

OLDSMOBILE

SIX AND EIGHT

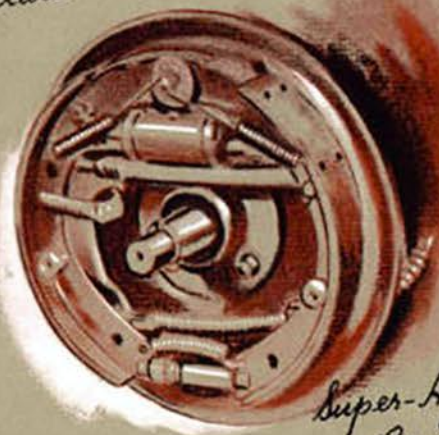


"The car that has Everything"





No draft Ventilation



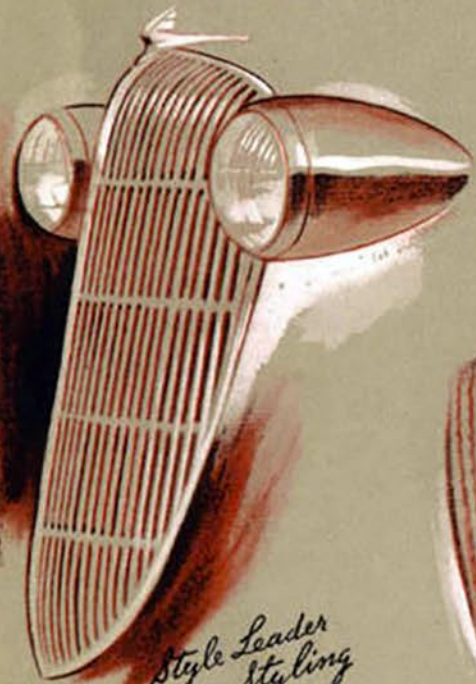
Super-Hydraulic
Brakes



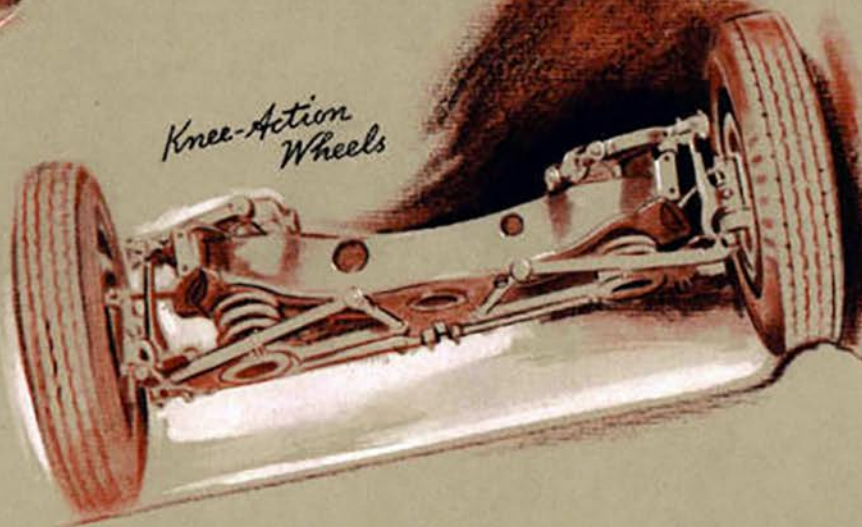
Solid Steel "Turret Top"



