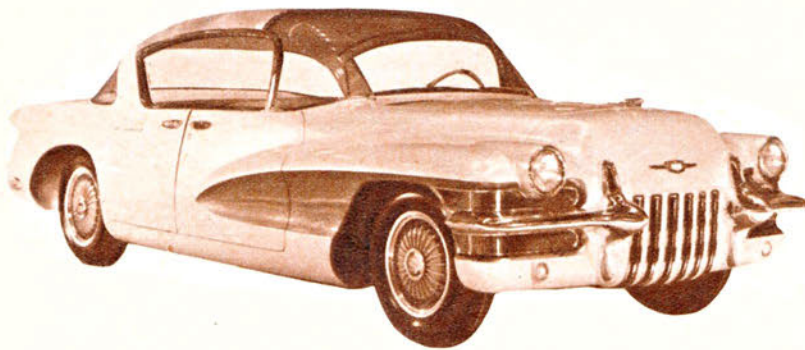
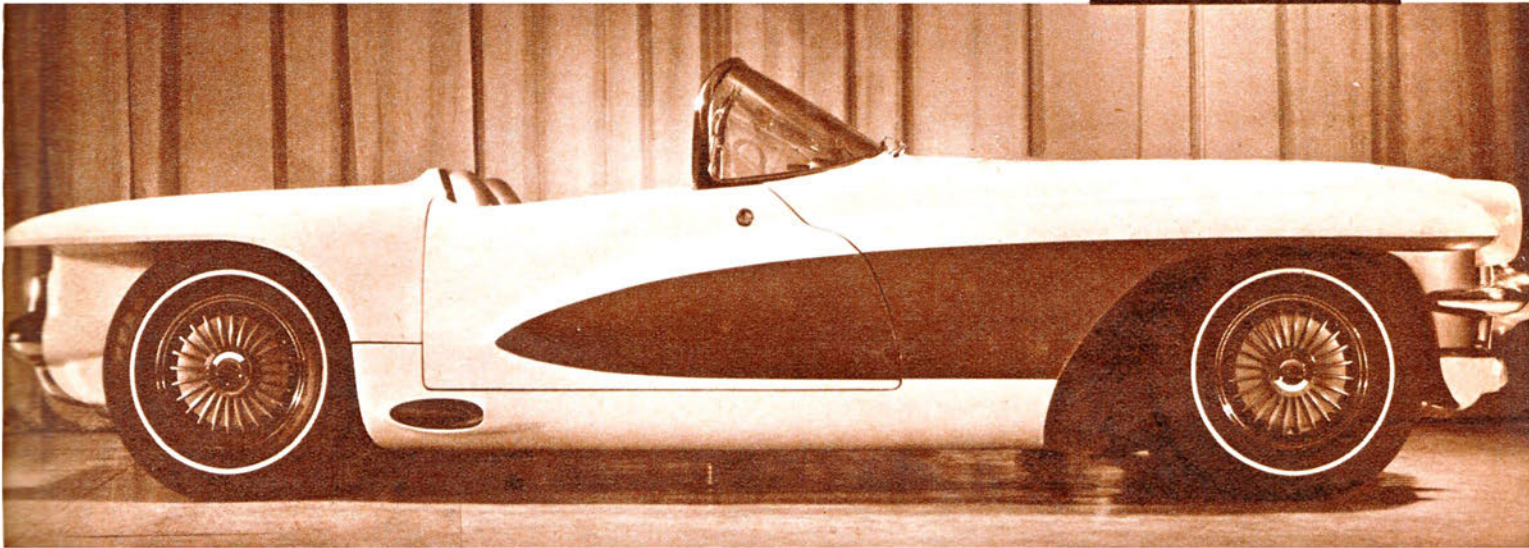


