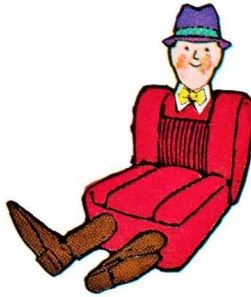


### Steering-wheel cramps?

Why settle for a one-height steering wheel? Rambler features a new Adjust-O-Tilt steering-wheel option that adjusts to seven positions for easier entry and your most comfortable driving height.



### Mad for buckets?

If you want the greatest choice of bucket seats, see the sport-smart new Rambler options. Slim bucket seats with console between. Or wide bucket seats on top-line Americans and Classics. They all recline.

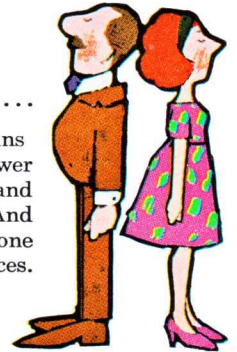
### Creeping rust?

Rambler uses rust-fighting galvanized steel in vital areas. Then Rambler, and only Rambler, dips every car body clear up to the roof in rustproofing compound to saturate hidden nooks and crannies which ordinary spraying methods miss.



### Want a stick shift... but...

... your wife wants an automatic transmission? Rambler has the perfect answer on all V-8's—optional Shift-Command Flash-O-Matic. It's "on the floor." And you can shift it—or it shifts itself. Just one of seven Rambler transmission choices.



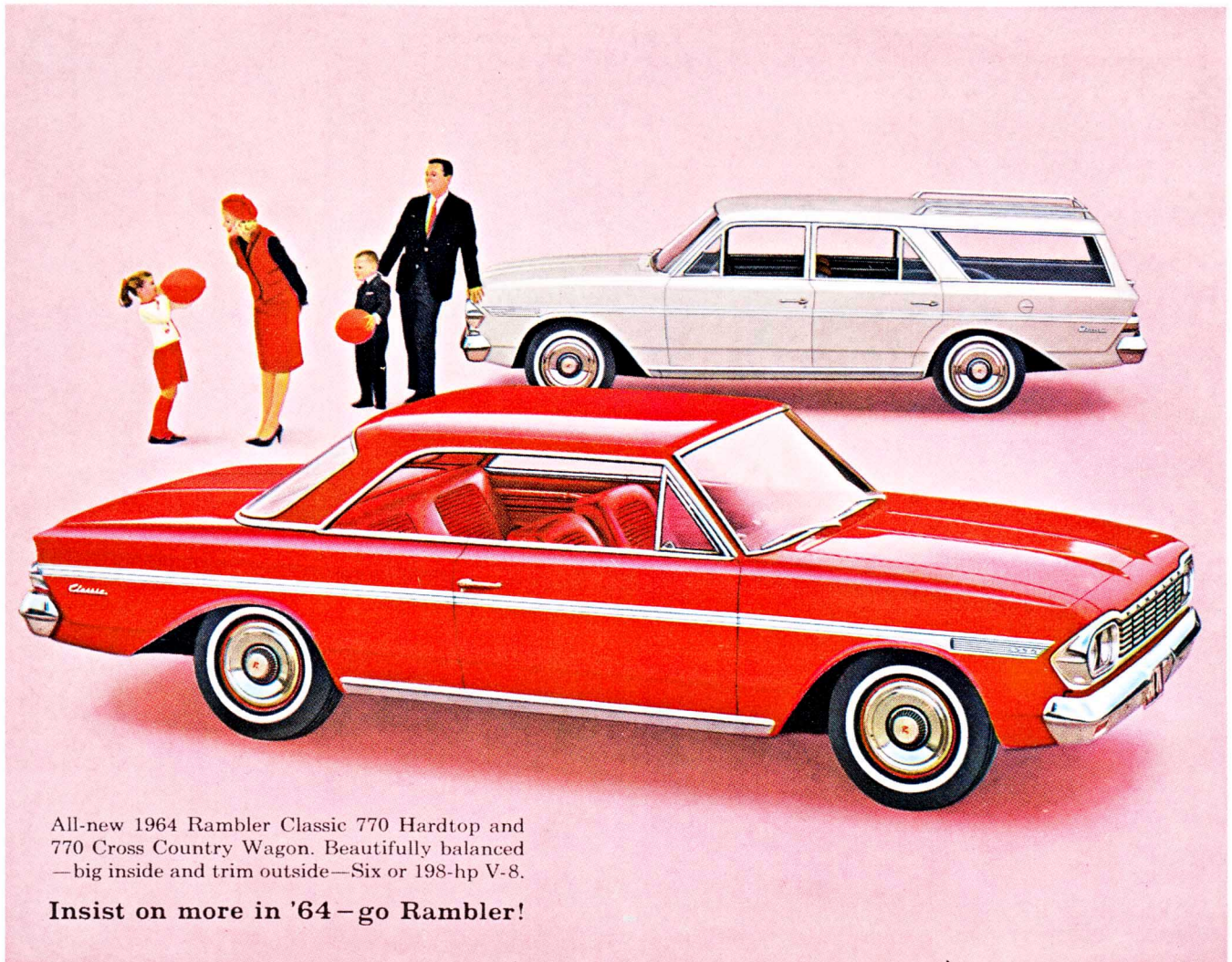
### Rambler leads because Rambler listens

Motorists ask for built-in values. Rambler responds with Double-Safety Brakes, Ceramic-Armored exhaust system, Advanced Unit Construction, and much more!



# '64 Rambler

AMERICAN · CLASSIC 6 or V-8 · AMBASSADOR V-8



All-new 1964 Rambler Classic 770 Hardtop and 770 Cross Country Wagon. Beautifully balanced—big inside and trim outside—Six or 198-hp V-8.

**Insist on more in '64—go Rambler!**