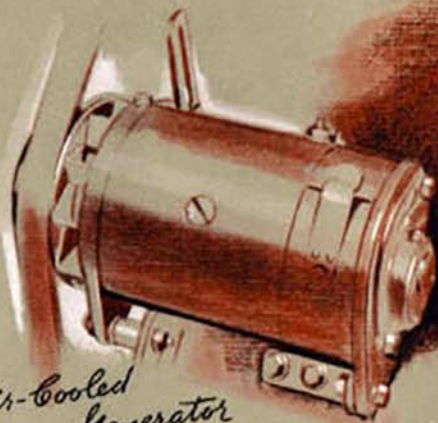
Long-Life,
Light-Weight Piston



Style Leader
Styling



Knee-Action
Wheels



Air-Cooled
Generator

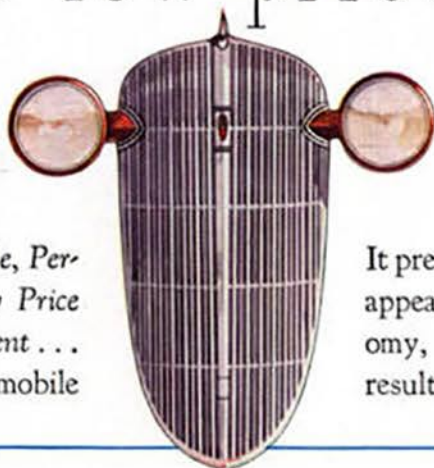
OLDSMOBILE SIX

The Big All-Feature Car of the low-price field



Oldsmobile has one single and definite ideal in mind for every car that bears the Oldsmobile name: *To design and build a Quality car, that in Style, Performance, Durability and Low Price*

gives you the greatest possible value for your Investment . . . Whether your choice be