Trend-setting details influence future GM production. These may be

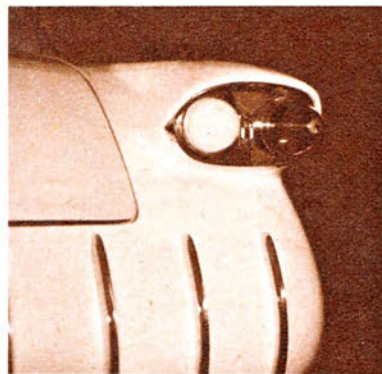
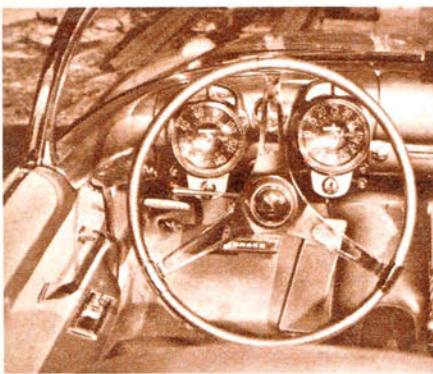


Bringing back memories is GM's LaSalle II. Tie-in with future Chevrolets comes from V6 engine under hood and styling somewhat akin to Biscayne

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LaSalle II roadster features a Harley Earl trademark: the fender line from 1942 Olds. Car pinpoints GM interest in small but luxurious packages

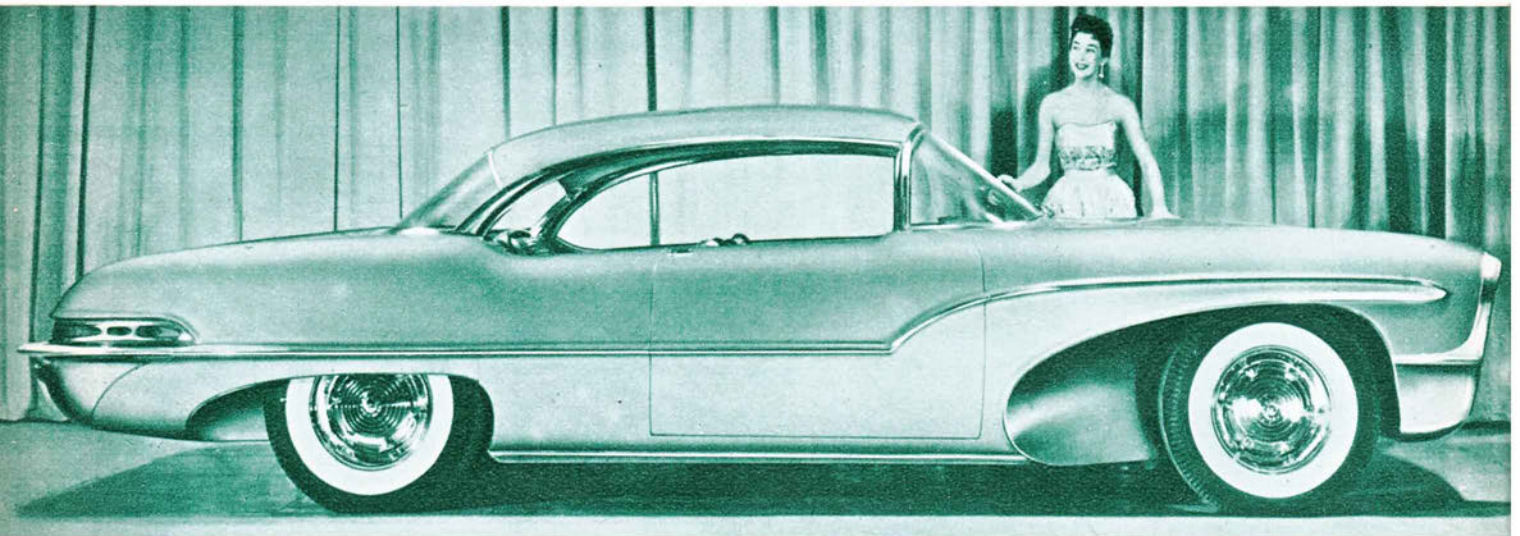
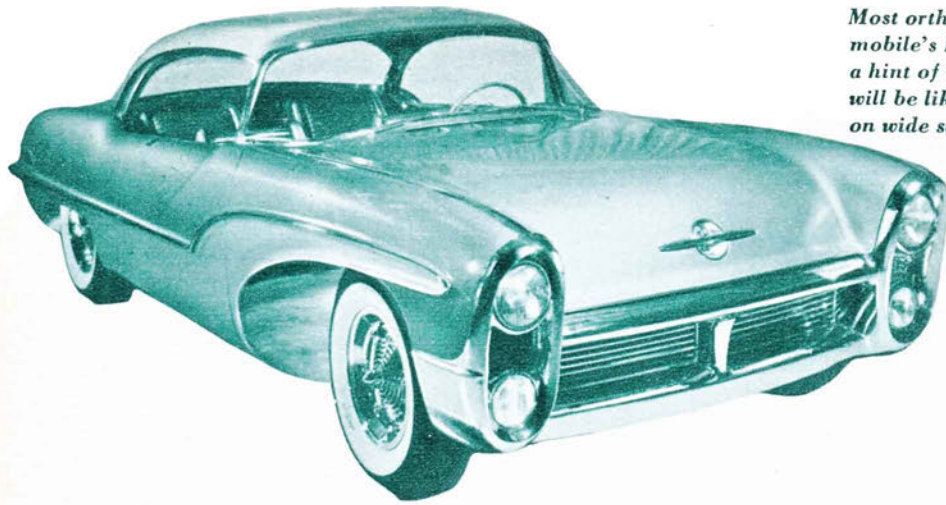


