

THE COMPLEAT
STATION WAGON
OWNER
by Buick 1962





The Buick **INVICTA Custom** Estate Wagon

Sociologists keep insisting that the station wagon is a status symbol, and, after all, they went to college. (We have an informal deal with the sociologists; we don't do any marriage counseling as long as they don't build any cars.) At any rate, if station wagons are clogging every driveway in your neighborhood and you're beginning to feel like a face in the crowd (or, automotively speaking, a grille in the traffic jam), it's probably time to start

thinking about a Buick Invicta Custom Estate Wagon. There's nothing like it to upgrade you right across the board. The lavish fabric-and-vinyl interior is a stimulating whiff of luxury. Advanced thrust design accounts for the uncommonly flat floor. The performance is strictly big-time, too, with Wildcat 445 power and standard Turbine Drive. Even millionaires (after taxes) will envy you the comfort of Control Arm Suspension ride. By the way, heater-defroster costs you nothing extra (as if you cared!).



OUTDOORSMANSHIP
MADE
EASY

The Buick Invicta *4-door, 2-seat Estate Wagon*

The problem confronting many sportsmen today is how to heed the call of the wild without giving up the comforts of civilization. The only answer, of course, is to find some means of taking civilization with you wherever you go—like the Buick Invicta 4-door, 2-seat Estate Wagon, for instance. (Sneaked that in neatly, didn't we?) It's astonishing how many of the necessities—and the luxuries—of life you can tuck into this wagon (not to

mention five or six well-padded Nimrods). Incidentally, for just a little extra money you can have a concealed Luggage Locker below the cargo deck. Excellent for stowing prized firearms or anything else you wish to keep out of the view of the curious. A further note of refinement is the exceptionally flat floor, the result of Buick's Advanced Thrust design. Even breeze comes easy in this wagon; power back window is standard. Wildcat 445 power . . . Turbine Drive Transmission. What else?

For the prolific
and/or
prosperous

QUIET
HOSPITAL
ZONE



The Buick Invicta 4-door, 3-seat Estate Wagon

Short of buying a bus, the most effective way to keep your brood under one roof is a Buick Invicta 4-door, 3-seat Estate Wagon. We like to think of it as our answer to the Population Explosion. There's more than just roominess in this Estate Wagon to commend itself to you, however. The cargo carrying capacity is awesome (some 86 cubic feet!) and can be expanded still further with the optional roof luggage rack. Inside, the Invicta 3-seat

Estate Wagon has a fine, luxurious look and feel as well as the stamina to stand up under the patter of tiny feet. (The floors are flatter to make more room for feet, tiny or otherwise.) We think you'll like the performance, too. The Wildcat 445 engine coupled with Turbine Drive will get you and yours where they want to go in a hurry. By the way, we were only kidding about the word "prosperous" in our headline; change it to "reasonably solvent." Don't forget that *standard* heater-defroster.

The Road Is Yours
—[up to a point]—



A little matter of weight distribution Perhaps you noticed references to Advanced Thrust design on the preceding pages, and you were puzzled. (Why shouldn't you be? We didn't explain it.) Briefly, here's what it is: the engine has been moved forward *over* the front wheels to put more weight in the front of the wagon. This is something like putting more weight in the head of an arrow. It makes the arrow (and the Buick) travel truer and straighter—even in heavy crosswinds. Keeping the

wagon on course requires far less wheel effort. Another happy result of Advanced Thrust design is the drastic flattening of the front seat floor. The big hump you may reluctantly have gotten used to in past years is gone! Now, with all this splendid new control accompanied by the impressive power of the Wildcat 445 engine and the smoothness of Turbine Drive, you get performance that's virtually guaranteed to wake up sluggish circulation and quicken a lagging pulse. We urge you to exercise restraint.

