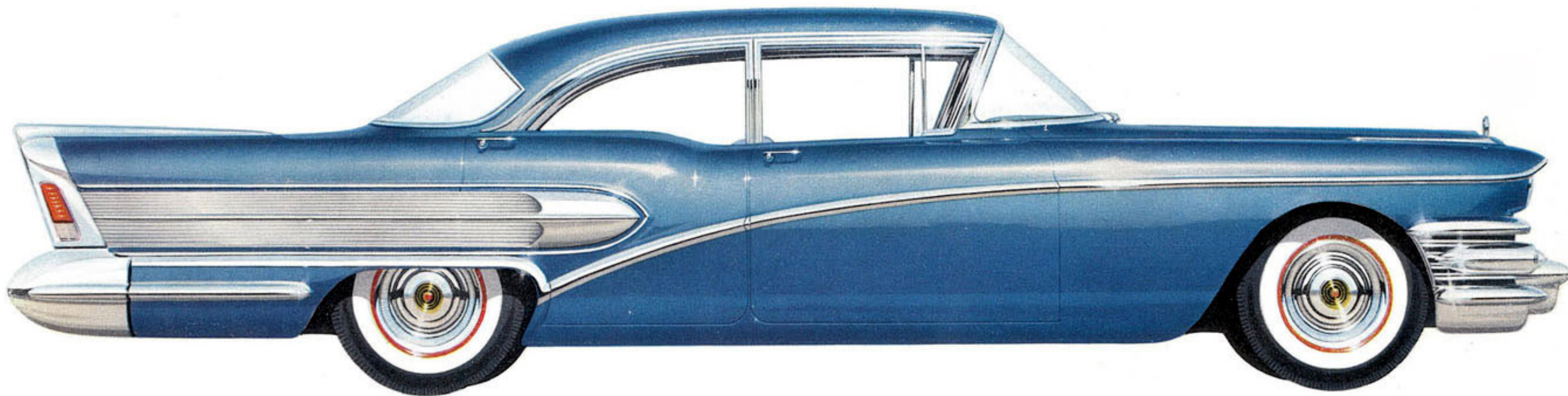


SPECIAL 2-Door 6-Passenger RIVIERA, Model 46R, 122-in. Wheelbase, 250 Horsepower

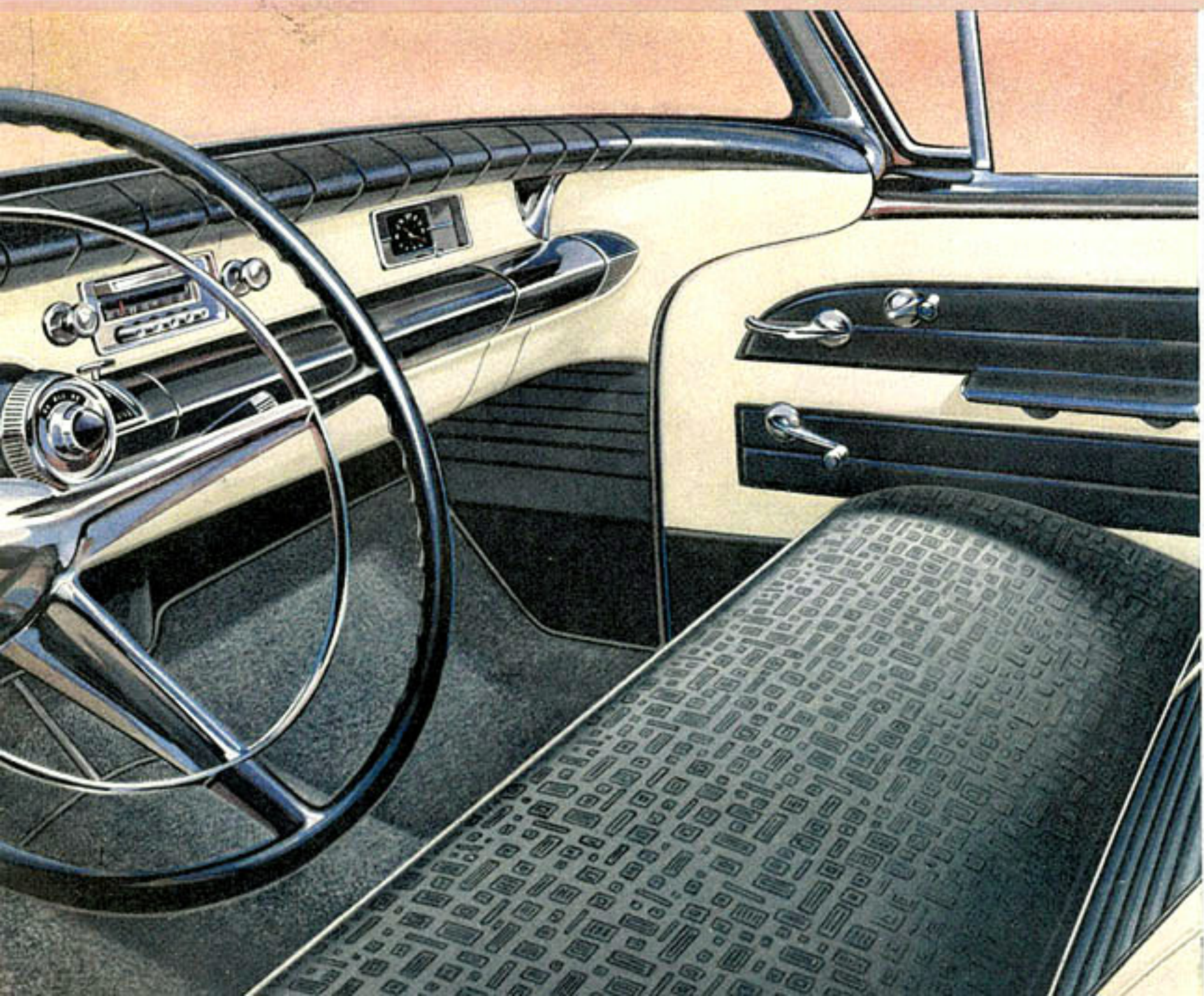
For an extra dash of high fashion on SPECIAL Models, you have your option of custom-bright window mouldings.

The interior for your SPECIAL Convertible this year comes in your choice of five different color schemes of grain Cordaveen: Two-tone green, two-tone blue, black and white, yellow and white, and solid red.