By Don MacDonald

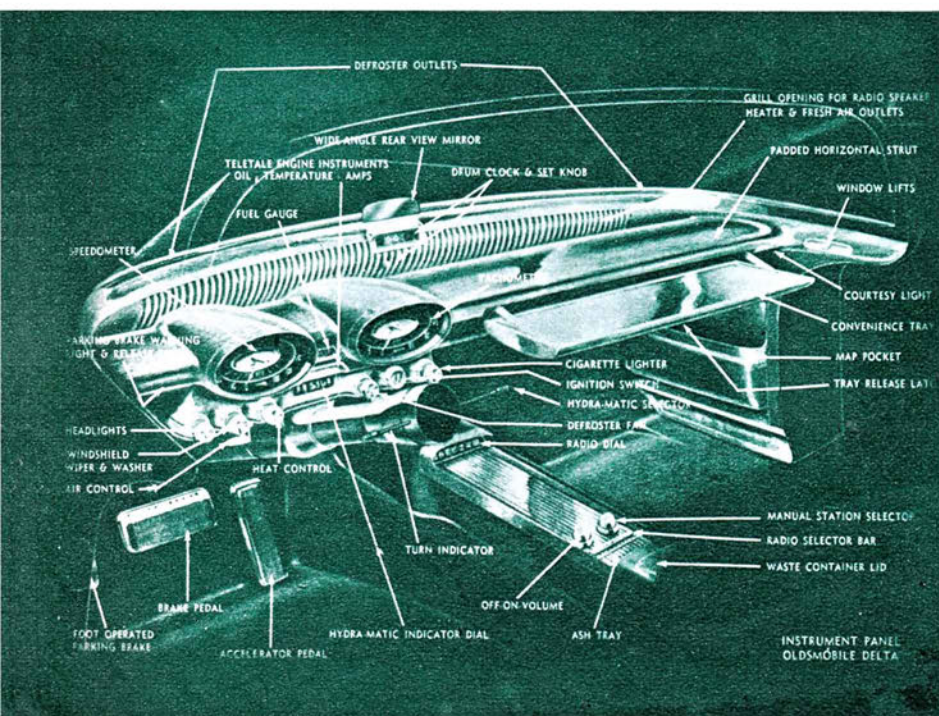
GENERAL MOTORS, the old maestro of the automotive end of show business, has capped its own climax with 1955's version of Motorama. By the time you read this, it will have played New York and Miami; you'll just have missed it in Los Angeles, but there's still time to catch it in San Francisco (March 26-April 3) and Boston (April 23-May 1). With just the right mixture of show girls and show cars, it's a must on your calendar if you live in or near those cities. In case you don't, why not take a guided tour with our camera?

