

A BUYER'S GUIDE TO A PROVEN BEST SELLER IN GERMANY.



MANTA LUXUS

A German automobile is more than a car. It's an emotional experience.

And the silver Manta Luxus you see at the right, adroitly negotiating a cobblestone turn in Landsberg, Bavaria, is precisely that. As the top-of-the-line Manta, it exhibits many of the same qualities that have helped make the German car a legend in its own time. And it helps explain why, in that very nation of perfectionists, Opel is a proven best seller.

The precision engineering, the integrity of construction, the road performance is all there in obvious abundance. And inside Manta Luxus is a luxury touring interior, appointed in the finest German tradition: reclining corduroy bucket seats, vinyl-covered steering wheel, generous sound deadening, large black instruments—even a

giant clock and a lighted glove box.

What makes Luxus special, however, is its ability to combine all this European exuberance with a touch of Old World frugality. The price is far less than you might expect to pay for an automobile of such energetic proportions.

And despite its ability to devour great sections of Autobahn in a single outing, its appetite for gasoline is remarkably small.

Other Luxus features include road wheels with available chrome trim rings, and four exclusive colors: dark blue, bright metallic blue, burgundy and silver.

And best of all, it's available at more than 2,200 Buick-Opel dealers throughout America.





MANTA

In an Opel Manta, a challenging road like the one between Pfaffenhofen and Geisenfeld is an education. Here, long sweeping straight-aways punctuated with sudden sharp turns help separate the real German road car from the pretenders. One minute, there you

are motoring effortlessly along in Manta's snug cockpit; the little 4-cylinder is singing without protest, the windows are up, and there's a cool stream of outside air from the ventilation system. Wind noise is surprisingly

absent. Beethoven is playing and the seats feel firm and very right to the backside. A second later, equally effortlessly, you're prodding the disc brakes, downshifting the stubby gear lever, setting up to pass. A flick of the steering wheel, the rack and pinion works its magic

and the cam-in-head four makes the obstacle disappear in your rear-view mirror. What differentiates this lowest priced Manta from other Manta models is the level of interior trim. Standard Mantas get a new deep-grained perforated

vinyl trim, as opposed to corduroy. Many owners actually prefer vinyl because of its serviceability (nothing like vinyl to resist the ravages of a spilled ice cream cone). Road wheels like those shown are now available on all basic Mantas, while standard equipment includes

variable-intensity instrument lighting and four new exterior colors—yellow, white, green, and blue, shown above. And, on all Mantas, the reclining bucket seats have been recontoured for lateral support in turns.





MANTA RALLYE

As its name suggests, this is the enthusiasts' Manta. And, while any Manta model contains enough sound, no-nonsense Prussian thinking to delight virtually any purist, this one carries several additional features that definitely make life at full chat more enjoyable.

The most noticeable of these is the flat-black hood, which is nice to have on those occasions when you find yourself headed west, and the sun's rays or everybody else's Cibie lights are pointed east.

Complementing the hood are two bold stripes that extend the length of the fuselage, up over the rear deck.

What is not apparent to the eye, however, is the fact that the Rallye carries two subtle but important chassis differences from other Manta models. The first is slightly stiffer valving in the shock absorbers for firmer ride control. And there's a numerically higher rear-axle ratio—3.67 to 1, as opposed to 3.44—for slightly better acceleration.

Inside, too, the Rallye is special. On the instrument panel, a large 7,000-rpm tachometer occupies the space normally given to the clock. And lower, to the right, in a separate console, are mounted an ammeter, oil pressure gauge and electric clock. Which gives the driver the double advantage of both warning lights and gauges to keep him abreast of what's happening on the other side of the firewall.

And, as a final added touch, stitched vinyl is applied to the steering wheel rim. Naturally, all of the other Manta niceties are present, too: reclining bucket seats, rack-and-pinion steering, front and rear stabilizer bars, front disc brakes, road wheels, 1.9-liter engine and 4-speed fully synchronized transmission.