SPECIAL 4-Door 6-Passenger SEDAN, Model 41, 122-in. Wheelbase, 250 Horsepower

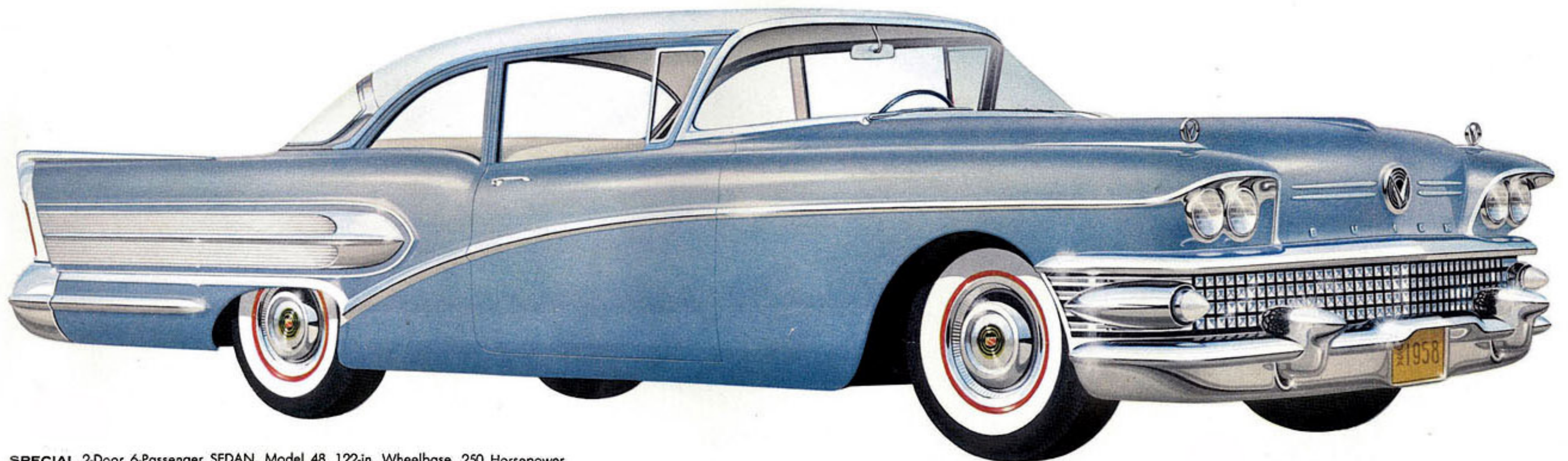


Dartingly low and rakishly sleek, the two beauties pictured here make Buick headline news. These two Sedans are the lowest-priced Buicks for 1958—yet they have all the beauty, all the engineering, and many of the features found in their bigger Buick brothers. Roomy, too. The 4-Door Sedan, shown on this page, has front seat hiproom of 62.6 inches—legroom of 43 inches—headroom of 35 inches—with all other proportions equally generous. Together, these two walloping big Buick buys offer solid proof that again for 1958—if you can afford any new car, you can afford a Buick.

BUICK *Special* FOR '58



Dual Vista-Vision Head Lamps are standard equipment on all B-58 Buicks. Not only do they add a rich new look of glamor, they are also far more effective for night lighting with 50% greater road illumination on "high" beam and 25% greater on "low" beam.



SPECIAL 2-Door 6-Passenger SEDAN, Model 48, 122-in. Wheelbase, 250 Horsepower

B-12000

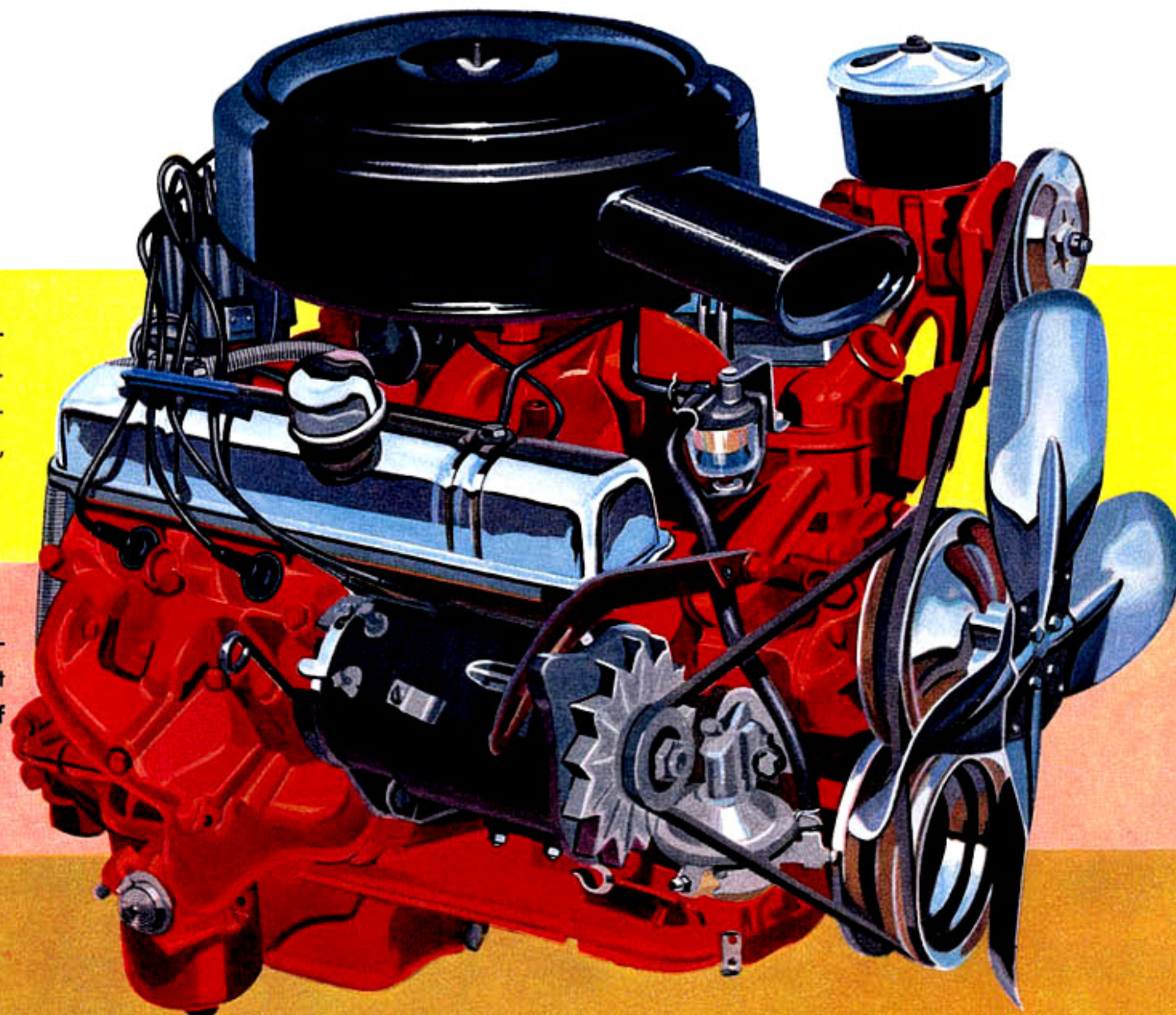
MOST MODERN ENGINE IT IS POSSIBLE TO BUILD FOR TODAY'S FUELS

This spectacular V8 engine takes its name—B-12000—from the fact that it develops a thrust of 12,000 pounds behind every piston as it is fired. With such a tremendous driving force, this vertical-valve V8 works at a record 10 to 1 compression ratio and 300 horsepower in the LIMITED, ROADMASTER 75, SUPER, and CENTURY. And with 2-barrel carburetion in the SPECIAL, it delivers 9.5 to 1 compression and 250 horsepower. But

more important than its statistics, this is an engine of almost limitless reserve for any road challenge—an engine which uses the advantages of aluminum wherever possible—an engine with the finest electrical system in the industry. And above all, it is an engine built to the exacting standards of the highest Buick quality yet. In short, here in this B-12000, you have the most modern engine it is possible to build for today's fuels.

MASSIVE 59-POUND CRANKSHAFT of high manganese alloy steel with cam-ground counterweights, Moraine 400 bearings. Balanced to within 1/2 inch-ounce, front and rear.