FOR THOSE WHO'D
LIKE TO GRADUATE
FROM THE SCHOOL
OF HARD KNOCKS:



The Buick Special 4-door, 2-seat Station Wagon

Perhaps your first brush with station wagons was bittersweet. You were delighted with the way your wagon could haul things like a truck, but your enjoyment was vitiated by the discovery that it also rode, handled and performed like a truck. What to do? One good solution is the Buick Special station wagon. Its ride is almost indistinguishable from that of a passenger car, and the

performance of its Fireball V6 engine (yes, V6—the only one in an American car!) makes one sit up and take notice. The gas economy is *tremendous*. But all these creature comforts notwithstanding, the Special wagon can still shoulder a formidable load of cargo (76 cubic feet). Special bonus from Buick: Heater and defroster are standard equipment at no extra cost. A word to apprehensive parents: the vinyl interior is virtually child-proof!


THE ANSWER
TO A MATRON'S
PRAYER



The Buick Special *4-door, 3-seat Station Wagon*

Oh glorious day! Deliverance is at hand. And speaking of deliverance, it takes a lot of wagon to deliver a mob like this to its point of embarkation. Now, the Buick Special 3-seater can contain as many as eight of the most rebellious troops and their beleaguered chauffeur, nicely. The third seat faces the rear to accommodate kiddies who are more interested in knowing where they've been

than where they're going. And it's not hard to see that the pile of luggage in the optional roof rack would quite literally stagger a horse. (We tried this on a rather substantial horse, and we're still paying off his aggrieved owner.) Economy may not be your chief concern at a time like this, but, anyway, it's nice to know that the Special's Fireball V6 is making every gallon of gas work its heart out. Another economy first: standard heater-defroster.



BLUNTING
THE HORNS
OF A
DILEMMA

The Buick Special Deluxe *4-door, 2-seat Station Wagon*
Many otherwise decisive people find themselves torn between the desire for the performance, luxury and style of a full-size station wagon and the economy and maneuverability of the smaller wagons. Now comes Buick to mediate in this conflict. Our proposal is a Special Deluxe 4-door, 2-seater. With an interior as posh as this, combined with the elegant exterior styling, there's

no reason why you can't hold your head up in any circles. The pivotal point is the Fireball Aluminum V8 engine. It gives you high-toned performance along with bargain-basement gas economy. Also down-to-earth is the effortless, precise handling. The ride cuts across all class lines—smooth, solid and stable, courtesy of Buick's Control Arm Suspension. At the risk of sounding repetitious, we remind you that the heater is standard.



Tote that barge Weekend admirals, among others, find themselves strongly attracted to the Buick Special wagon's commodious cargo area. It's quite true that it will accommodate a boat of reasonable size (or an awful lot of other stuff, if boats do not happen to be your fancy). Loading is unusually easy, too.

Smooth sailing Control Arm Suspension is the secret of the Special wagon's silken-smooth ride. (Actually, it's no secret; we've been telling people about it for months.) All suspension units

are cushioned in live rubber to absorb vibration. *Caution:* One wagon advertises that it can float; don't try it with this one!

Full steam ahead This year you have the choice of the new Fireball V6 engine in the Special wagons, the Fireball Aluminum V8 engine in the Special Deluxe or optional super-performance Skylark Aluminum V8 in either series. The V6 will give you terrific economy with good performance while the V8 offers terrific performance with good economy. Tough choice!



Among the more intriguing facets of buying a station wagon is the choice of accessory and optional equipment. Properly viewed, it can be as fascinating as an afternoon at an auction gallery. In such a spirit, we present this selection: **A.** Roof Luggage Rack, optional on all. **B.** Power Seat (two types—up and down and back and forth, or all the foregoing *plus* tilt), optional on Invicta Estate Wagons. **D.** Dual-Path Turbine Drive (very smooth, absolutely no drip or grind), optional on Special and Special Deluxe.

