



SKYLARK BY BUICK

Hooray Where else could the brilliant Skylark by
for Buick show off its talents so effectively? The
scenery of our movie studio creates the mood, and
Hollywood! the Skylark plays dramatically to the
cameras. While this screen test was
a resounding success, the Skylark's personal appearances
are even more effective. As a matter of fact, there's one
going on right now at your nearby Buick dealer's. Step down
there and meet the star. SKYLARK by BUICK

HOWARD HANSON
RES. 849-3025

DAVIS PONTIAC BUICK GMC
255 EAST RAMSEY
BANNING, CALIFORNIA

...more
fun
than
flying!

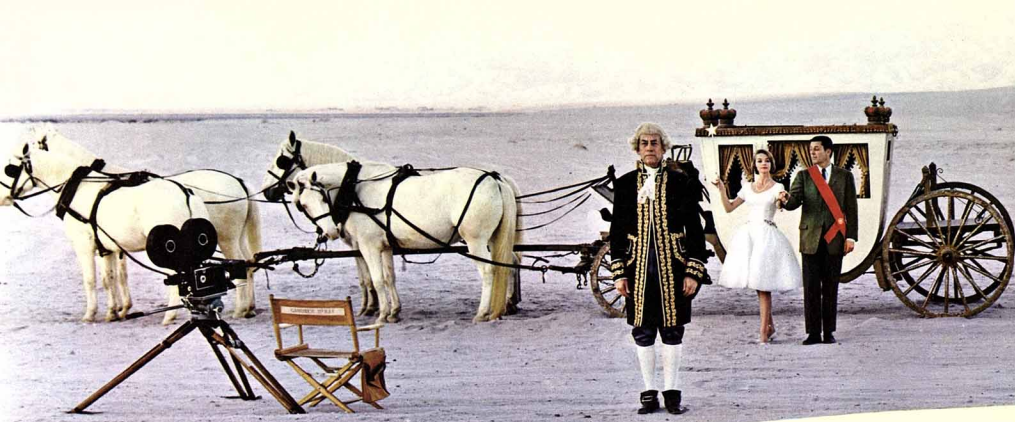
Perhaps a low-lying fog has your emotions grounded; you yearn for a glimpse of the wild blue yonder. The solution to your problem may well be a Buick Skylark. ♪ Here is a car so fresh and vital it starts your spirits soaring, because the high-flying individuality of the Skylark sets it apart from every other car ... in looks ... luxury ... and performance. ♪ If this is the uplift you've been missing, climb into the cockpit of a Skylark and get a bird's-eye view of the open road. ♪ Sorry, no parachutes are included. ♪ ♪ ♪ ♪





☺ ☺ ☺ ☺ Here is an actual case where a picture is worth a thousand words; the beauty of the Buick Skylark simply begs description. **But**, we would be remiss if we didn't call a few details to your special attention. That spanking white top is not a convertible; it's steel with a Landau fabric cover

specially treated with vinyl to stay clean and new-looking for a long time. (Costs a little extra, but adds a million dollars worth of smartness.) We're particularly proud of those wheel covers with the posh turbine motif; we like to think they're the kind of thing Benvenuto Cellini would do if he lived in the space age.



Rare is the monarch who wouldn't exchange his gilded coach for the up-to-date luxury of the Buick Skylark. (We haven't actually taken a poll among kings, but we have well-founded suspicions.) The upholstery is the stuff dreams are made of, in your choice of vinyl or fabric. The deep, deep carpeting will make you wish barefoot driving were the fashion. Instrument panel and appointments? Devastatingly rich! Naturally, royalty is always presented with a choice—in this case the choice between bucket (optional) and conventional front seats and among seven delightful interior color schemes.

Share the pleasures of royalty..



Has horsepower, will travel!

The power and performance of the 185 h.p. Aluminum Skylark V8 are dazzling! (There's something to dazzle your service station attendant, too: The air cleaner and rocker arm covers sport a jazzy silver finish.) Indeed, no American passenger car is as powerful in proportion to weight as the Skylark. As far as transmissions go, you can take your choice of the smoothly automatic Dual-Path Turbine Drive, the standard 3-speed synchromesh or a new 4-speed synchromesh transmission with performance that will positively astound you. ~ ~ ~ ~ ~





Majestic
tranquility
underway...