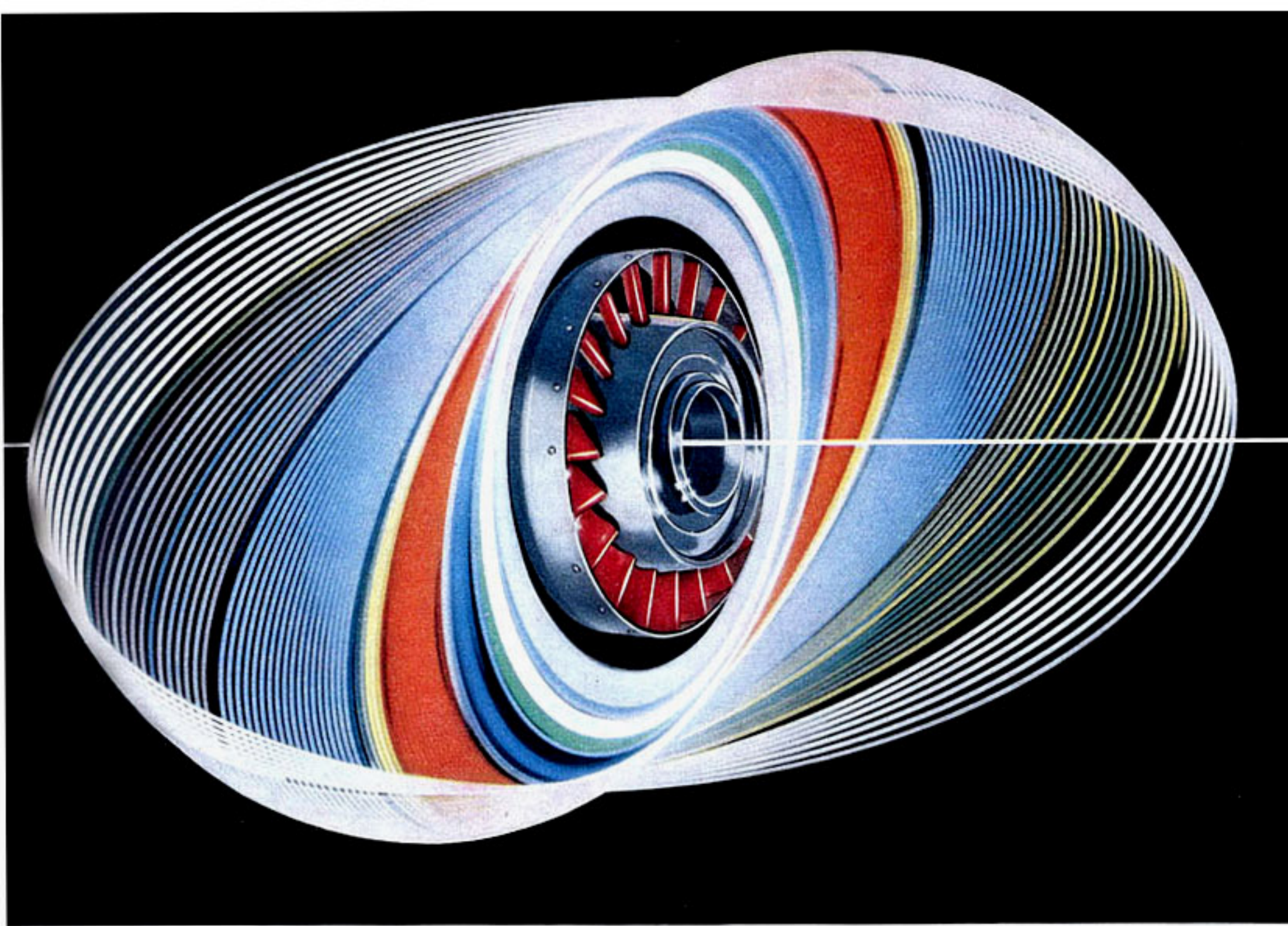
HIGH VELOCITY MANIFOLD of sports-car type "scavenger" design for instant clearing of 1200-feet-per-second gases of the B-12000 exhaust.



QUADRAJET CARBURETION, largest 4-barrel master carburetor in the industry, delivers exactly balanced fuel charges to all cylinders for smoother performance.

DOUBLE-SLOTTED PISTONS—built to deliver maximum power charge—designed to give long, dependable, trouble-free life.

364-CUBIC-INCH ENGINE with vertical-valve design for maximum power potential with minimum piston travel.



Flight Pitch



Dynaflow

**BRILLIANT NEW PERFORMANCE
WITH A MILLION WAYS TO
SWITCH THE PITCH**

For 1958, Buick engineers have made transmission headlines again with the world's first true *infinitely variable* stator for Buick's triple-turbine Flight Pitch Dynaflow. Now the stator blades swing not to just two or three fixed positions, but literally to a million. That means you get maximum power angle for take-off, if you want it. It means you get instant response at *any* pace in perfect ratio for the need at hand. And it means that here, with Buick's new Flight Pitch Dynaflow, you get absolute mastery of car, power and road. It all adds up to an exuberant new feeling of aliveness and response—a great new sense of command beyond anything you've known in earth-bound travel before. It is, very literally; the ultimate in transmission engineering on the American scene today.

Flight Pitch Dynaflow is standard on LIMITED and ROADMASTER 75, optional at modest extra cost on other Series.

New Response Comes To Variable Pitch Dynaflow too. By repositioning the velocity angle of the stator blades to 25° in the 1958 Variable Pitch Dynaflow, Buick brings new thrills to an already world-famous transmission. And the results defy anything but your firsthand tryout at the wheel. For now, just the slightest command brings forth a brilliant response—as quick and as smooth as a beam of light. Now you have an even more uniquely satisfying "feel" of the Buick power plant—a feel that transmits precisely the tremendous performance that lies in store for any situation. And now, when you switch the pitch, you get a still greater power delivery. With its brilliant new pickup and fluid motion, Variable Pitch Dynaflow writes a shining new chapter in performance for 1958.

Variable Pitch Dynaflow is standard on SUPER and CENTURY models, optional at modest extra cost on the SPECIAL Series.

THE *Miracle Ride* AND BUICK'S NEW *Air-Poise* SUSPENSION



Over the years, Buick engineers have constantly brought new advances and new perfection to the Buick ride. So today, for example, with Buick's brawny X-braced chassis, you travel on the firmest, ruggedest foundation any car ever had. With Buick's Rotoflow Torque-Tube Drive, the drive thrust is transmitted directly from the rear wheels in a solid power lockup. And with over 46 feet of live steel in Buick's four coil springs, you have the most buoyantly level, most even-going ride it is possible to have with steel alone. It is literally a Miracle Ride. But now comes Buick Air-Poise Suspension to make that marvelous

Buick ride even more wonderful—to do what torsion steel can't do—compensate for different roads and different loads. Now, by traveling on four cylinders of air instead of four coil springs, the Buick ride gives you satin smoothness on boulevards—and floats you over back roads with equal smoothness. By riding on four columns of air, Buick's new ride automatically levelizes itself to any load and any road. Full load, uneven load, empty—you always travel on the same level. It's the smoothest, levellest, finest ride you've ever known—and once tried—something you'll never want to be without again.

Air-Poise Suspension optional at modest extra cost on all Series.

