

THIS IS OPEL



German made...



American style



OPEL REKORD

■ Opel's trim 5-passenger Rekord sedan makes good motoring sense from every point of view. The styling is smooth and pleasant to the eye—nothing faddish about it.

Performance is smart with especially good response at low speed as well as effortless cruising at higher speeds.

The Rekord is rugged. Its unitized body construction can take a pounding from rough terrain and never let out a squeak. It's a "tight" car, snugly put together by people who take pride in their work.

In a car of such modest price, the Rekord's interior styling will come as a pleasant surprise. The combination of fine fabric and vinyl is comparable to many far more expensive automobiles. The tailoring, too, is meticulous in the German tradition. Three Rekord interior combinations and six exterior colors are available.

What else could you ask for except plenty of luggage capacity, and Rekord gives you that, too—room for eight good-sized pieces.

The low price of the Opel Rekord includes such things as heater-defroster, turn indicators, clock, automatic trunk light, and front arm rests that are extra-cost on many cars.



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OPEL CARAVAN

■ Probably the most unusual thing about the Opel Caravan station wagon—aside from its economy of price and operation—is the amount of cargo it can carry in relation to its size and weight . . . better than 1000 pounds in a vehicle weighing little more than 2000 pounds.

A standard roof luggage rack increases capacity still further.

When large hauling jobs require extra cargo space, you can lower the rear seat in less than 10 seconds.

And the performance of the Caravan is fully equal to its carrying capacity. Even on steep hills and with full cargo loads, the Caravan moves along smartly. Response to the wheel is excellent. Thirty miles to the gallon of regular gas is not unusual.

Caravan interiors are offered in three handsome all-vinyl combinations that can take a lot of rough treatment without showing it. When they do need cleaning, soap or detergent and water will make them like new. The Caravan comes in a choice of six exterior colors with two-tone accent in the roof luggage rack area.

Included in the modest Opel Caravan price are heater-defroster, two-tone paint, roof luggage rack, clock, turn indicators, arm rests and electric windshield wipers.



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OPEL COMFORT AND CONVENIENCE FEATURES



1. CENTRALIZED COMMAND. Every control and instrument on Opel's handsome panel is at your fingertips. Speedometer is the horizontal redliner type which offers a subtle yet effective warning by increasing the area of glowing red as speed increases. Oil pressure, generator charging, headlight beam and direction signal are indicated by "tell-tale" lights. An eight-day clock, standard in all Opels, is styled to match fuel and engine temperature dials. **2. DIRECTION SIGNALS.** All Opels include direction signals as standard equipment. The control lever is conveniently mounted on the left side of the steering column. **3. DIRECTIONAL DOME LIGHT.** Opel's dome light, mounted just over and aft of the right-hand door not only illuminates the interior to a comfortable level; it directs a high-intensity beam toward the ignition lock and starter switch to eliminate groping in the dark. In Caravan wagons, it lights up the cargo area as well. A three-position light switch may be set for automatic, manual or permanent "off" positions. **4. PLENTY OF TRUNK SPACE.** Opel fits the American scheme of travel . . . the rear-end trunk holds eight good-size pieces of luggage, and it's fully-lined to protect your cargo. To help you load or unload at night, there's an automatic lamp inside the trunk, and it is *standard equipment* on the Opel Rekord. **5. PRECISION CONTROL HEATER-DEFROSTER.** A fine heater-defroster is installed on every Opel; you don't pay extra for it. There's a thermostat to the left of the steering wheel (under the red dot) that lets you select the temperature you find most comfortable. Your air director lever (under the blue dot) controls distribution of warm air between heating and defrosting. You enjoy controlled, *even* hot-water heating. A sensibly-placed cowl ventilator draws in air *above* the level of low-lying road dirt and fumes. **6. DIAL-OPERATED WINDOW VENTS.** A simple rotation of the dial opens and closes front window vents. Vents are firmly positioned at the desired opening. The knobs are fluted for positive finger gripping. **7. FULL-HEIGHT STATION WAGON TAILGATE.** With one sweep of the tailgate, Opel is ready to receive or discharge cargo. Tailgate is counterbalanced to make it easy to raise, and to hold it firmly in the open position while loading . . . locks securely in closed position with a turn of the handle. Absence of drop-down gate permits easier "close-in" loading. Maximum tailgate opening width is more than 40 inches. A recessed compartment beneath the cargo deck provides a handy place for tools and articles you wish to keep out of view.