Details of LaSalle II indicate what may be in your future car. Note handgrips on steering wheel, large readable instruments, wide accelerator pedal. Narrow chrome strips on rear serve as bumper. Tail light and back-up light, tho distinctly separate, are mounted close together horizontally

Most orthodox of all dream cars, Oldsmobile's Delta gives more than a hint of what GM's '56 "B" bodies will be like. Front end emphasis is on wide set vertical ovals for lights



Only 53 inches high, car has dropped belt line for look of fleetness. Horizontal bumper blade wraps around entire rear end of car, extends forward to front fender

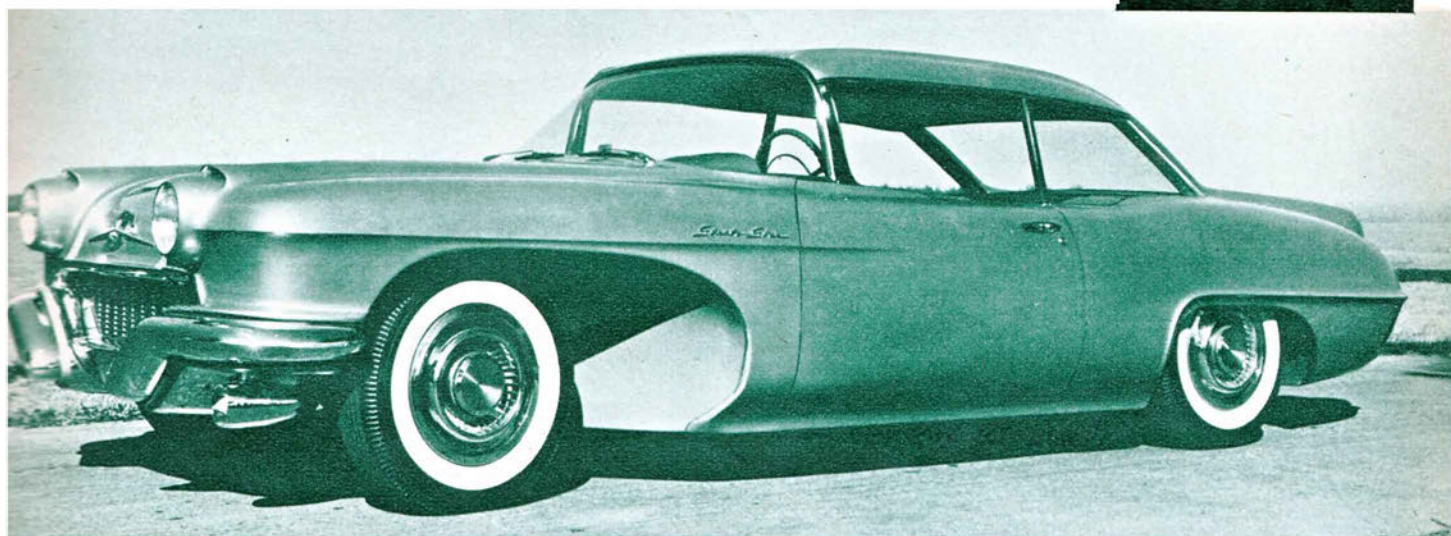


Below horizontal blade, dual exhaust stacks (serving as bumper guards) flank a fold-down spare tire access door. Wrap-around horizontal tail lights accent rear end. Emblem serves as gas filler door

