



SPECIAL CAMERA viewing a full 360 degrees snaps the view a swivel-necked third seat passenger would have in the new Oldsmobile Vista-Cruiser wagon. Upper view-ports and windshield are tinted and heat-resistant.

SONS OF SCENI-CRUISER

Greyhound Styling for Buick and Oldsmobile 3-seat Wagons

AMIDST THE by-now-customary spate of mid-year models introduced at the Chicago Auto Show in mid-February was a pair of novelty station wagons from two General Motors divisions. Finally unveiled were the

long-rumored "vista-dome" wagons of which *Car Life* readers got a sneak preview in December.

Buick, saying the wagons are "modeled after General Motors' Sceni-Cruiser bus," adds two models to its

Skylark series, which has not had a wagon available. Oldsmobile, calling them Vista-Cruisers, adds four models to its lineup, but pointedly avoids identifying them as either F-85s or Jetstar 88s.

Extended A-series frames and body structures are the basis for the wagons, which have raised and glazed rooflines over their rear two-thirds to permit forward facing of all three seats. Wheelbase has been stretched 5 in. to 120 in. and overall length is increased to 208 in. The rear roofline, nearly 4 in. higher than in the comparable standard wagons, increases overall height to 57 in. Curb weights, depending on model, range from 3700 to 3900 lb.

The second windshield (with its own visors) over the heads of the second-seat passengers and the fixed curved glass along the sides are tinted and heat-resistant, giving passengers in the

second and third seats a view upward as well as sideways. With rear seats folded, the Oldsmobile has 97.1 cu. ft. cargo capacity and the Buick has 93.3—both figures greater than available in many larger wagons.

Added length of the bodies is incorporated in 5-in. wider rear doors, easing the problem of getting into the third seat. Also helping overcome that hazard is a second seat of special design in which the right third of the cushion swings forward as the seat-back is tilted.

The spare tire is stored vertically beneath an inside panel and a covered stowage locker is included underneath the rear floor area.

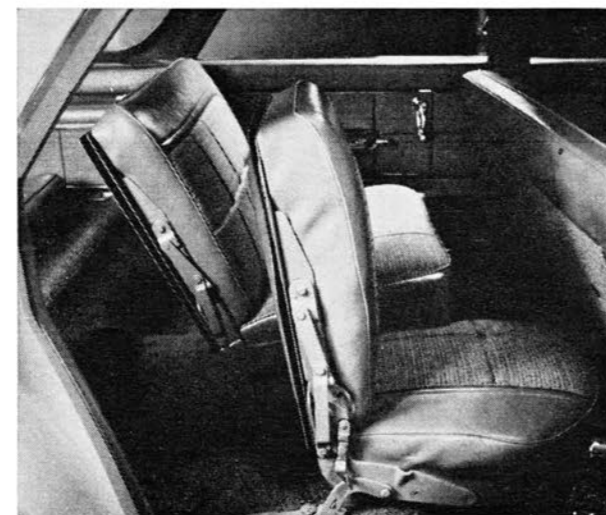
Spring rates and shock absorber settings have been adjusted to compensate for the altered chassis in both wagons. Tires are 7.50-14s and brakes are 9.5 x 2.5 in., front and rear.

Standard power train for the Skylark is the 215-cu. in. V-6 engine with 3-speed manual transmission. The 300-cu. in. V-8, developing either 210 or 250 bhp, is optional as is the Super Turbine 300 automatic transmission. Oldsmobile uses its new lightweight 330-cu. in. V-8 of 230 bhp as standard, with the Cutlass 330 (which develops 290 bhp) as an option. The 3-speed transmission is standard, but its new Jetaway automatic or 4-speed manual are options. ■

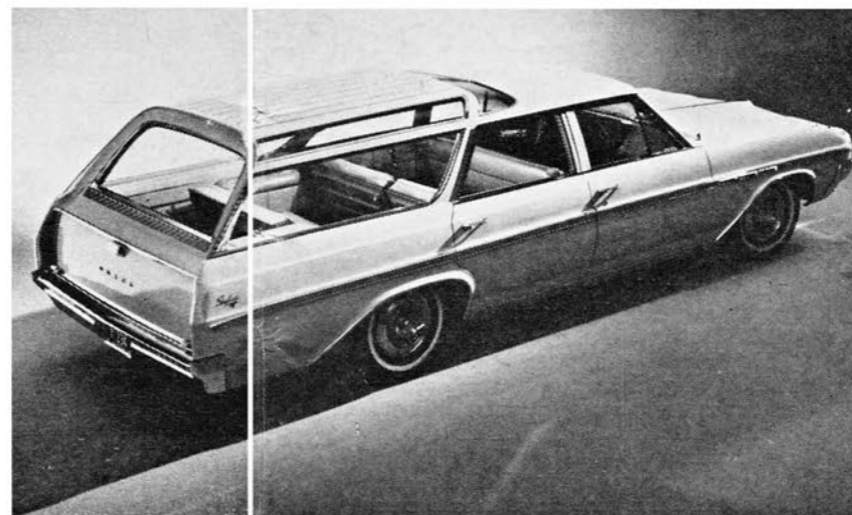
CHROME RUNNERS along top of Skylark wagon are part of the deluxe-trimmed version.



SECOND SEAT in wagons has special mount which slides cushion forward when back tilts.



ROOF HEIGHT is increased 4 in. over regular A-series wagon; rear window is enlarged.



WHEELBASE has been increased 5 in. and rear door widened to accommodate the three forward-facing seats in wagons.