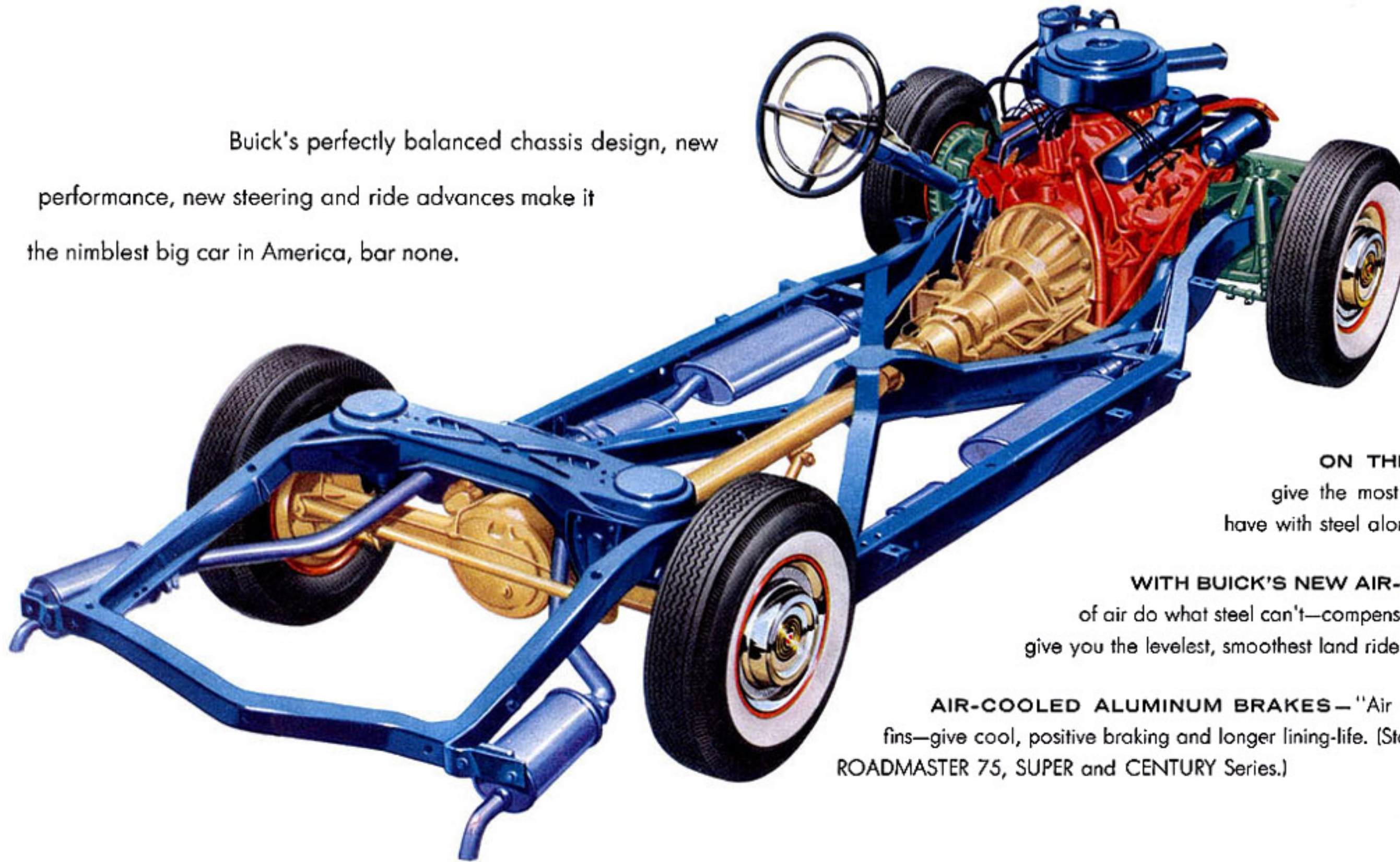


THERE'S A NEW OPERATION "BOOTSTRAP" that comes with Buick's new Air-Poise Suspension—and it's the closest thing to magic you've ever seen. A finger on this control starts it—

AND UP YOU GO. Your B-58 Buick is raised as much as 5.5 inches—a boon for climbing onto a steep ramp or getting out of a rutted country road without front or rear bumpers touching ground.

IT'S HANDY FOR CHANGING TIRES, TOO, since the entire body is lifted up so you can get your jack under it easily. And if you wash your own whitewalls, you'll like the easy way each wheel is fully exposed.

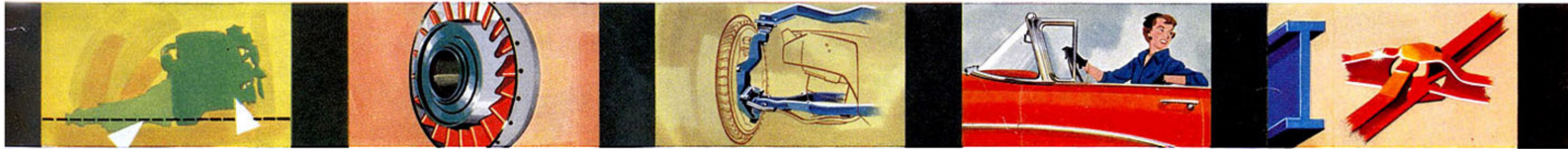
Buick's perfectly balanced chassis design, new performance, new steering and ride advances make it the nimblest big car in America, bar none.



ON THE MIRACLE RIDE—four coil springs give the most buoyantly level ride it's possible to have with steel alone.

WITH BUICK'S NEW AIR-POISE SUSPENSION—4 cylinders of air do what steel can't—compensate for every road, every load—give you the levellest, smoothest land ride in the world.

AIR-COOLED ALUMINUM BRAKES—"Air conditioned" by 45 radial fins—give cool, positive braking and longer lining-life. (Standard on the LIMITED, ROADMASTER 75, SUPER and CENTURY Series.)



364-CUBIC-INCH ENGINE—Balanced by a unique center-of-percussion theory and used with "tuned" nodal-point mounting for better control of rotational motion of engine and for increased lateral stability.

NEW FLIGHT PITCH DYNAFLOW—Brings you a million ways to switch the pitch—with smooth, soaring and exact response on the *instant*—plus the perfect ratio of power for the need at hand.

NEW BUICK BALL-JOINT SUSPENSION—Gives new ease and responsiveness to all steering—levelizes stopping. A *larger front stabilizer* gives safer, easier handling on curves.

BUICK IN-LINE SAFETY POWER STEERING—Makes steering and parking your B-58 Buick a breeze. Gives you 1000 pounds of hydraulic pressure and a comforting "feel" of the wheel at all times.

I-BEAM CONSTRUCTION AND X-BRACED CENTER—Reinforced and streamlined to concentrate strength at stress points—gives you the ruggedest, solidest, safest chassis in the industry.



FAMOUS BUICK ROTOFLOW TORQUE-TUBE DRIVE—Transmits drive thrust directly from rear wheels in a solid power lockup. **BUICK DROP-CENTER DRIVE SHAFT** permits low center of gravity, low height—yet keeps full Buick room inside.

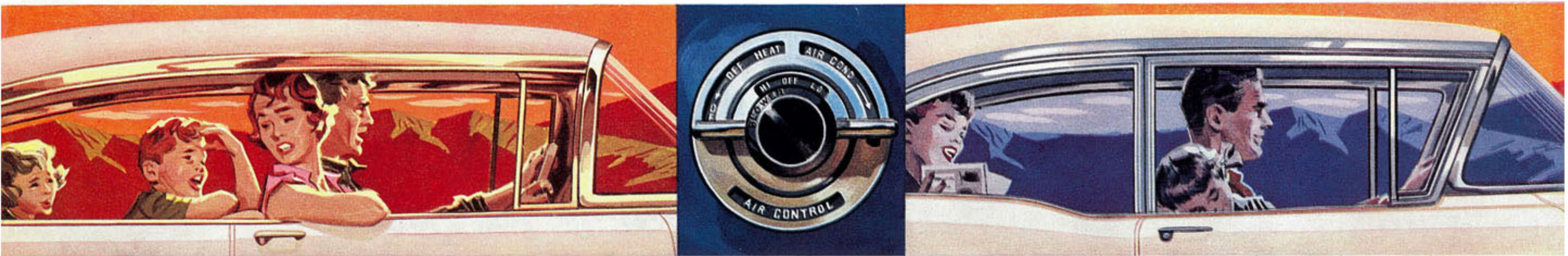
NEW, LONGER RADIUS ROD DESIGN—Counteracts side motion on turns, curves and uneven roads—is a prime example of the extra steps Buick takes to give you a full measure of comfort and safety.

BIGGER, MORE POWERFUL BRAKES—Give new, surer, smoother stopping with increased braking area—new metallurgical advances assure cooler stops and longer lining-life in all B-58 Buicks.

BRAWNY REAR AXLE with increased gear ratio of 3.23 to 1—Delivers sparkling new response in low speed ranges. Gives smoother, better-balanced drive-line performance for quieter car operation.