the Six or the Eight, Oldsmobile assures you all that is new and better, all that is modern and proved, every feature you want in a truly fine car; in a word—"The Car That Has Everything!" . . . Such a car as Oldsmobile builds is not the result of a day. It is the product of year-after-year improvement and constant advance. As such, it represents an enviable



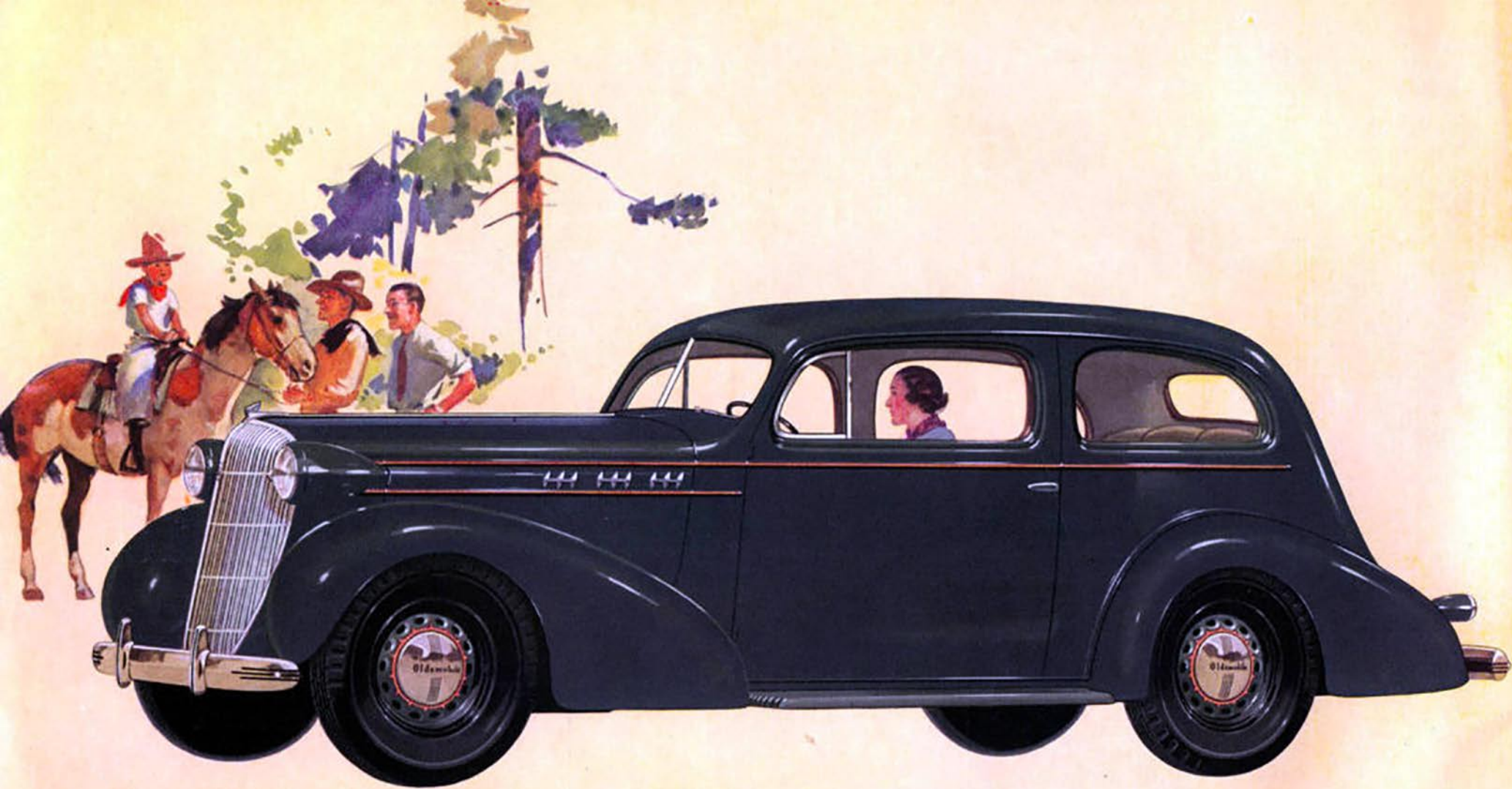
engineering accomplishment. . . . From any viewpoint you take of it, Oldsmobile is a big car, a fine car, a value car.