The Germans love cars. They also love driving. And perhaps nowhere is the love affair more apparent than in the automobiles they design and build for themselves. But despite a passion for dramatic machinery, the Germans also have a practical streak. Like us, they have big families and possessions

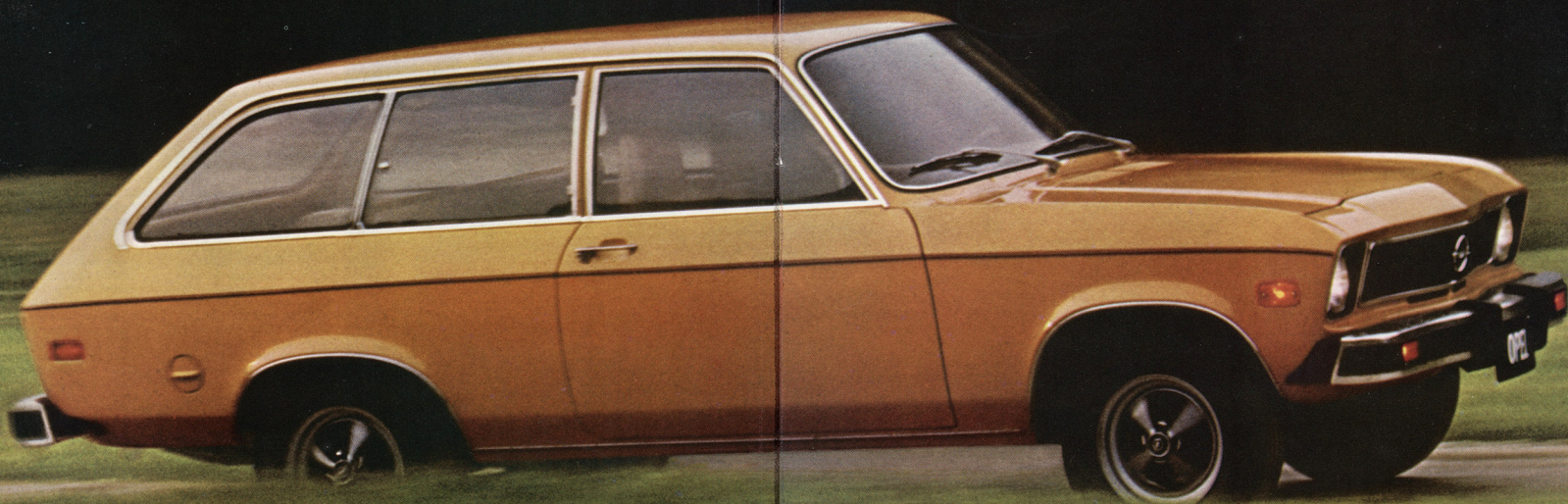
to haul around. And like us, they demand transportation that is easy on gas, roomy, practical to operate. All of which pretty well sets the stage for the machine below: the Opel Sportwagon, a curious amalgam of enthusiasm and thrift.

Underneath, it's all the good things a Manta Coupe is: the same basic suspension geometry, front and rear stabilizer bars, rack-and-pinion steering, wheelbase, brakes, engine, transmission, rear axle — even the same road wheels are available. Inside, the same is true. The same reclining bucket seat design that

is in the Manta Coupe is in the Opel Sportwagon. And the same Rallye instrument panel is available. With the same giant tachometer, and the same ammeter, oil pressure gauge and electric clock. The difference, of course,

is the body. The Sportwagon body features a load space that's a healthy five feet long, even with the tailgate closed. Cubic cargo area totals 53.3 cubic feet and the floor of the cargo area is covered with carpeting that snaps out for easy cleaning. You will like it.