The bumps and shakes that jar your composure in ordinary driving are curiously absent in the Buick Skylark. Well, **not** so curiously when you consider that the Skylark has a thing called Control Arm Suspension. Cushiony rubber mountings filter out the unevenness in the road

while you sail along in kingly (or queenly) majesty. Something else to like is the way this craft maneuvers...takes a corner as though it were glued to the road. In these hectic days, you'll find riding in the Skylark a very soothing experience. Who knows, you may even take up Sunday driving again.

AN IMPORTANT SAFETY EXTRA

POWER BRAKES

A touch of the daintiest toe brings the Skylark to a smooth, level, gliding stop. ★★ ★

AIR CONDITIONING

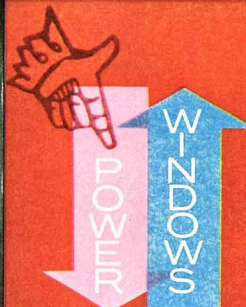
Make "summer wilt" a thing of the past. Enjoy comfortably cool, dehumidified air. Three adjustable air directors!!!!!!

DUAL-PATH

P N D L R

TURBINE DRIVE

AUTOMATIC ACTION AT THE TOUCH OF A TOE. IT'S ONE OF THE MOST EFFICIENT... AND MOST SIMPLIFIED AUTOMATIC TRANSMISSIONS EVER BUILT!



Become one with the great outdoors just by pushing a button... Individual controls at all windows; master control next to driver's seat. ☆ ☆ ☆ ☆ ☆ ☆ ☆ ☆

4 SPEED

SYNCHROMESH TRANSMISSION

Sensational performance for the stick shift fans! Shift is floor-mounted in sports car fashion. All forward speeds fully synchronized. * * * * *



Extra added attractions Even the Skylark can be improved upon, if you go about it in the right way. What we have in mind is some optional equipment that will more than satisfy your desire for extra comfort, convenience and performance. In the performance department, it's a toss-up between the automatic smoothness of Dual-Path Turbine

Drive and the nerve-tingling getaway of the 4-speed synchromesh transmission. Power steering, power brakes and power windows make good sense if you don't want to put any more effort into driving than you have to. And in summertime, air conditioning will help keep the starch in both you and your shirts. Bonus from Buick: Heater-defroster is standard! ♪

Selected Short Subjects

ENGINE: 90 degree V8, 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 10.25 to 1. Horsepower, 185 @ 4800 rpm. Maximum torque 230 foot pounds @ 2800 rpm. Firing order: 1-4-3-6-5-7-2. Splash and pressure lubrication system. Crankcase capacity, 4 quarts (refill less filter). Normal oil pressure 33 @ 2400 rpm. Full-flow oil filter standard. Four-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. **TRANSMISSION:** Three-speed Synchromesh transmission standard. Dual-Path Turbine Drive transmission optional at extra cost. Four-speed Synchromesh transmission optional at extra cost. In Dual-Path Turbine Drive approximately 64 per cent of the driving effort is transferred by fluid in the torque converter and 36 per cent mechanically after up-shift. Transmission is fully automatic with a "down-shift" for passing in the 18-55 mph. speed range. **PROPELLER SHAFT:** Hide-Away Drive Shaft 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 ratio: automatic transmission and 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:** Hi-Pearlite 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 available at extra cost. **STEERING:** Manual recirculating ball steering standard. 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 fange. Tire size: 6.50" x 13", Size 7.00" x 13" tires optional. **CURB WEIGHT:** 2688 lbs. **DIMENSIONS:** Overall Length—188.4"; Overall Width—71.3"; Overall Height—52.4"; Wheelbase—112.12"; Tread, Front and Rear—56.0"; Leg Room, Front—44.0"; Leg Room, Rear—37.2"; Hat Room, Front—52.8"; Hat Room, Rear—50.0"; Shoulder Room, Front—55.2"; Shoulder Room, Rear—53.1".

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