It preserves that fine balance between appearance and power, size and economy, speed and safety, comfort and alertness, which results in "The Car That Has Everything!" . . . The engineer, with his faith in accuracy, and the workman, with his pride of achievement, are the masters at Oldsmobile. They join in producing for you a car that is built of quality materials, a car that is carefully manufactured to precision standards, a fine car with every fine-car feature—Oldsmobile, "The Car That Has Everything!"



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KNEE-ACTION RIDE	G.M.A.C. TIME PAYMENTS



STYLE LEADER! The very words have come to mean Oldsmobile. For year after year, Oldsmobile has set the style—not only in design for appearance sake—but just as clearly in design for performance, for durability, for value . . . Modernly streamlined, long and low, the

Oldsmobile presents an effect of symmetrical massiveness and graceful beauty. With its wide, high-crowned fenders, die-cast radiator grille, long, flowing hood lines and sweeping body contours, Oldsmobile sets the fine-car style that everywhere commands attention and admiration.

**THE OLDSMOBILE SIX
... 5-PASSENGER COUPE ...**

Smartly styled and roomy, this five-passenger model features the new sedan-type, divided front seat, with an enriched and completely appointed interior.

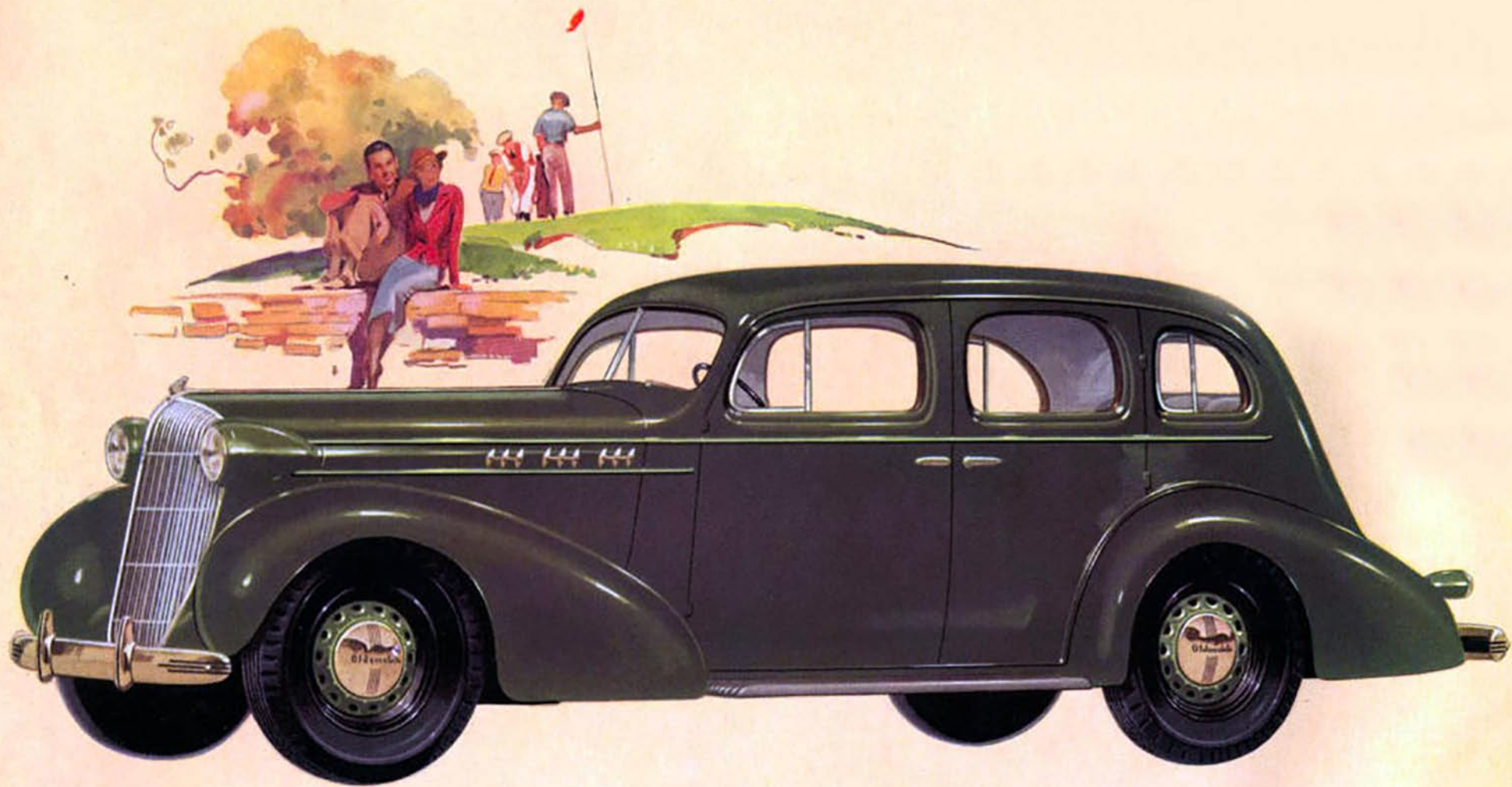


STRIKING as is the style of Oldsmobile, the fine-car features which this car provides for comfort are equally notable . . . First of all, Oldsmobile is a big, roomy car, with wide doors and with level, unobstructed floors. In the deep-cushioned and form-contoured seats

you find exceptional room—shoulder room, leg room, elbow room, and room overhead. Every Oldsmobile model has either a big, built-in trunk for baggage or a commodious luggage compartment, so that you may have the spacious car interior entirely to yourself.

**THE OLDSMOBILE SIX
• • BUSINESS COUPE • •**

Large rear-deck space for luggage . . . special compartment for spare tire concealed behind driver's seat. Ideal for business, or car-about-town purposes.