OPEL SPORT- WAGON





OPEL 1.9 LITER SEDAN

Germany is a nation of enthusiasts. Comes the weekend and suddenly, from every corner of the land, utilitarian weekday sedans emerge brandishing giant quartz-iodine lights and competition numbers, ready to challenge what the local rally organizer has dreamed up. To satisfy such appetites,

an automobile must indeed be special. Which is precisely what Opel's 1.9 Liter Sedan is. Not only has it motored to victory in some of the toughest rallies Europe has to offer, but its popularity as an everyday street car is one more reason

why Opel was the best selling car in Germany for the last two years in a row. The reason lies beneath the 1.9 Liter's innocent exterior: the 1900cc four, of course. And handling that is responsive, the product of rack-and-pinion steering, front and rear coil spring suspension, and front and rear stabilizer bars.

And the whole setup is coordinated to produce not only good cornering, but also a smooth ride.

The interior is a navigator's delight. With everything from aircraft-style instrumentation, to bucket seats that recline with a twist of a knob.

There's room for four, too. And the trunk, when it isn't crammed

full of tires and other rally paraphernalia, is big enough for all kinds of mundane things like groceries and luggage.

The end product is a Jekyll-and-Hyde Coupe that's as much at home on the Interstate as it is on a timed stage in the Alps.





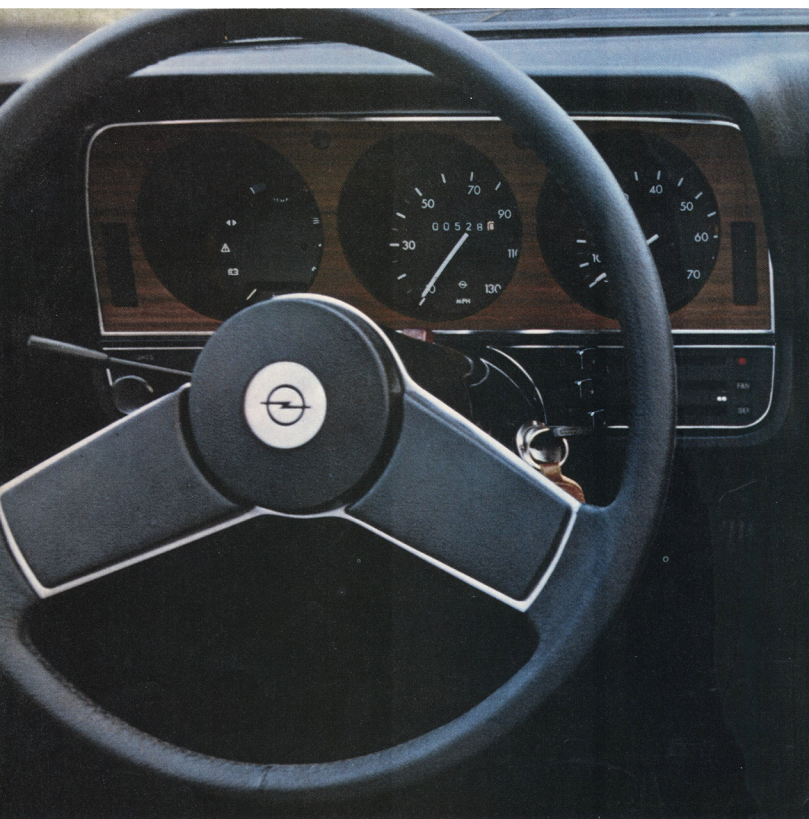
SEATING

The rather inviting expanse of corduroy shown above might well belong to some exotic, and appropriately expensive, GT car. But it doesn't. It's the upholstery found in every Manta Luxus. Two

colors are available: blue and maroon. The design of the seat has been recontoured this year to provide lateral support in turns. And, if you look in the lower left of the picture, you'll note the large knob that allows either seatback to be tilted back approximately 90 degrees. Also visible is the center-mounted handbrake, which is a standard Manta item, and the color-keyed center console, which is a Manta Luxus exclusive.

