

Torrance Rambler Dealer Tells Huge Advantages of This Year's Models

BY AL ORTALE

The 1962 Rambler Classic Six and Ambassador V-8 models — featuring functional changes designed to provide higher quality, improved operation, added safety, reduced maintenance and longer car life — were announced today by American Motors Corporation. The new models will go on sale at Rambler dealerships across the country on October 6.

"These 1962 Ramblers are the culmination of long-range research and development aimed at producing cars of superior trouble-free operation requiring a minimum of maintenance," said Roy Abernethy, executive vice president.

The 1962 Ambassador V-8, Rambler's luxury compact, is nine inches shorter than last year's model, and now has a wheelbase of 108 inches, the same size as the most-popular Rambler Classic Six.

STUDIES

"This change is in line with our marketing studies which show that the size of car pioneered by the Rambler Classic is the area of greatest sales gains in the future. Although shorter, the new Ambassador enjoys the same generous interior dimensions as before," Abernethy said. "In fact, rear seat leg-room on both the Ambassador and Classic has been increased."

A safety innovation on all Ambassador and Classic models is the new Double-Safety brake system with a tandem master cylinder having a separate hydraulic system for front and rear brakes. It is standard on all 1962 Ramblers at no extra cost. Should either front or rear hydraulic systems fail through accident, the remaining system will still operate, thus providing a double margin of safety.

"This is one of the greatest automotive safety advances in years in the U.S.," Abernethy said, pointing out that similar systems are used on high-cost Rolls-Royce and Jaguar cars.

Also standard on all 1962 Ramblers are self-adjusting brakes which automatically maintain proper clearance as lining wear. Improved power brakes are optional.

The new Classic and Ambassador models require chassis lubrication only every



RAMBLER DESCRIBED — George Romney, right, president of the American Motors Corporation, describes the various advantages in this year's Rambler to local dealer Al Ortale and Mrs. Ortale. The local man

is president of Al Ortale Rambler, Inc., Torrance. Ortale met the president of American Motors during a recent dealer meeting in Oakland.

33,000 miles or three years, compared with the previously recommended 1,000-mile servicing. This feature alone will save an owner an average of \$48 by the time his first chassis lubrication becomes necessary, Abernethy said. Oil bills will be cut in half since the recommended engine oil change on 1962 models is at 4,000 miles normally, against 2,000 miles of past models. Oil filters are now standard on all models.

TRANSMISSIONS

The automatic transmission needs to be drained only after 25,000 miles, compared with 15,000 before, while the manual transmission never

needs a full change.

The generator, distributor, clutch linkage and steering column shaft are permanently lubricated.

"Coupled with the Deep-Dip process, whereby each Rambler body is thoroughly protected from rust, the lifetime-guaranteed ceramic-armed muffler and tailpipe, and the new galvanized rocker panel side sills, these new features will assure buyers of 1962 Ramblers that their car expenses will be kept at a low level never before possible," Abernethy said.

All new Ramblers will continue to carry a general warranty covering the car for 12-

000 miles or 12 months.

In addition, the new "Power-Guard 24" battery is guaranteed for two years or 24,000 miles, and the extra-cost Dowgard Full-Fill coolant has a similar guarantee. Dowgard provides cooling system protection in both winter and summer and need not be drained and replaced for two years.

Three model lines are available in 1962 in both the Ambassador and Classic series. They are the Deluxe, the lowest-priced models; the Custom line, which replaces the Super designation but retains many of the features of last year's Custom at a lower price, and the 400, the top-

of-the-line series on which bucket seats are offered as an option.

3 MODELS

An addition to the Classic Six series for 1962 is a two-door sedan available in all three model lines. Classics formerly were a viable only in four-door models.

The Classic has a new automatic transmission which is more compact and better suited to the power and torque of the six-cylinder engine. The new torque converter has less hydraulic spin loss, resulting in increased fuel economy, Abernethy said.

The die-cast aluminum block on the Classic Six engine will be standard on the 400 models and optional on the Custom and Deluxe models. The aluminum block is 80 pounds lighter than the cast-iron block.

The Classic Six overhead-valve engine 127-horsepower with a 138-horsepower option available. The Ambassador V-8 is rated at 250 horsepower with a 270-horsepower version offered as optional equipment. Regular-grade gasoline is recommended for all engines except the 270-horsepower Ambassador.

"Front suspension and steering on both the Ambassador and Classic models has been redesigned for easier and smoother operation," Abernethy said.