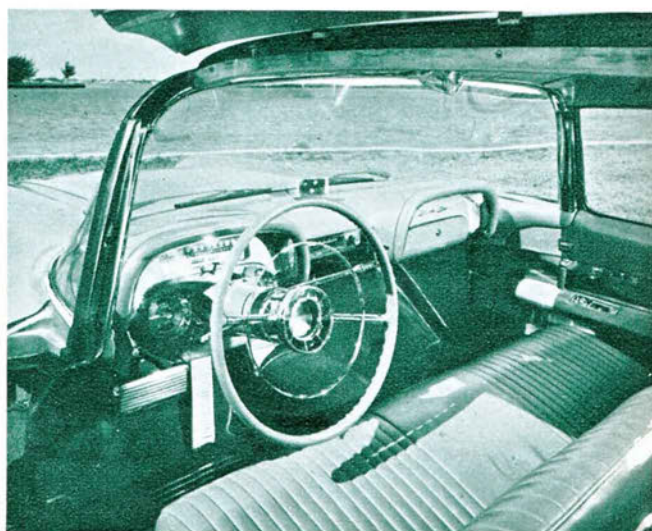
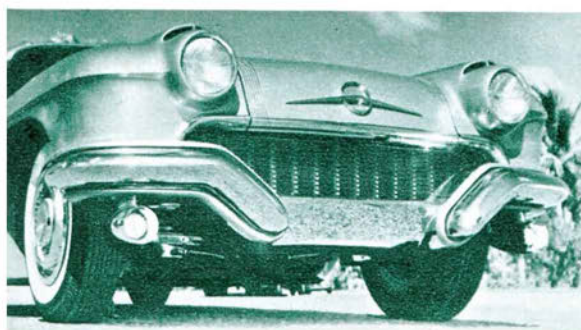


Pontiac's Strato Star features new way of enclosing dual exhausts, also serves as protection. Rear end treatment gives feeling of enclosed undercarriage