The move to a standard Manta, Manta Rallye or an Opel 1.9 Liter Sedan or Sportwagon is hardly what you'd call a comedown, however. All four cars get this basic cockpit layout, which makes liberal use of new perforated vinyl on the seats, door panels and headliner. The seatbacks, like those in the Manta Luxus recline nearly 90 degrees, and there's enough fore and aft adjustment to suit virtually the rangiest

Deutschlender. The center console, which is standard, houses the shift lever, cigarette lighter, and a redesigned storage compartment. Four interior colors are available this year: black, obviously, along with saddle, red and blue.



INSTRUMENTATION

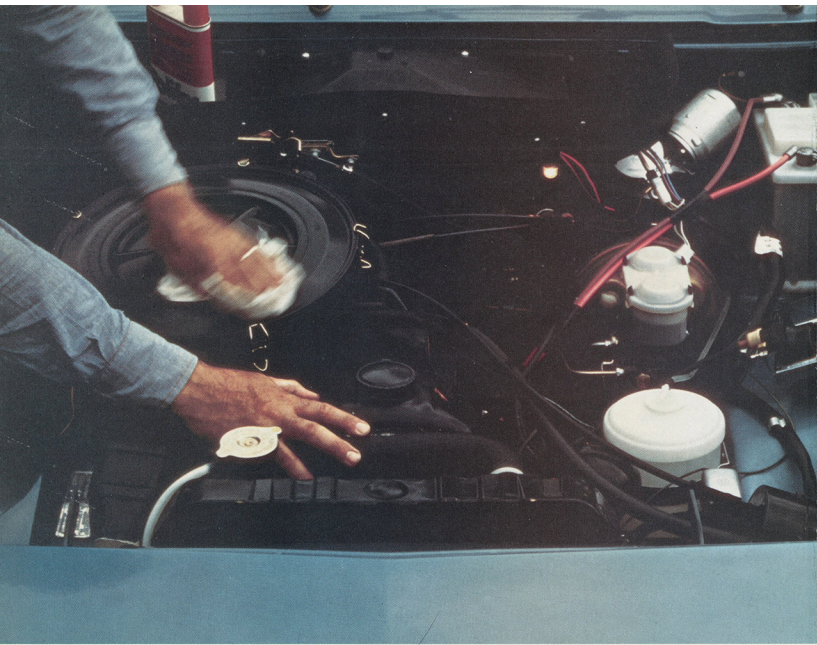
The trademark of any German car is its ability to carry on a meaningful exchange of input between itself and the driver. To that end, Opel's cockpit orientation is as much aircraft as automotive. First of all, everything is arranged for the driver's convenience. The dials



Opel models follow this basic theme, the instrument layout does vary from model to model. The arrangement shown is that found standard in Manta Rallye and available in Opel Sportwagon. It mounts a large, legible tachometer next to the speedometer, with amp and oil pressure gauges

and an electric clock located to the right, just above the center console. Manta Luxus models drop the tachometer in favor of a large electric clock. Oil pressure and amp gauges are deleted, also. In all models, the

speedometer is centrally located, while the large dial on the left houses fuel and temperature gauges and warning lights for oil pressure, amps and—a nice touch—clutch wear. And, on Luxus, Rallye, and Manta models, wood-grained vinyl covers the face of the instrument panel.



UNDER HOOD

The first time you lift the bonnet of an Opel, you may be slightly disappointed. You will not find gleaming cam covers, porcelain exhaust headers or esoteric multiple carburetion systems. What you will find, however, is one, simple, reliable, easy-to-maintain, German 4-cylinder

engine. Coming, as it does, from a country where there are no speed limits on the Autobahn, the Opel engine is more than adequate for the job it has to do in this country. The carburetor (of which there is only one) is a dual-throat Solex, with a simple adjustment for idle speed and mixture. Gas mileage is what you'd expect of a small 4-cylinder engine. The required fuel is no-lead or low-lead. The cam is mounted in the head, alongside the valves, so there's less linkage to restrict revving. The valve lifters

are hydraulic, so periodic adjustment is unnecessary. And the valves themselves are chrome-plated for long life. The crankshaft uses five main bearings (unlike some 4-cylinders that only use three). And both main and connecting rod bearings are of steel-backed, tri-metal construction for added reliability. Pistons are forged rather than cast-aluminum construction for added strength. And piston rings are chrome plated for longer wear.