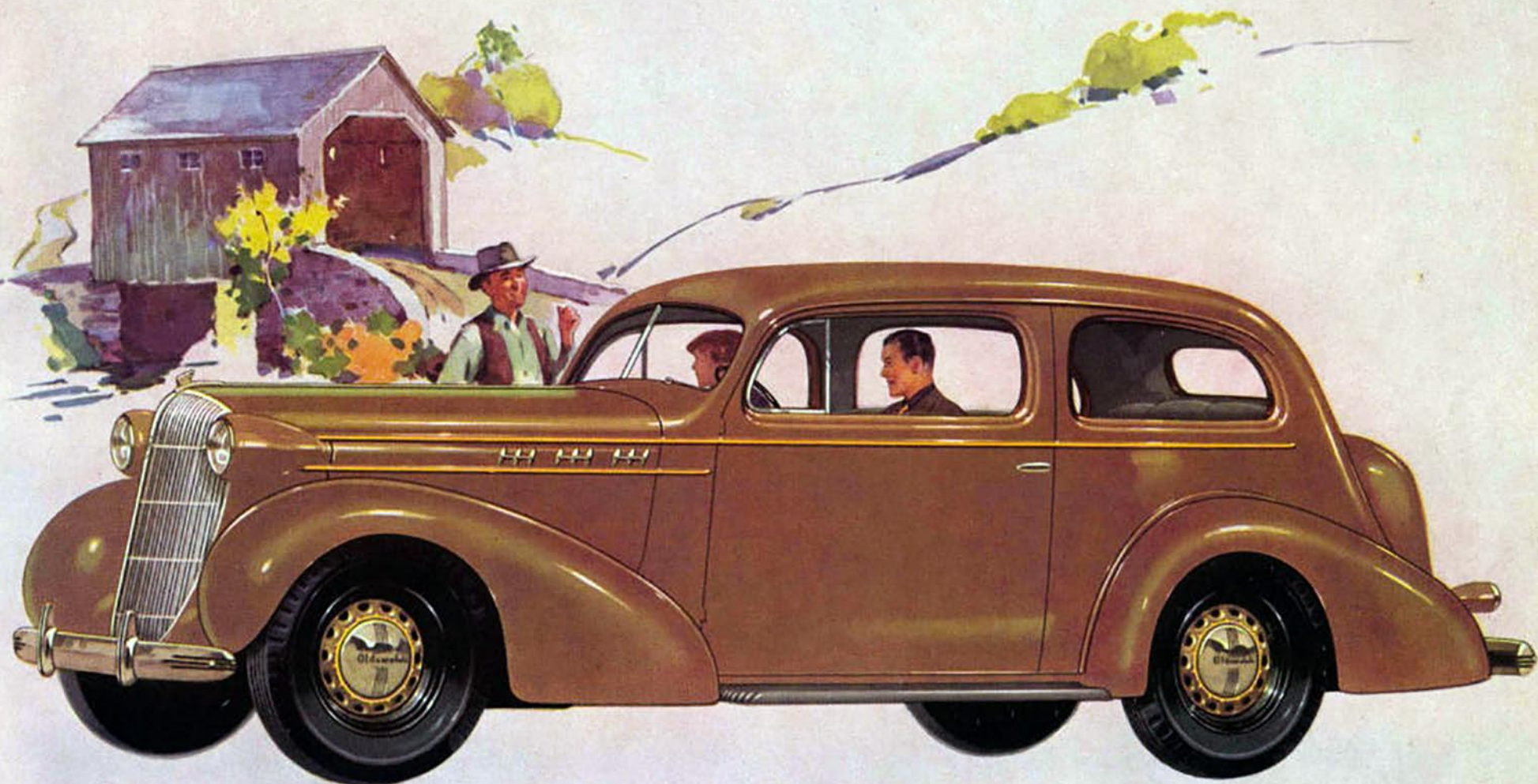


A REVELATION of smoothness and riding and driving ease awaits you in Oldsmobile . . . The Oldsmobile engine is celebrated for its smooth, sweet-running and silent performance . . . Associated with it as factors for extra riding smoothness on every road and at

every speed are Oldsmobile's Ride Stabilizer, that keeps the car on an even keel when rounding curves; Oldsmobile's double-acting hydraulic shock absorbers, front and rear, and Oldsmobile's proved Knee-Action Wheels, which "step over bumps" and "smooth out" the roads.

THE OLDSMOBILE SIX
• • • 4-DOOR SEDAN • • •

Beautifully streamlined and complete, this popular model offers well-known advantages of roominess and comfort. Spacious luggage compartment in rear.