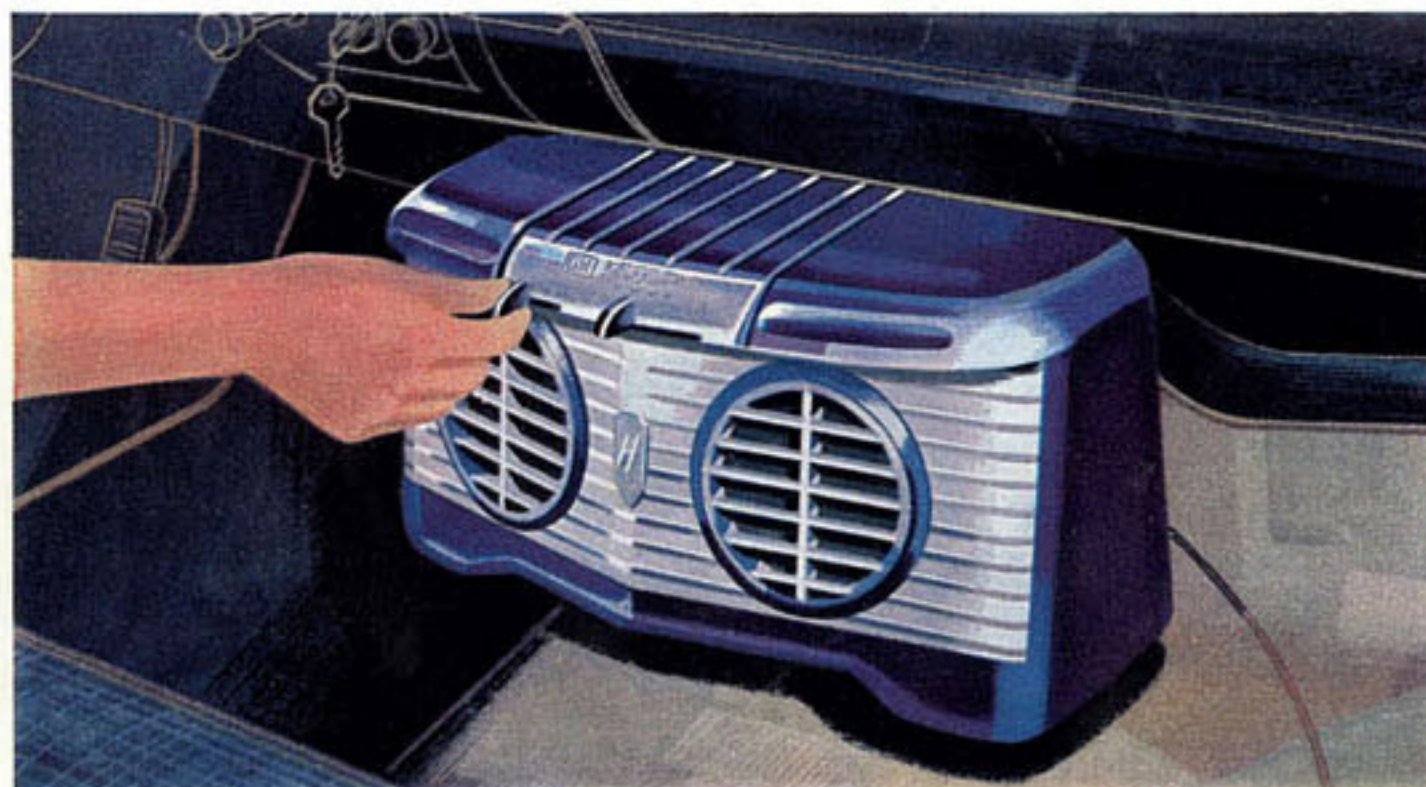
BUICK CONTOUR FRAME CHASSIS—With wider side rails at the rear—follows body contour, permitting short-mount body brackets for extra rigidity and extra safety.

BUICK *Air Conditioning*



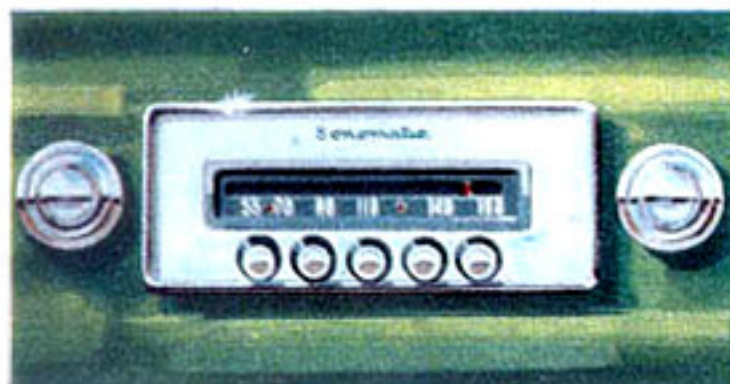
You will find that Buick's Airconditioner for 1958 is one of the finest car cooling systems ever developed. By increasing the size of the condenser, the compressor, and the interior outlets, Buick engineers have stepped up cooling efficiency for any kind of traffic conditions. Located out of the way under the hood, this compact system has a 2-ton capacity. By means of two simple controls—one for temperature and one for fan speeds—you can cool off your car's interior, even on a sizzling day, in surprisingly short time. And as the incoming cool air pours

through your car's interior, it is completely dehumidified and changed every few minutes. So here is golden travel—and not only for the cool, clean air it brings in—but also for the wonderful silence that comes with being able to drive with windows closed. When you consider the many days you can use it—for dehumidifying, for cooling—the Buick Airconditioner is definitely one of the wisest and most useful car options you ever purchased.



NEW LOW-COST PORTABLE AIRCONDITIONER NOW AVAILABLE

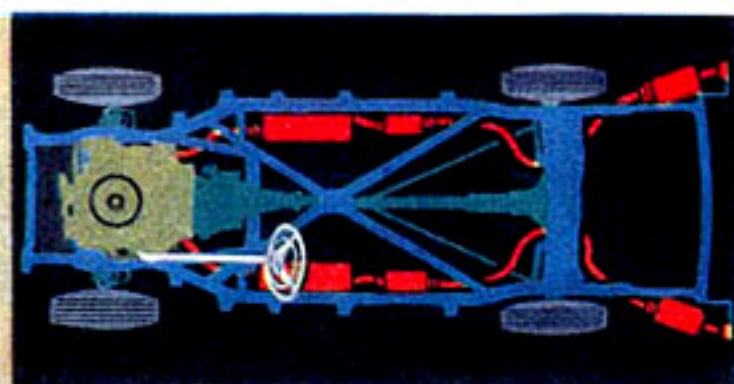
Here's the perfect answer for any car buyer who has wished he could take his air-conditioning system with him when it comes time to buy a new car. Located snugly out of the way on the transmission tunnel under the dash, this new portable air-conditioning system can be changed from present car to future car with a minimum of cost and effort. And while the cooled air here is not changed, as it is in the permanent system described above, its powerful compressor and condenser deliver very nearly the same cooling capacity. On top of this, it is the lowest-priced airconditioner in Buick history.



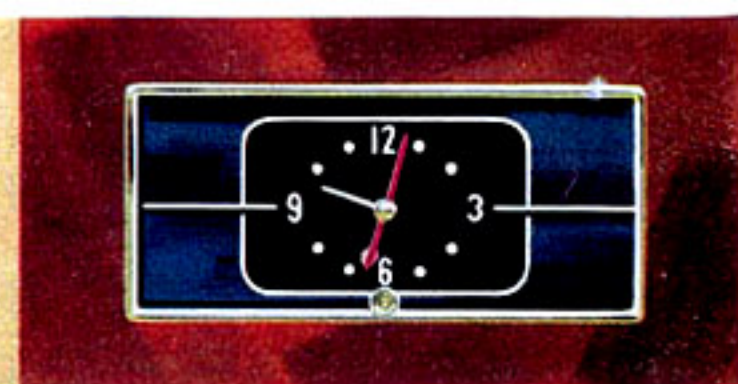
BUICK SONOMATIC RADIO—Low-priced but famous for its full rich tone and strong reception. Both Buick radios—either the Sonomatic or the Wonder Bar (below)—are available in all Series.



BUICK AUTRONIC EYE—Automatically dims "bright" head lamps for oncoming cars, resumes "bright" when cars have passed. Optional at extra cost on all Series.



BUICK DUAL-EXHAUST POWER SYSTEM—Gives even better gas economy—delivers 18 more horsepower to rear wheels. Standard on LIMITED and ROADMASTER 75, optional on other Series.