E. Power Brakes, optional on all. **E.** Sousaphone (hardly an essential, but a real conversation piece), available at most well-stocked music stores. **F.** Luggage Locker, optional on Invicta 2-seat wagons. **G.** Power Steering, optional on all. **H.** Power Windows, optional on Invicta Wagons. **I.** Air Conditioner, optional on all. **J.** Divided Rear Seat, optional on Invicta. **K.** Radio (many types to choose from), optional on all. Power Back Window is standard on Invictas, optional on the Specials and Special Deluxe.

THE HARD FACTS

STANDARD EQUIPMENT:

Invisia Estate Wagons. Wildcat 445 engine • Turbine Drive transmission • Heater-defroster • Full-flow oil filter • Deluxe wheel covers • Direction signals • Fin-cooled brakes with aluminum front drums • Automatic glove compartment light • Electric windshield wipers • Deluxe steering wheel • Padded instrument panel • Power-operated back window. **Buick Special Station Wagons.** Fireball V6 engine • Heater-defroster • Dual arm rests • 3-speed synchromesh transmission • Direction signals • Electric windshield wipers • Air-cooled brakes. **Buick Special Deluxe Station Wagon.** 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.

ENGINES AND TRANSMISSIONS

Invisia Estate Wagons. Wildcat 445 engine; 90-degree V8; displacement, 401 cubic inches; horsepower, 325 @ 4400 r.p.m.; maximum torque, 445 foot-pounds @ 2800 r.p.m.; compression ratio, 10.25 to 1; 4-barrel carburetor. Fully-automatic Turbine Drive transmission is standard equipment. **Buick Special Station Wagons.** Fireball V6 engine; 90-degree V6; displacement, 198 cubic inches; horsepower, 133 @ 4600 r.p.m.; maximum torque, 205 foot-pounds @ 2400 r.p.m.; compression ratio, 8.8 to 1; 2-barrel carburetor. Manual 3-speed synchromesh transmission is standard equipment. Fully-automatic Dual-Path Turbine Drive or 4-speed synchromesh transmission are optional at extra cost.

BUICK MOTOR DIVISION • GENERAL MOTORS CORPORATION • FLINT 2, MICHIGAN

Buick Special Deluxe Station Wagon. Aluminum Fireball V8 engine; 90-degree V8; displacement, 215 cubic inches; horsepower, 155 @ 4600 r.p.m.; maximum torque, 220 foot-pounds @ 2400 r.p.m.; compression ratio, 9.0 to 1; 2-barrel carburetor. Manual 3-speed synchromesh transmission is standard equipment. Fully-automatic Dual-Path Turbine Drive or 4-speed synchromesh transmission are optional at extra cost. **Optional Skylark Aluminum V8 Engine** (on Special and Special Deluxe Station Wagons): 90-degree V8; displacement, 215 cubic inches; horsepower, 190 @ 4800 r.p.m.; maximum torque, 235 foot-pounds @ 3000 r.p.m.; compression ratio, 11.0 to 1; 4-barrel carburetor.

DIMENSIONS

Invisia Estate Wagons. Overall length, 213.6"; overall width, 77.9"; overall height, 57.9"; wheelbase, 123.0"; tread—front, 62.1"; tread—rear, 61.0"; maximum width of tailgate opening, 54.7"; maximum length of cargo area (2nd seat down), 52.7"; maximum width of cargo area, 62.1"; maximum height of cargo area, 31.2"; maximum cargo capacity, 86.7 cu. ft.; maximum height of rear opening, 29.9". **Special and Special Deluxe Station Wagons.** Overall length, 188.4"; overall width, 71.2"; overall height, 54.1"; wheelbase, 112.1"; tread—front, 56.0"; tread—rear, 56.0"; maximum width of tailgate opening 52.4"; maximum length of cargo area (2nd seat down), 82.5"; maximum width of cargo area, 56.7"; maximum height of cargo area, 30.8"; maximum cargo capacity, 72.02 cu. ft.; maximum height of rear opening, 29.3".

For complete specifications on all 1962 Buick Wagons consult the 1962 Buick Catalog.

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.