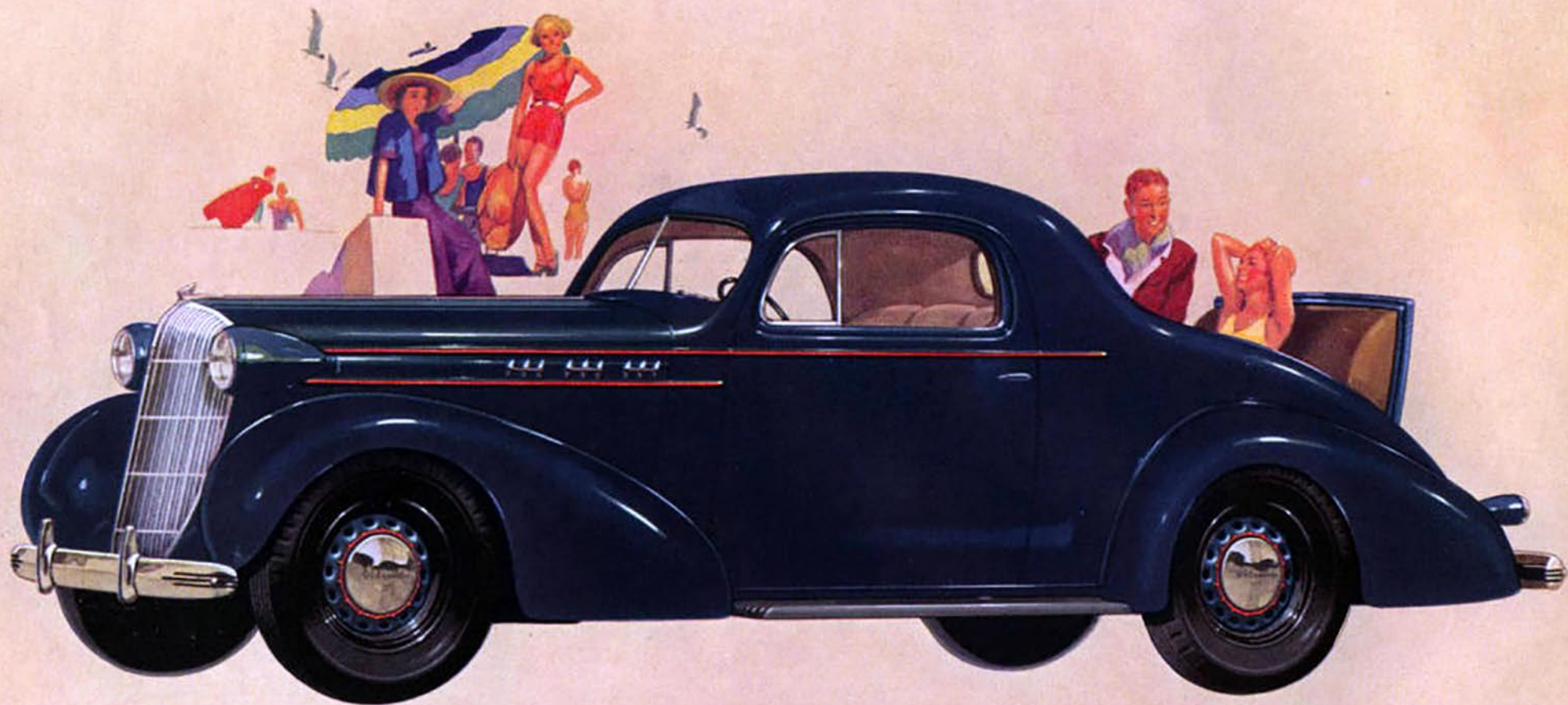


THE first essential embodied in Oldsmobile design and construction is SAFETY . . . Your personal security and peace of mind are guarded in Oldsmobile by such safety provisions as the rigid, X-type frame; self-energizing Super-Hydraulic Brakes, Center-Control Steering,

and the Solid-Steel "Turret-Top" Body by Fisher with Safety Glass standard throughout. With the further advantages of Fisher No Draft Ventilation, Syncro-Mesh Shifting, Ride Stabilizer and Scientifically Distributed Weight, there is no safer car than Oldsmobile.

**THE OLDSMOBILE SIX
5-PASSENGER TOURING COUPE**

Its big, built-in trunk leaves the roomy interior all for your comfort; the divided, sedan-type front seat provides room for an extra passenger if desired.