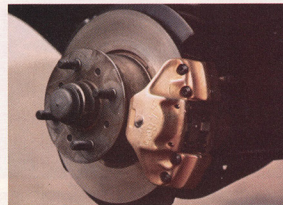
The Opel 4-cylinder's emissions control system is designed to provide efficient hot weather operation and responsive engine performance at lower speeds. Cubic displacement measures 1.9 liters, 1,900 cc's, or 116 cubic inches. Compression is 7.6 to 1. Torque is 92 lbs-ft at 2,800 rpm. Horsepower is 75 at 4,800 rpm. And the enjoyment factor—because you can be out driving while the rest of the guys are fiddling—is immeasurable.

SUSPENSION

The ride and handling of an Opel is of such quality that it instantly conjures visions of swing axles, independent rear suspension, front wheel drive or some other exotic layout for which German engineers are so famous. Yet, to the eye, Opel's suspension setup is deceptively conventional: coil springs and tube shocks are used at all four wheels. About the only clue to its real capability

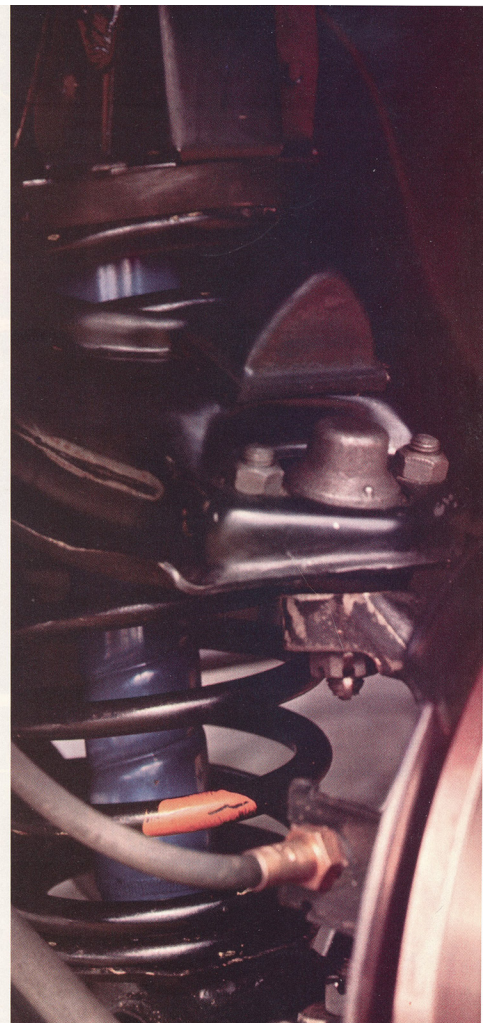
is the presence of both front and rear stabilizer bars. What makes it all come together is *tuning*. Opel engineers have taken a fundamentally simple suspension and *tuned* it to a high degree of efficiency. So that spring rates, shock absorber settings, geometry and the like, all work as a cohesive unit. The result is simple, rugged design that rides and handles on a par with more exotic creations.

BRAKES



There isn't a thing we can say about disc brakes that hasn't been said thousands of times before. They resist the effects of heat and water, they're fade-resistant, they're easy to service. The disc brakes used on the front of every Opel are large—9.4 inches in diameter—and are power-assisted so they require only light pedal pressure to operate.

The brakes used at the rear are drum-type units that measure a healthy nine inches in diameter, 2 inches wide. Total swept area between the front and rear systems is 275 square inches, and dual-circuit braking maintains stopping power, even with a loss of pressure in one of the systems.





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