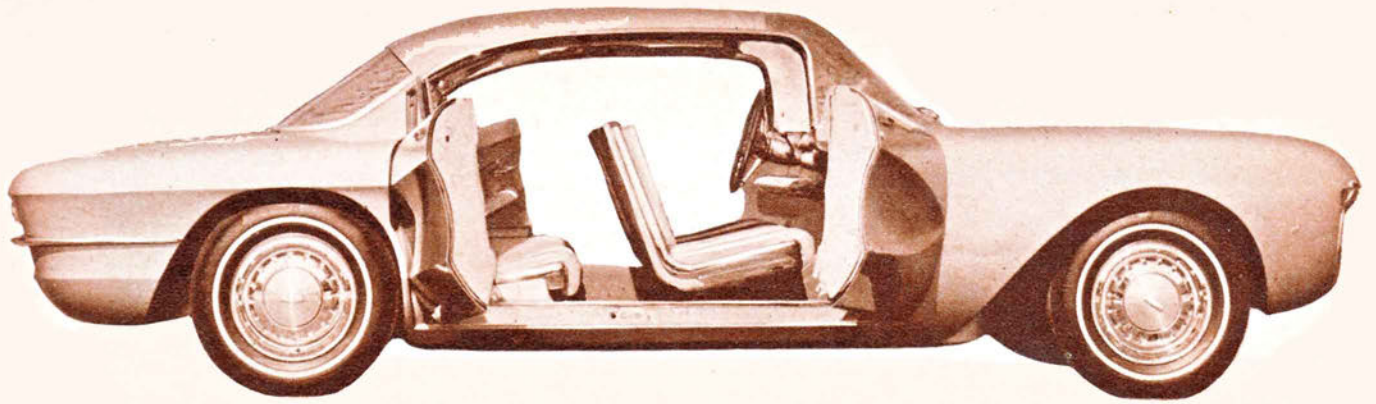
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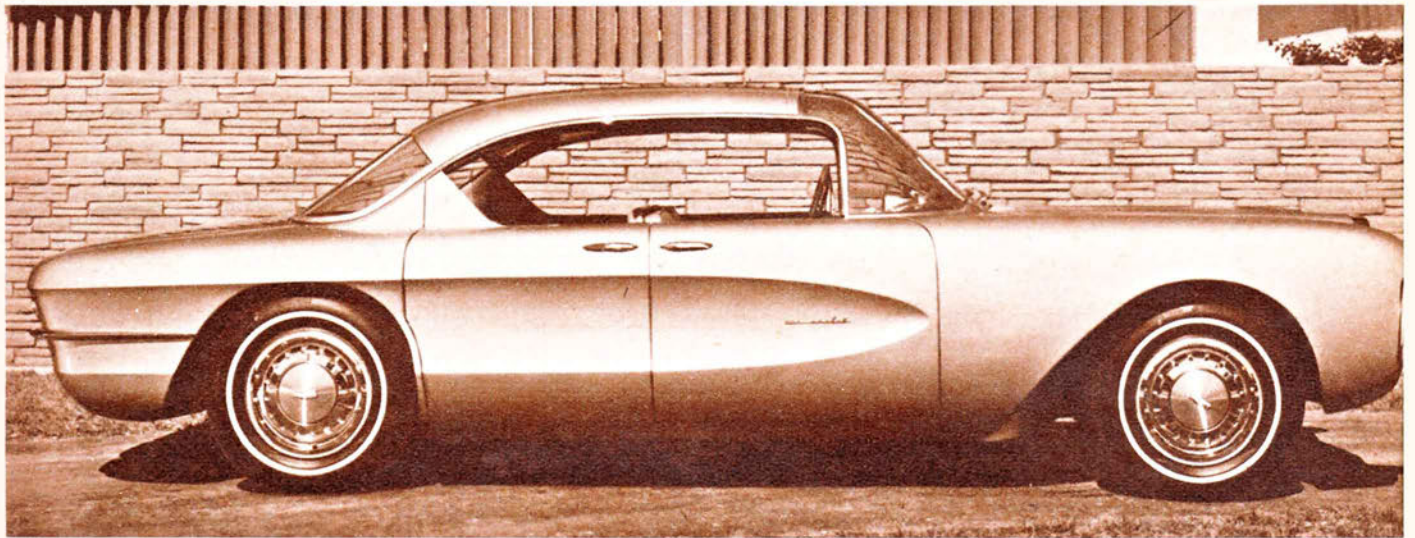
To eliminate unesthetic bulk and weight, a rakish line outlining a concavity in front fender behind front wheel lends a sports car feeling, exposes suspension