American style...

OPEL MECHANICAL FEATURES



1.



2.



3.



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1. BALL BEARING STEERING. Low-friction transfer of steering effort through precision steel balls rolling in a spiral track contributes to Opel's amazingly responsive handling. In addition, Opel's trim weight makes possible a much lower steering ratio than is used in most conventional cars. One turn of Opel's steering wheel changes the car's course as much as two turns of the wheel in some cars. **2. COIL SPRING FRONT SUSPENSION.** Opel's variable-pitch coil springs and ball-joint front suspension give the car an exceptionally solid ride even over comparatively rough road. Tendency to "bottom out" with or without full loads of passengers and cargo is greatly reduced. Mounted inside the springs are telescopic shock absorbers that never require adjustment. Rear springs are the semi-elliptic leaf type with polyethylene inserts for quiet riding and long life. **3. EFFICIENT LIQUID ENGINE COOLING.** Opel's front-mounted, in-line engine is cooled by a pressure liquid system that offers longer engine life, far quieter engine operation and a reliable heat source for heater and defroster. It takes no more than one gallon of anti-freeze to protect an Opel cooling system against the coldest weather encountered in the United States. **4. OIL BATH AIR CLEANER.** Engines, like people, need clean air to breathe. Opel's oil-bath air cleaner filters incoming carburetor air with remarkable efficiency. Engine and carburetor parts stay clean and free-running longer. The result: lower maintenance cost, prolonged engine life. **5. STEERING COLUMN GEAR SHIFT.** Opel keeps the floor clear by mounting the gear shift lever on the steering column. The three speeds forward, reverse and neutral are positioned in the familiar "H" pattern, as on American cars. **6. EXCELLENT WEIGHT DISTRIBUTION.** The balance of weight between front and rear in an Opel is near to ideal. This untouched photograph shows Opel balanced on a large metal skid which rests on a free-rolling piece of large diameter tubing. There are no hidden props or supports. Yet, even with two passengers in the front seat, Opel remains perfectly poised. Small wonder that Opel rides and handles so beautifully for a car of its size!



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OPEL UNITIZED BODY CONSTRUCTION