BUICK SERIES 40 ACCESSORY GROUP—Equips your SPECIAL with handsome electric clock, Buick full-wheel covers, automatic trunk light and rear license plate frame.



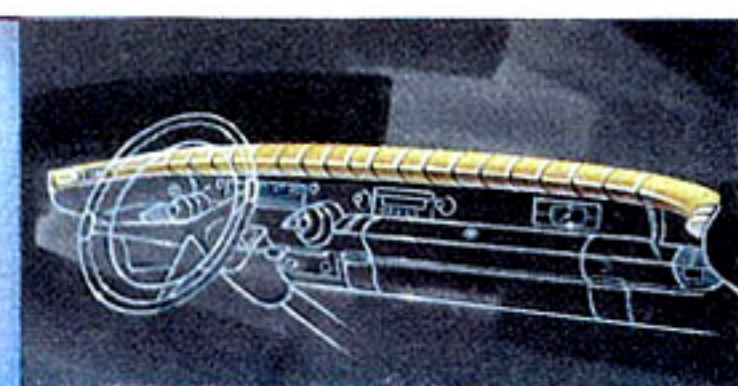
BUICK WONDER BAR RADIO—A custom quality radio, operated by push-button, auto push bar, and automatic foot switch. Designed to pick up all available wave lengths with its "electronic brain," unless set for strong signals only.



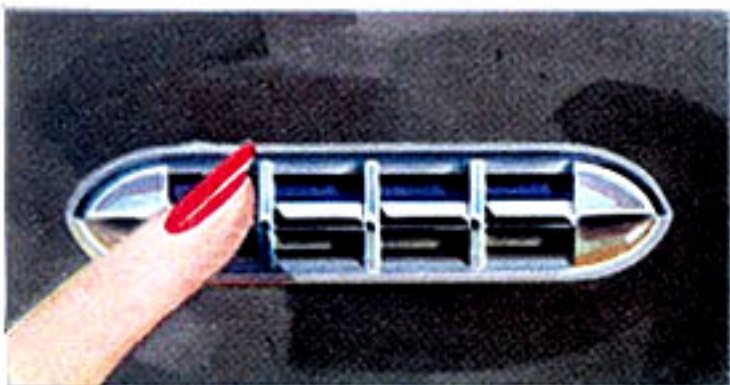
BUICK ELECTRIC RADIO ANTENNA—Controlled by lever under instrument panel on driver's side—raises and lowers antenna while driving or while stopped.



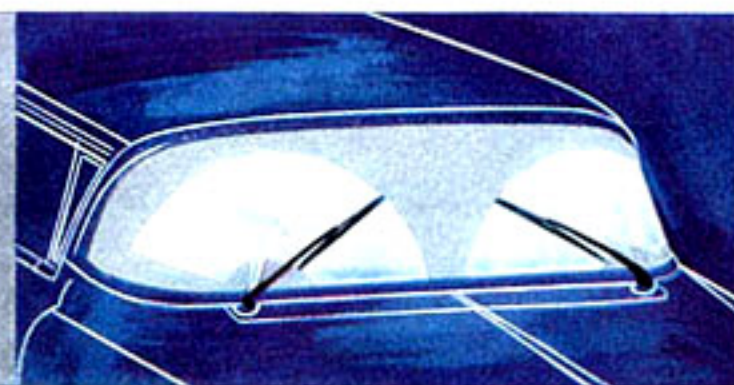
BUICK EASY-EYE GLASS—An eye-protecting tint added to the Safety Plate Glass that's in every window of all Buicks. Cuts down sun heat and glare. Available in all Series.



BUICK SERIES 40 UPPER INSTRUMENT PANEL SAFETY CUSHION—Soft, resilient cushion, under durable Cordaveen cover—reduces sun glare while it adds to driving safety. Optional on all SPECIAL Models.



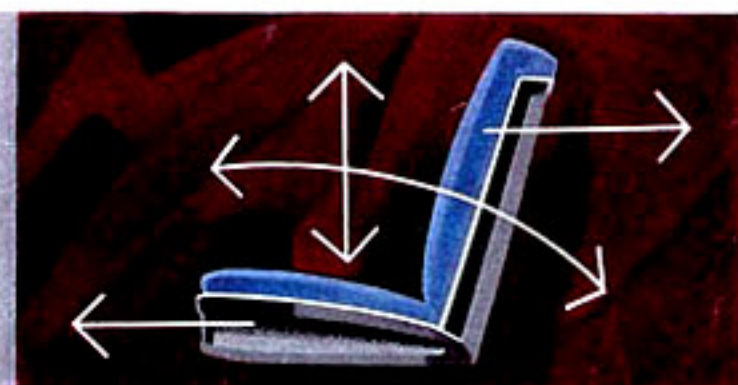
BUICK ELECTRIC WINDOW LIFTS—Raise and lower all windows from driver's control panel or by individual control on each window. Standard on all LIMITEDS and ROADMASTER 75's, and on CENTURY Convertibles. Available in all other 1958 Buicks except the SPECIAL 2-Door Sedan, Model 48.



BUICK WINDSHIELD WASHER—Plays two strong jets of water on windshield while wide-angle wipers clear away film, dirt or insects. Turns on with a push of a button. Turns off automatically. Standard on LIMITED and ROADMASTER 75, optional on other Series.



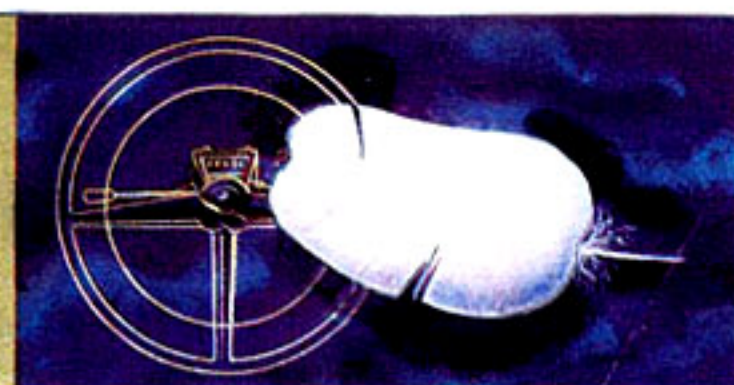
BUICK POWER BRAKES—Fully suspended pedal, located for easy reach. Brakes give you smoother, safer, more positive stops. A wonderful help for women drivers. Standard on LIMITED and ROADMASTER 75, available at extra cost on all other Dynaflo-equipped Buicks.



BUICK SIX-WAY POWER SEAT—A touch of the control button quickly moves you up and down—back and forth—and angles your seat towards or away from the steering wheel. Standard on LIMITED and ROADMASTER 75—available in all other 1958 Buicks, except Model 48.



BUICK PERIMETER HEATING—Designed by Buick engineers to give you floor-level warmth for feet and ankles, with a heater under the front seat as well as forced hot air heating through three outlets on the dash. Buick Perimeter Heating and Full Windshield Defroster optional at extra cost in all Buicks.



BUICK IN-LINE SAFETY POWER STEERING—Engineered to give you a comforting feel of the road at all times—ready to step in with 1000 pounds of hydraulic pressure when you need it. Standard on LIMITED, ROADMASTER 75, and SUPER Models, modest extra cost on CENTURY and Dynaflo-equipped SPECIAL Models.



BUICK SAFETY GROUP ACCESSORIES—Includes Safety-Buzzer—a signal you set to buzz when you reach your speed limit. Back-up lights, Safety Instrument Panel Cover (lower section), Parking Brake Warning Light, Glareproof inside rear-view mirror. All items standard on LIMITED and ROADMASTER 75, optional on other



NEW "LUCITE" PAINTS—A completely new kind of car paint—not a lacquer, not an enamel, but a distinct and radical departure from anything used before. It gives you a high, hard finish that practically never needs waxing or polishing. Standard on LIMITED and ROADMASTER 75, optional on all other Series.

