

**NEW  
from  
GM**



# More Horsepower for Buick

**B**IGGER ENGINES and better transmissions highlight Buick's offerings for 1964, although there are completely new models in the Special series and some rearrangement of the LeSabre and Wildcat series. The Invicta series, reduced to just one model last year, has been dropped completely.

The bigger engines will be available in the Specials and the Wildcat and

Electra series. The latter two can benefit from the performance of a 425-cu. in., 360-bhp V-8, while the Special's top power will be a more modest 250-bhp, 300-cu. in. V-8.

The 425-in. engine is Buick's strong and faithful 401—standard equipment for most Buicks—with a 0.12-in. larger bore. Compression ratio remains the same, at 10.25:1, but the bhp rating goes up from 325 to 340 with the

larger displacement. A twin 4-barrel carburetor version gives 360 bhp at 4400 rpm and 465 ft.-lb. torque at 2800 rpm.

The biggest brute will be optional for Wildcats, Electras and Rivieras. The single 4-barrel 425 (340 bhp) is standard in the Riviera, optional in the Wildcat and Electra. *Car Life* road tested a Riviera 425/340 last year and recorded a 0-100 mph time of 25.0; a

**NEAT INTERIOR** belongs to '64 Buick Special convertible (car above), one of new A-body series on 115-in. wheelbase.



**CONCAVE REAR window treatment** is used on all Specials, shown here in Skylark trim. Skylark series has added new 4-door sedan.



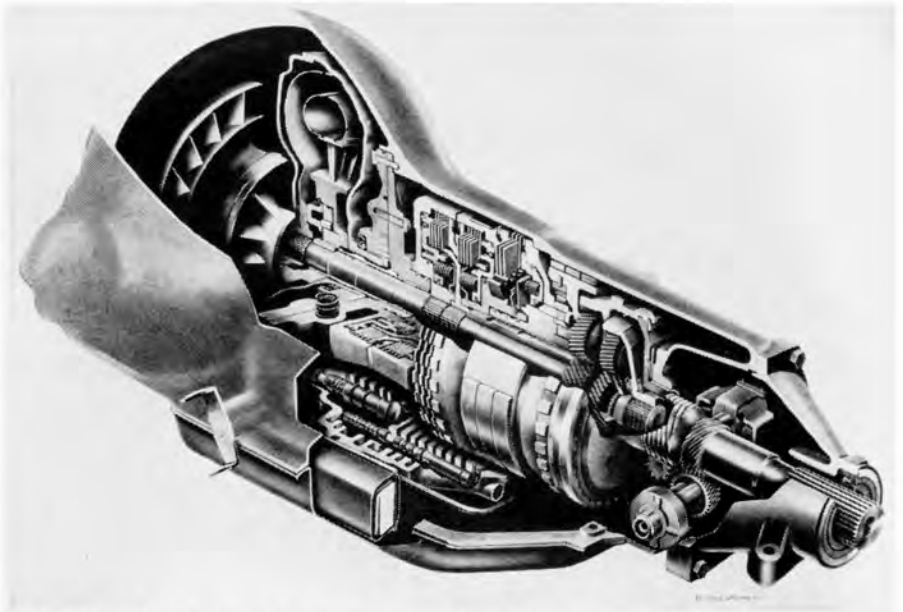
similar check of a 425/360-equipped '64 Riviera was clocked at 22.0 sec.

Re-doing its lightweight aluminum engine in less expensive gray iron, Buick has enlarged both its basic V-6 and optional V-8s to match the requirements of the bigger, heavier new GM A-bodies as adapted for the '64 Special series. A thinwall casting technique has been used to keep the weight penalty of the iron blocks to a minimum, also a good many of the aluminum components—pistons, covers, heads, alternator, pumps—are retained. Where the 215-cu. in. aluminum V-8 weighed just under 400 lb., the new 300-cu. in. V-8 weighs just over 500.

As before, the V-6 is a clever production-line variant of the V-8. With its bigger bore and stroke, it now produces 155 bhp from 225 cu. in. The first-option V-8 has 210 bhp (2-barrel carburetor), the second-option (with 4-barrel carburetor) has 250 bhp. All three have 3.75-in. bore and 3.40-in. stroke.

Teamed with these engines are both 4-speed (bigger cars only) and 3-speed manual transmissions, and Buick's two new automatic transmissions—the Super Turbine 300 and Super Turbine 400. Both are Torque converter plus two (in the 300) or three (400) forward speed ratios. The 3-element converter has movable stator vanes which change pitch to vary torque multiplication.

The two new models are 4-door sedans in the Skylark and Wildcat lines, supplementing the hardtop coupe and convertible.



**SUPER TURBINE 400** was designed to better handle the added horsepower of Buick's bigger engines, has 3-element torque converter and double planetary gear system.



**1964 RIVIERA** is little changed, has new silver paint option. Electra 225 (upper left) retains optional turning lamps; Wildcat (right) has individual but similar grille.

