

# 1962 BUICK SPECIAL



THE HAPPY MEDIUM-SIZE CAR!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

1962 BUICK

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

**LOW OVERHEAD**—Saving money can be fun, particularly in the case of the Buick Special (aptly called “The Happy Medium-Size Car”). Here’s an example: This year engine that beats the best of comparable in-line 185 hp. Aluminum Skylark V8 is a dashing Buick Special convertible. The top is manually operated to save you money, but it’s so easy to raise and lower that you can do it with one hand. Item three: You get big car room, big car ride, full trunk space, heater-defroster at no extra cost and the smartest styling outside the full-size Buick line . . . all at far less than big-car prices.

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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

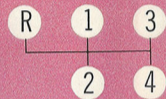
## YOUR CHOICE OF V6 & V8 POWER

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.)

DUAL  
PATH  
P N D L R  
TURBINE DRIVE

Consider just two things about automatic transmissions—smoothness and efficiency. (Most all automatists 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.

speed  
synchromesh transmission



*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. \*\*\*\*\**

SUPERB RIDE  
HANDLING

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 tans 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 1962 **BUICK**  
**SPECIAL**  
**DELUXE**

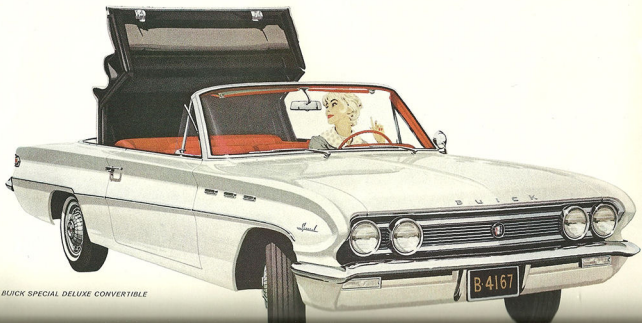
**FREE WHEELING** – The specialty of the Buick Special Deluxe is performance... brilliant performance with astonishingly good regular gas economy. In fact, Buick Special Deluxe 4-door sedans with Aluminum Fireball V8 engines swept their class in the most recent Mobilgas Economy Run. The secret of all 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

# 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 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	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"	56.0"
Leg Room, Front	44.4"	44.5"	44.5"	44.4"	44.1"	44.5"	44.4"
Leg Room, Rear	37.7"	37.0"	37.0"	37.4"	37.8"	36.6"	37.4"
Hat Room, Front	53.0"	53.0"	50.2"	53.0"	53.0"	53.0"	53.0"
Hat Room, Rear	50.1"	50.2"	46.6"	49.8"	50.0"	46.6"	49.8"
Shoulder Room, Front	55.3"	55.2"	55.2"	55.3"	55.3"	55.2"	55.3"
Shoulder Room, Rear	53.5"	53.1"	53.1"	53.4"	53.5"	46.1"	53.4"

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