LIMITED SERIES 700

STANDARD EQUIPMENT: Flight Pitch Dynaflo, "Lucite" paint, Dual Exhausts, Quadrajet Carburetor, Safety Power Steering, Automatic Windshield Washer, Wide-Angle Windshield Wipers, Back-up Lights, Glareproof rearview mirror, Safety-Buzzer, Parking Brake Warning Light, Electric Clock, Deluxe Wheel Covers, Double-Depth Foam Rubber Seat Cushions, Foam-backed Carpeting, Safety Instrument Panel Cover, Direction Signals, Dual Map Lights, Dual Sunshades, Cigarette Lighters, Automatic Glove Compartment Light, Dual horns, Oil Filter—Full-Flow Design, Intake silencer and heavy-duty Dry-type air cleaner with disposable filter, StepOn self-locking parking brake, Gas-Filler Door in center of rear bumper, Anti-rust fuel line system, Heavy insulation against heat and sound, Horizontal Redliner Speedometer, Trip-Mileage Indicator, Dual Vista-Vision Headlights. Electrically operated windows plus outside rearview mirror. Aluminum air-cooled brake drums. Power Brakes and 6-way power front seat. Safety Plate Glass in every window.

BUICK VALVE-IN-HEAD B-12000 ENGINE—300 horsepower, compression ratio 10.0 to 1. Bore and stroke 4.125 x 3.4. Displacement 364 cubic inches. Quadrajet Carburetor. Double "Y" exhaust manifolds and dual exhaust mufflers. Maximum torque, 400 ft.-lbs. at 3200 rpm. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-Flow Oil Filter.

FLIGHT PITCH DYNAFLOW DRIVE—Standard. Torque converter. No clutch pedal. Three turbines. Infinite pitch stator. Maximum torque ratio at stall, 4.5 at 3200 rpm. Total oil capacity (refill) 22 pints.

WHEELBASE—127½ inches on all models. Front tread, 60.1 inches. Rear tread, 61.0 inches. Over-all car length, 227.1 inches.

FUEL SYSTEM—Built-in Carburetor De-icer. Automatic choke and idle control. Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. Fuel tank capacity, 20 gallons. New anti-rust fuel line. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 16.5 quarts, 18 quarts with heater.

REAR AXLE—Buick Rotoflow Torque-Tube Drive, semi-floating rear axle with hypoid gears. Gear ratio, 3.23 to 1.

SUSPENSION—Ball-joint front suspension with ride stabilizer. Coil springs, front and rear. Rear-sway control by radius rod. Air-Poise Suspension optional.

STEERING—Buick Safety Power Steering standard with In-line gear. Over-all ratio 19.7 to 1.

FRAME—Channel Side Bars with "I" Beam X-Member.

SHOCK ABSORBERS—Double-Acting Direct-Type, front and rear.

BRAKES—Four-wheel hydraulic. Air-cooled aluminum brake drums, front—cast brake drums, rear. 12-inch diameter front and rear. StepOn Parking Brake. Power Brakes standard.

ELECTRICAL SYSTEM—12 volt-70 amp. Delco-Remy. Solenoid starter. Battery mounted under hood. Dual Vista-Vision Headlights.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 6. Tire size, 8.00 x 15, 4-ply.

ROADMASTER SERIES 75

STANDARD EQUIPMENT: Flight Pitch Dynaflo, "Lucite" paint, Dual Exhausts, Quadrajet Carburetor, Safety Power Steering, Automatic Windshield Washer, Wide-Angle Windshield Wipers, Back-up Lights, Glareproof rearview mirror, Safety-Buzzer, Parking Brake Warning Light, Electric Clock, Deluxe Wheel Covers, Double-Depth Foam Rubber Seat Cushions, Foam-backed Carpeting, Safety Instrument Panel Cover, Direction Signals, Dual Map Lights, Dual Sunshades, Cigarette Lighters, Automatic Glove Compartment Light, Dual horns, Oil Filter—Full-Flow Design, Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. StepOn self-locking parking brake, Gas-Filler Door in center of rear bumper, Anti-rust fuel line system, Heavy insulation against heat and sound, Horizontal Redliner Speedometer, Trip-Mileage Indicator, Dual Vista-Vision Headlights. Electrically operated windows plus outside rearview mirror. Aluminum air-cooled brake drums. Power Brakes and 6-way power front seat. Safety Plate Glass in every window.

BUICK VALVE-IN-HEAD B-12000 ENGINE—300 horsepower compression ratio 10.0 to 1. Bore and stroke 4.125 x 3.4. Displacement 364 cubic inches. Quadrajet Carburetor. Double "Y" exhaust manifolds and dual exhaust mufflers. Maximum torque, 400 ft.-lbs. at 3200 rpm. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-Flow Oil Filter.

FLIGHT PITCH DYNAFLOW DRIVE—Standard. Torque converter. No clutch pedal. Three turbines. Infinite pitch stator. Maximum torque ratio at stall, 4.5 at 3200 rpm. Total oil capacity (refill) 22 pints.

WHEELBASE—127½ inches on all models. Front tread, 60.1 inches. Rear tread, 61.0 inches. Over-all car length, 219.1 inches.

FUEL SYSTEM—Built-in Carburetor De-icer. Automatic choke and idle control. Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. Fuel tank capacity, 20 gallons. New anti-rust fuel line. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 16.5 quarts, 18 quarts with heater.

REAR AXLE—Buick Rotoflow Torque-Tube Drive, semi-floating rear axle with hypoid gears. Gear ratio, 3.23 to 1.

SUSPENSION—Ball-joint front suspension with ride stabilizer. Coil springs, front and rear. Rear-sway control by radius rod. Air-Poise Suspension optional.

STEERING—Buick Safety Power Steering standard with In-line gear. Over-all ratio 19.7 to 1.

FRAME—Channel Side Bars with "I" Beam X-Member.

SHOCK ABSORBERS—Double-Acting Direct-Type, front and rear.

BRAKES—Four-wheel hydraulic. Air-cooled aluminum brake drums, front—cast brake drums, rear. 12-inch diameter front and rear. StepOn Parking Brake. Power Brakes standard.

ELECTRICAL SYSTEM—12 volt-70 amp. Delco-Remy. Solenoid starter. Battery mounted under hood. Dual Vista-Vision Headlights.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 6. Tire size, 8.00 x 15, 4-ply.

SUPER SERIES 50

STANDARD EQUIPMENT: Variable Pitch Dynaflo, Safety Power Steering, Quadrajet Carburetor, Foam Rubber Seat Cushions, Automatic Trunk Light, Electric Clock, Safety instrument panel cover, Direction Signals; Sliding sunshades; Cigarette Lighter, Automatic Glove Compartment Light; Dual Horns; Oil Filter—Full-Flow Design; Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. StepOn self-locking parking brake; Gas-Filler Door in center of rear bumper; Anti-rust fuel line system; Heavy insulation against heat and sound; Horizontal Redliner Speedometer; Trip-Mileage Indicator; Dual Vista-Vision Headlights; Wide Angle Windshield Wipers. Safety Plate Glass in every window.

BUICK VALVE-IN-HEAD B-12000 ENGINE—300 horsepower, compression ratio 10.0 to 1. Bore and stroke 4.125 x 3.4. Displacement 364 cubic inches. Quadrajet Carburetor. Double "Y" exhaust manifolds. Maximum torque, 400 ft.-lbs. at 3200 rpm. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-flow Oil Filter. Dual exhausts, optional at extra cost.

VARIABLE PITCH DYNAFLOW DRIVE—Standard. Torque converter. No clutch pedal. Two turbines. Variable pitch stator and fixed vane stator. Maximum torque ratio at stall 3.5 at 3000 rpm. Total oil capacity (refill) 22 pints. Flight Pitch Dynaflo optional.