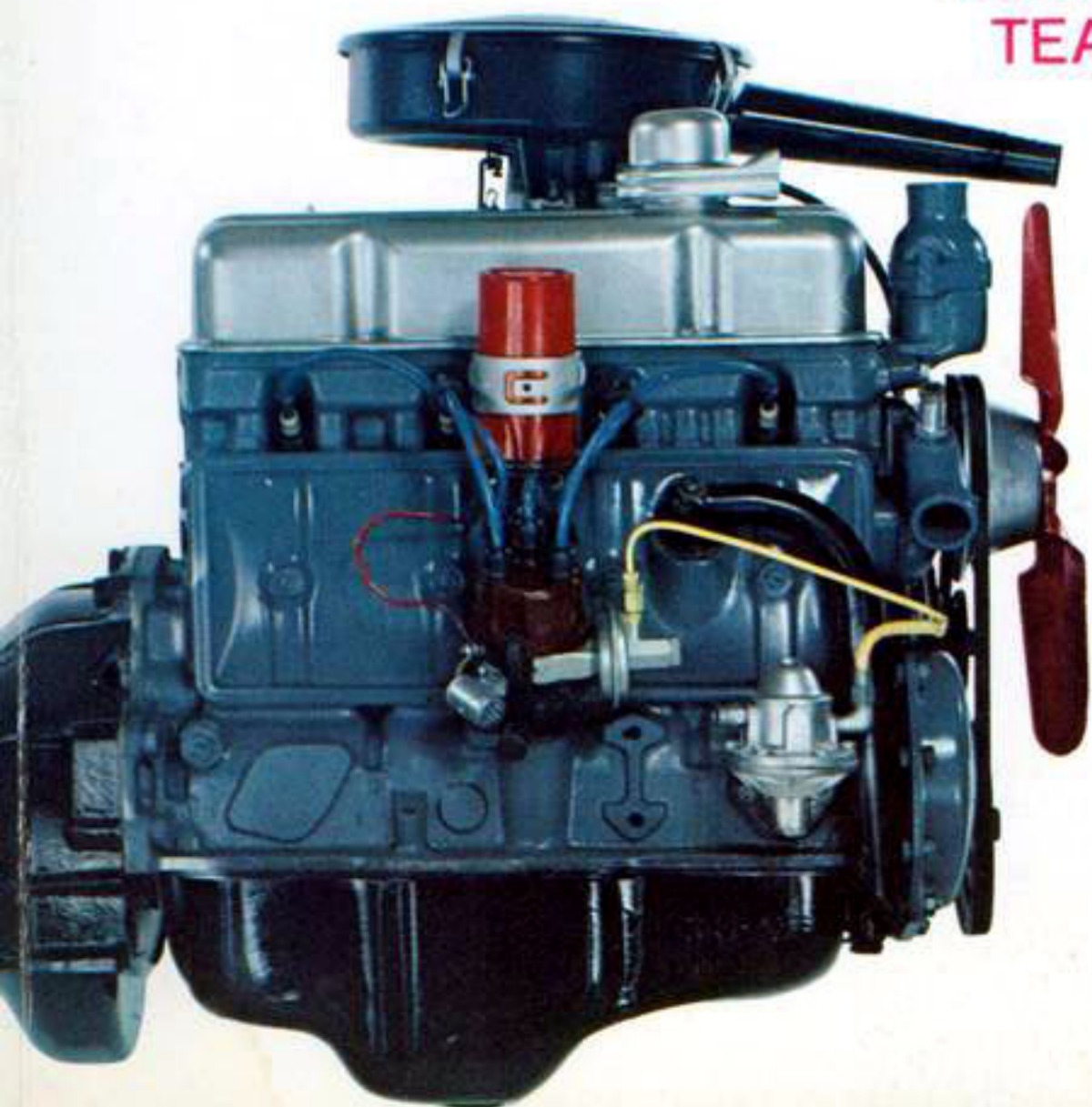
■ Opel pioneered in the use of unitized body construction. The present strength, rigidity, quietness and durability of the Opel body is the result of continuous design improvement over a period of more than 20 years.

In Opel unitized construction, virtually all body components but the doors, hood and deck lid are welded together in a single solid unit. The body becomes a completely self-supporting structure with a distribution of stresses very much like that of the familiar cantilever bridge. In addition, the body is its own frame, eliminating much fuel-consuming weight and, at same time, one of the most annoying sources of squeaks and rattles.

Consider the weight savings alone in an Opel body. The weight of a complete Rekord body including doors, is only 572 pounds! The complete welded body unit consists of only 84 major individual parts. To join these 84 parts, more than 4500 welds, each with a strength of more than 1100 pounds, are applied at strategic points.

This unitized Opel body construction makes a big contribution to the solid feel of Opel's ride and the solid economy you'll experience when you total up your mileage per gallon of gasoline.

THE OPEL POWER TEAM



■ Opel offers a degree of smooth performance that is rare in economy-priced cars. In fact, you can drive an Opel at highway speeds for long periods with little of the fatiguing noise and vibration often associated with small car engines.

Opel responds quickly to the demands of American traffic, too. Performance is exceptionally snappy in the low gears, which is in part due to the Synchronesh smoothness of Opel shifting and clutching . . . in part due to Opel's healthy torque output at low speeds.

For maximum dependability and durability, Opel uses the "over-square" engine design—that is, cylinder bore is a larger dimension than the piston stroke. The practical effect of this is to increase the size of the firing chambers and piston heads to get more power from each piston thrust. At the same time, shorter piston travel reduces wear and power loss.