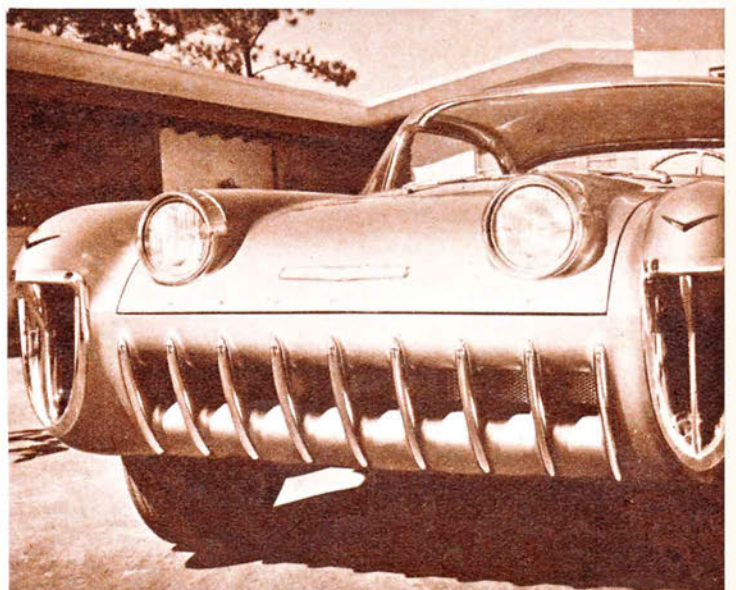
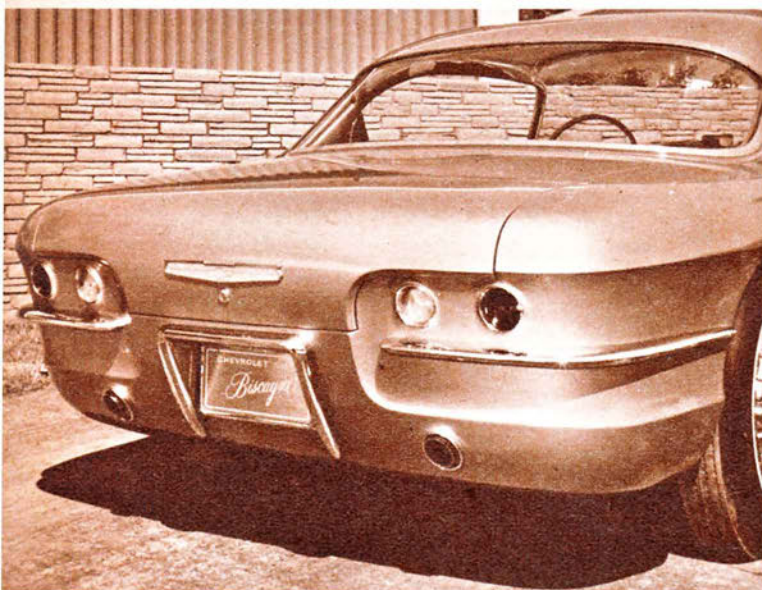
Two machined silver streaks retain Pontiac identity, sweep over expansive, low hood, which is integral with wing-type fenders. Headroom problems solved a la Mercedes with roof section that opens with door. Dual crash roll on dash may be forerunner of what to expect next year from Pontiac



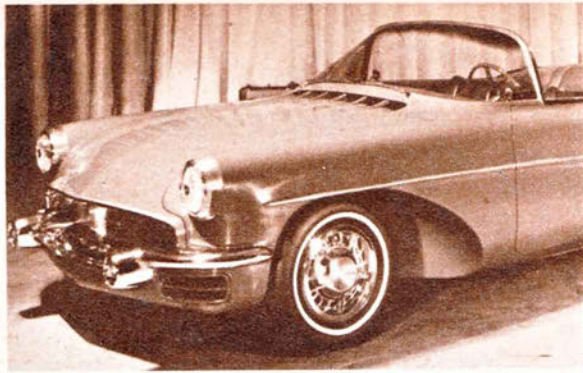
Chevrolet features its 4-door hardtop Biscayne at '55 GM Motorama. Attractions at previous show were Corvette and Nomad, both of which have been put into production. Rear door is hinged at back; both doors lock into floor and to each other



Biscayne is only 52½ inches high, 8 inches lower than standard '55 Chevrolet; overall length is 10 inches shorter. Frame is built around outside of passenger compartment rather than under it, allowing lower seats. Note sculptured side panel effect