WHEELBASE—127½ inches on all models. Front tread, 60.1 inches, rear tread, 61.0 inches. Over-all car length, 219.1 inches.

AND STANDARD EQUIPMENT IN EACH SERIES

FUEL SYSTEM—Built-in Carburetor De-icer. Automatic choke and idle control. Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. Fuel tank capacity, 20 gallons. New anti-rust fuel line. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 16.5 quarts; 18 quarts with heater.

REAR AXLE—Buick Rotoflow Torque-Tube Drive, semi-floating rear axle with hypoid gears. Gear ratio, 3.23 to 1.

SUSPENSION—Ball-joint front suspension with ride stabilizer. Coil springs, front and rear. Rear-sway control by radius rod. Air-Poise Suspension optional.

STEERING—Buick Safety Power Steering standard with In-Line gear. Over-all ratio, 19.7 to 1.

FRAME—Channel Side Bars with "I" Beam X-Member.

SHOCK ABSORBERS—Double-Acting Direct-Type, front and rear.

BRAKES—Four-wheel hydraulic. Air-cooled aluminum brake drums, front, cast brake drums, rear. 12-inch diameter front and rear. StepOn Parking Brake. Power Brakes optional at extra cost.

ELECTRICAL SYSTEM—12 volt-70 amp. Delco-Remy. Solenoid starter. Battery mounted under hood. Dual Vista-Vision Headlights.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 6. Tire size 7.60 x 15, 4-ply.

CENTURY SERIES 60

STANDARD EQUIPMENT: Variable Pitch Dynaflo, Quadrajel Carburetor, Foam Rubber Seat Cushions, Wide-Angle Windshield Wipers, Automatic Trunk Light, Electric Clock, Rear License Plate Frame, Direction Signals; Safety instrument panel cover; Sliding Sunshades; Cigarette Lighter; Automatic Glove Compartment Light; Dual Horns; Oil Filter—Full-Flow Design; Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. StepOn self-locking parking brake; Gas-Filler Door in center of rear bumper; Anti-rust fuel line system; Heavy insulation against heat and sound; Horizontal Redliner Speedometer; Trip-Mileage Indicator; Dual Vista-Vision Headlights. In Convertible, electrically operated windows and front seat adjustment, plus outside rearview mirror; Safety Plate Glass in every window.

BUICK VALVE-IN-HEAD B-12000 ENGINE—300 horsepower, compression ratio 10.0 to 1. Bore and stroke 4.125 x 3.4. Displacement 364 cubic inches. Quadrajel Carburetor. Double "Y" exhaust manifolds. Maximum torque, 400 ft.-lbs. at 3200 rpm. Full-pressure lubrication to main, connecting rod and cam-

shaft bearings. Full-Flow Oil Filter. Dual exhausts, optional at extra cost.

VARIABLE PITCH DYNAFLOW DRIVE—Standard. Torque converter, No clutch pedal. Two turbines. Variable pitch stator and fixed vane stator. Maximum torque ratio at stall, 3.5 at 3000 rpm. Total oil capacity (refill) 22 pints. Flight Pitch Dynaflo optional.

WHEELBASE—122 inches on all models. Front tread, 60.1 inches. Rear tread, 59 inches. Over-all car length, 211.8 inches.

FUEL SYSTEM—Built-In Carburetor De-icer. Automatic choke and idle control. Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. Fuel tank capacity, 20 gallons. New anti-rust fuel line. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 16.5 quarts; 18 quarts with heater.

REAR AXLE—Buick Rotoflow Torque-Tube Drive, semi-floating rear axle with hypoid gears. Gear ratio, 3.23 to 1.

SUSPENSION—Ball-joint front suspension with ride stabilizer. Coil springs, front and rear. Rear-sway control by radius rod. Air-Poise Suspension, optional.

STEERING—Ball Bearing Worm and Nut; 28.8 to 1 over-all ratio. Buick Safety Power Steering available at extra cost.

FRAME—Channel Side Bars with "I" Beam X-Member.

SHOCK ABSORBERS—Double-Acting Direct-Type, front and rear.

BRAKES—Four-wheel hydraulic. Air-cooled aluminum brake drums, front—cast brake drums, rear. 12-inch diameter front and rear. StepOn Parking Brake. Power Brakes optional at extra cost.

ELECTRICAL SYSTEM—12 volt-70 amp. Delco-Remy. Solenoid starter. Battery mounted under hood. Dual Vista-Vision Headlights.

WHEELS AND TIRES—Tubeless tires. Broad rim, demountable steel disc wheels, 15 x 6. Tire size 7.60 x 15, 4-ply.

SPECIAL SERIES 40

STANDARD EQUIPMENT: Direction Signals; Sliding Sunshades; Cigarette Lighter; Automatic Glove Compartment Light; Wide Angle Windshield Wipers; Outside rearview mirror on Convertible; Dual Horns; Oil Filter—Full-Flow Design; Intake silencer and heavy-duty Dry-type air cleaner with disposable filter. StepOn self-locking parking brake; Gas-Filler Door in center of rear bumper; Anti-rust fuel line system; Heavy insulation against heat and sound; Horizontal Redliner Speedometer; Trip-Mileage Indicator; Dual Vista-Vision Headlights; Safety Plate Glass in every window.

BUICK VALVE-IN-HEAD B-12000 ENGINE—250 horsepower, compression ratio 9.5 to 1 with Dynaflo (optional). Bore and stroke 4.125 x 3.4. Displacement, 364 cubic inches. Double "Y" exhaust manifold. Maximum torque, 380 ft.-lbs. at 2400 rpm with Dynaflo. Full-pressure lubrication to main, connecting rod and camshaft bearings. Full-flow Oil Filter. Dual exhausts, optional at extra cost.

FLIGHT PITCH OR VARIABLE PITCH DYNAFLOW DRIVE—Optional at extra cost.

WHEELBASE—122 inches on all models. Front tread, 59.5 inches. Rear tread, 59 inches. Over-all car length, 211.8 inches.

FUEL SYSTEM—Built-in Carburetor De-icer. Automatic choke and idle control. Intake silencer and Dry-type air cleaner with disposable filter. Fuel tank capacity, 20 gallons. New anti-rust fuel line. Automatic intake manifold heat control.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control. Pressure relief valve in filler cap. Water capacity, 16.5 quarts; 18 quarts with heater.

CLUTCH AND TRANSMISSION—Coil springs, single dry-plate clutch. Facing area, 113 square inches. All-silent Synchro-Mesh Transmission, helical gears.

REAR AXLE—Buick Rotoflow Torque-Tube Drive, semi-floating rear axle with hypoid gears. Gear ratios, 3.23 to 1 with Dynaflo.

SUSPENSION—Ball-joint front suspension with ride stabilizer. Coil springs, front and rear. Rear-sway control by radius rod. Air-Poise Suspension, optional.

STEERING—Ball Bearing Worm and Nut; 28.8 to 1 over-all ratio. Buick Safety Power Steering available at extra cost.

FRAME—Channel Side Bars with "I" Beam X-Member.

SHOCK ABSORBERS—Double-Acting Direct-Type, front and rear.

BRAKES—Four-wheel hydraulic. Cast brake drums, 12-inch diameter, front and rear. StepOn Parking Brake. Power Brakes optional at extra cost on Dynaflo-equipped models.

ELECTRICAL SYSTEM—12 volt-70 amp. Delco-Remy. Solenoid starter. Battery mounted under hood. Dual Vista-Vision Headlights.

WHEELS AND TIRES—Tubeless tires, Broad rim, demountable steel disc wheels, 15 x 5.50. Standard tire size for Models 41, 43, 46R, and 48, 7.10 x 15, 4-ply; optional tire size, 7.60 x 15, 4-ply. Standard tire size for Models 46C, 49 and 49D, 7.60 x 15, 4-ply.

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

LETTERPRESS USA.



WHEN BETTER AUTOMOBILES ARE BUILT

Buick

WILL BUILD THEM