Gas economy, of course, is the point on which the Opel engine wins most of its friends. Any kind of reasonable driving will get 20 to 30 miles from a gallon of regular gas, and exceptionally prudent drivers have reported substantially greater mileages in both Rekords and Caravans.

OPEL SPECIFICATIONS



ENGINE: Four-cylinder in-line engine. Overhead valves. Displacement 90.8 cu. in. Horsepower 56 @ 4700 rpm. Torque 85 ft.-lbs. at 2100-2500 rpm. Compression ratio: 7.80 to 1. Firing order: 1-3-4-2. Aluminum alloy pistons. Forged steel connecting rods, crankshaft, and camshaft. Crankcase refill: 3.17 qts. Single exhaust system with reverse flow muffler. Single downdraft carburetor, manual choke and oil bath air cleaner. Pressure liquid cooling system: 2.11 gallons with heater. Fuel tank capacity: 10.57 gals. **TRANSMISSION:** Synchromesh shifting in all forward speeds, one reverse. Gear ratios: 1st, 3.235 to 1; 2nd, 1.681 to 1; 3rd, 1.000 to 1; reverse, 3.466 to 1. Lubricant capacity, 1.9 pts. **CLUTCH:** Single plate, dry-disc type. Angular contact ball bearings permanently lubricated. Four compression springs. **PROPELLER SHAFT:** Hotchkiss drive with two cross-type, needle-bearing universal joints. **REAR AXLE:** Hypoid gears, bevel pinion differential gear, semi-floating. Gear ratios: 3.9 to 1 for Rekord, 4.22 to 1, Caravan. Lubricant capacity, 2.11 pts. **WHEELS AND TIRES:** Disc-type wheels. Rim size: Rekord, 4" x 13" J-type flange. Caravan, 4.5" x 13" K-type flange. Tubeless tires. Tire size: 5.90 x 13, Rekord; 6.40 x 13, Caravan. **BRAKES:** Hydraulic. Cast-iron drums with cast-in webs. Riveted linings. Effective brake area, Rekord, 109 sq. in.; Caravan, 127.6 sq. in. Mechanical

parking brake operating on rear service brake shoes. **SUSPENSION:** Front: Ball-joint suspension. Variable-pitch coil springs. Linkless stabilizer bar. Rear: Semi-elliptic leaf springs. Leaves separated by polyethylene inserts. **STEERING:** Manual circulating-ball type. Overall ratio: 14.86 to 1. **ELECTRICAL:** 6-volt system. Battery rated at 77 ampere-hours. Ignition key starting switch. **DIMENSIONS:** Overall length, 174 in.; Width, 63.6 in.; Height, Rekord, 56.7 in.; Caravan, 58.3 in. Wheelbase, 100 in. Tread, front: Rekord, 49.6"; Caravan, 50.0". Tread, rear: Rekord, 50.0"; Caravan, 50.2". Front head room: Rekord and Caravan, 36"; Front hip room: Rekord and Caravan, 52.8". Front shoulder room: Rekord and Caravan, 49.2". Front leg room: Rekord and Caravan, 43.4". Rear head room: Rekord, 34.8"; Caravan, 35.0". Rear hip room: Rekord, 53.1"; Caravan, 53.8". Rear shoulder room: Rekord, 49.2"; Caravan, 49.9". Rear leg room: Rekord, 39.4"; Caravan, 40.6". Caravan maximum tailgate opening width: 41.9". Caravan maximum tailgate opening height: 30.3". **WEIGHTS:** Curb weight: Rekord, 2006 lbs.; Caravan, 2160 lbs. **OPERATING DATA:** Maximum gradeability: first gear, Rekord, 41%; Caravan, 36%; second gear, Rekord, 17%; Caravan, 16%; third gear, Rekord, 9%; Caravan, 8.0%. Turning circle diameters: Rekord, 35.1'; Caravan, 38.06'. Maximum speed: approximately 80 miles per hour.

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