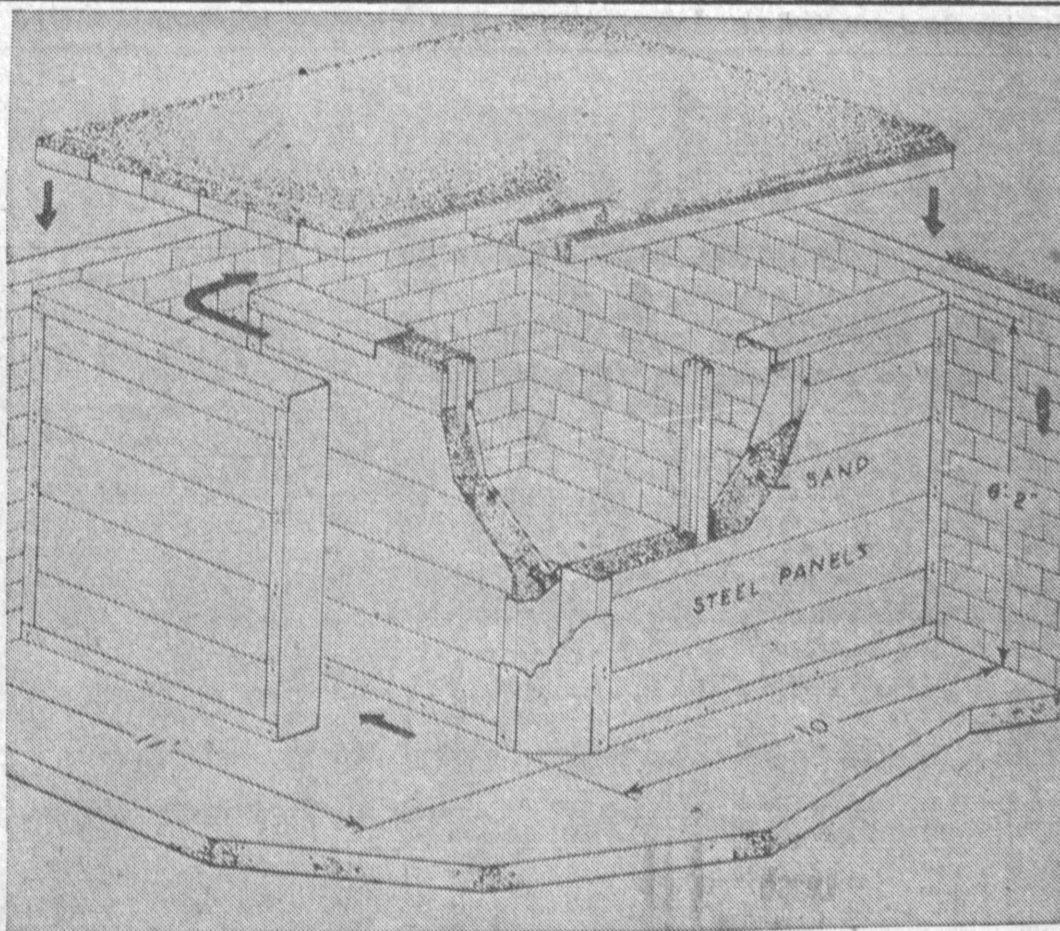
The long coil springs are retained for a soft ride, but a new single lower control arm and rod provide more stability on turns. This new front suspension design minimizes "body lean" while cornering, he said. In addition, the Ambassador has a sway-stabilizer torsion bar because of the greater weight of the V-8 engine.

"These suspension changes give Ramblers a riding quality unsurpassed in any automobile," Abernethy said.

Steering linkages and ratios have been changed to provide minimum steering effort and precision handling.

Road clearance has been increased to a full seven inches, and increase of 27 per cent.

The 1962 Ramblers have new styling refinements all around while adhering to American Motor's announced policy of styling continuity to protect the investment of owners.



A NATIONAL STEEL Corporation's basement fallout shelter, which will consist of one-foot thick walls made of steel panels filled with sand, was announced last week. Ceiling of steel panels is covered with one-foot layer

of sand. The shelter will be purchased as a package of components for under \$400, and can be assembled by the home owner, or turned over to a contractor at an additional cost of \$200-\$300.

Douglas Aircraft Purchases Land

Douglas Aircraft Company has completed purchase of the 3900-acre site of its missile and space vehicle test facility near Sacramento.

John A. Dundas, Douglas executive vice-president, announced purchase of the final 2200 acres. In the first phase of the transaction, announced in July, Douglas acquired the other 1700 acres.

The land was obtained from the Aerojet-General Corporation, which had leased the acreage to Douglas for the past five years.

Currently Douglas is modifying equipment at the Sacramento facility to permit extensive liquid hydrogen flow-testing and static firing of the S-IV stage, under development by the company for the National Aeronautics and Space Administration.

Phases of the Air Force Genie air-to-air and Skybolt air-launched ballistic missile programs are also under way at the Douglas facility.

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