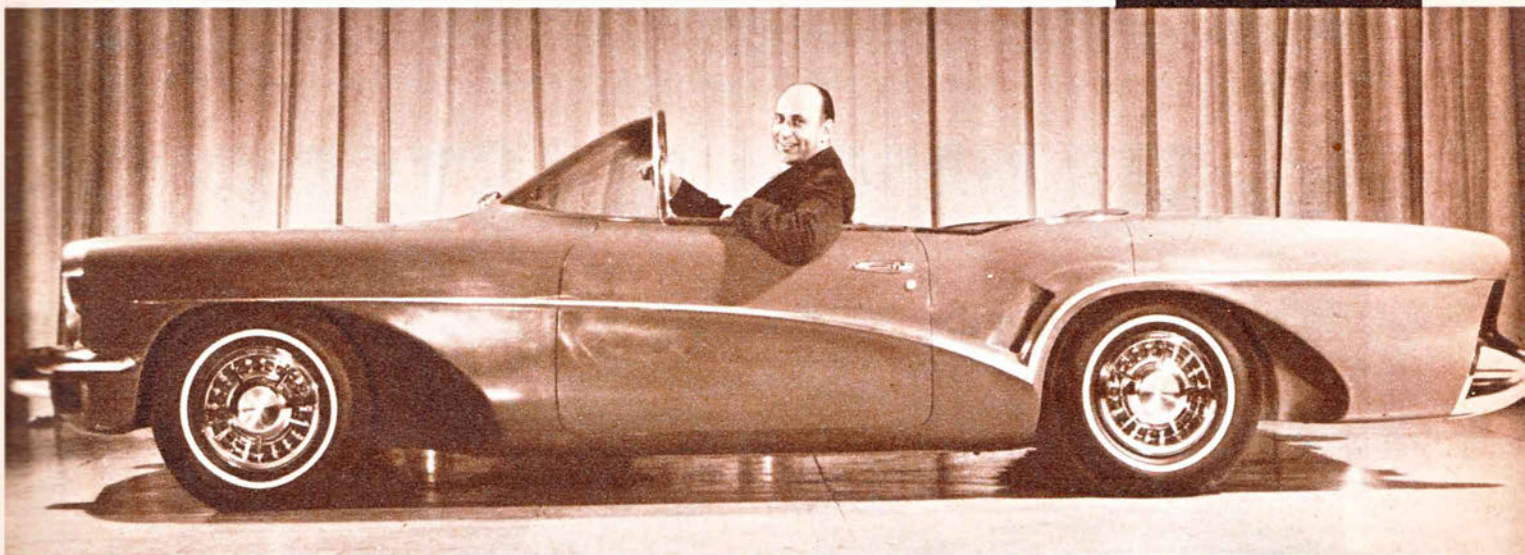


Despite compactness, luggage space is comparable to production cars. Rear end body protection seems adequate, but concave design gives interesting appearance departure. A vertical chrome center strip protects large vertical parking lights

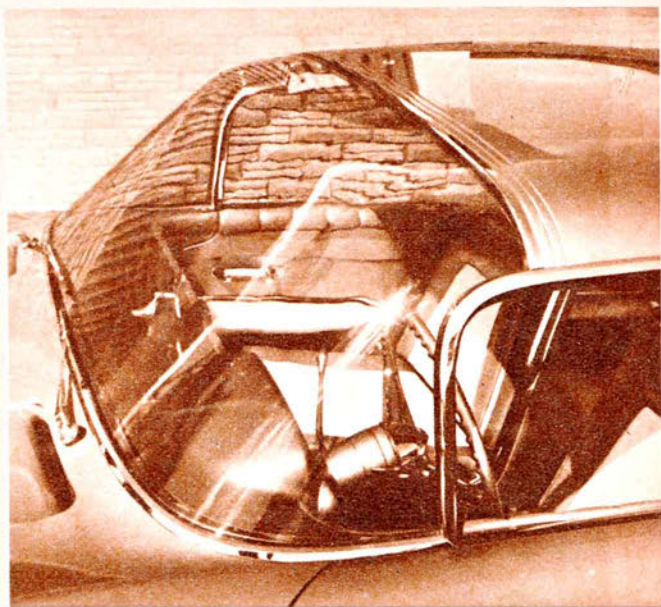


the cars in your future

A 14-inch TV set, telephone, and tape recorder are features in chauffeur-driven '55 Cadillac 60 Special. There's talk that Buick Wildcat III might go into production, but don't bank on it. Note unusual air intake design



Called a "toy" convertible, it seats 4 passengers, has a 280-horsepower V8 engine with 9 to 1 compression ratio and 4 carburetors. Car features sloping belt line, completely exposed rear wheels. All seats are bucket type. Wheelbase: 110 inches



Pivoted front seats are a sure bet for early GM production, especially practical on 4-door hardtops. Extended version of GM wrap-around appears on both Biscayne and the LaSalle. Bad distortion, clearly evident in photo, may determine practicality