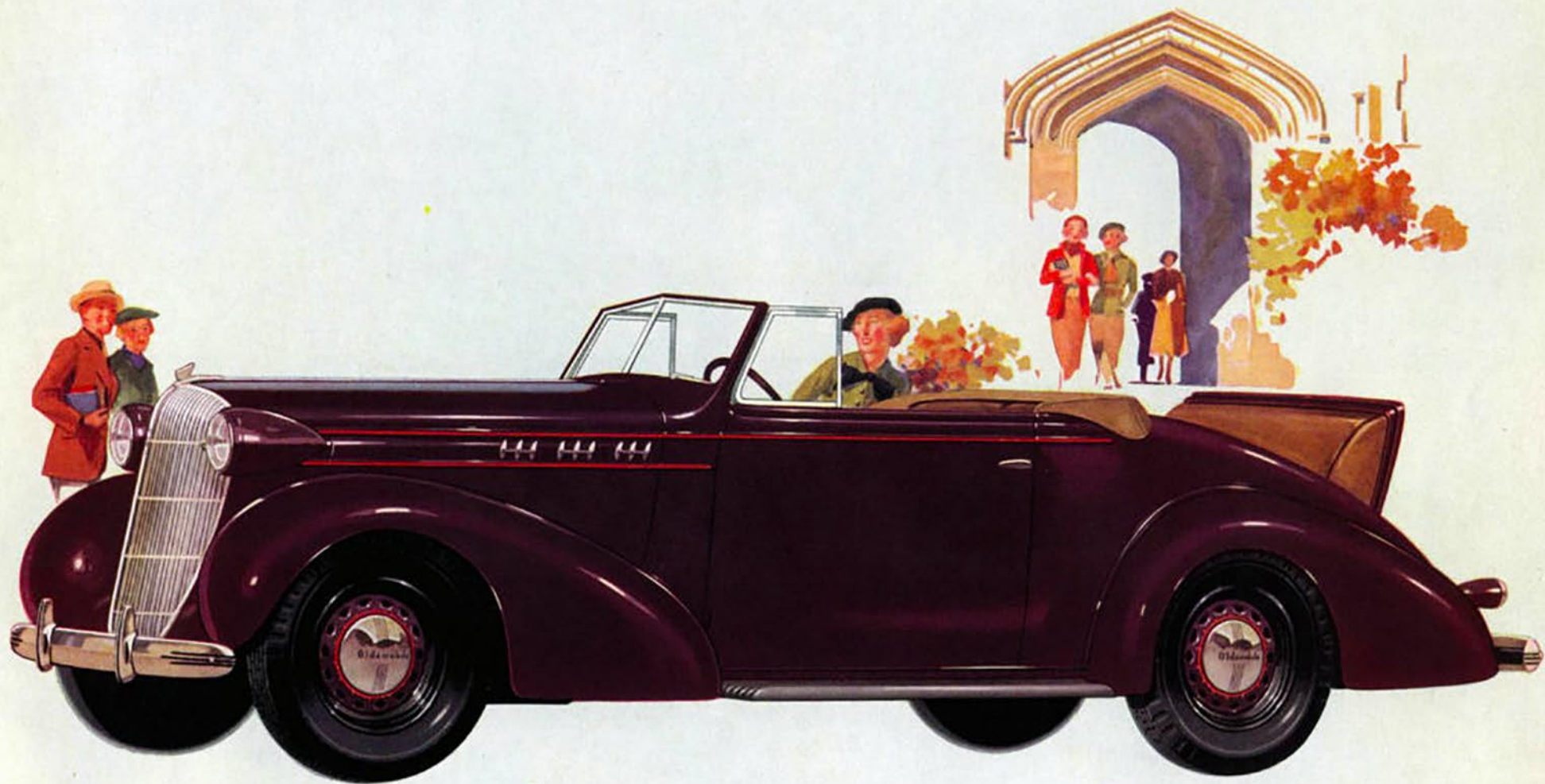


THE Oldsmobile Six engine develops 90 full horsepower; the Eight, 100 horsepower . . . Both deliver their power in every speed range with extraordinary responsiveness, quiet smoothness, and economy. Equipped with new, light-weight, long-life pistons—

specially hardened for durability, specially light to ease the load on bearings—and fitted with matched connecting rods that are rifle-drilled to assure full-pressure lubrication of both piston pins and cylinder walls, the Oldsmobile engine is a true engineering achievement.

**THE OLDSMOBILE SIX
... SPORT COUPE ...**

Has the style and flair that go with "The Best Dressed Car In Town" . . . rear deck has a wide and comfortable rumble seat for two extra passengers.



OLDSMOBILE's reputation for economy does not depend on a saving on just one item; it represents an all-round and over-all economy . . . Oldsmobile is very thrifty of gasoline, giving unusually high mileage per gallon. Oldsmobile's oil consumption is very low. Sound

engineering, quality materials and careful workmanship, with never a tendency to skimp, result in remarkable freedom from repairs and replacements. When you consider Oldsmobile's long life—and Oldsmobile's low first cost, you get the true picture of Oldsmobile economy.

THE OLDSMOBILE SIX
• • CONVERTIBLE COUPE • •

Open to sun and breezes, or closed snug-tight against rain, snow or cold, as you choose . . . a smart, fast, youthful car in both looks and performance.

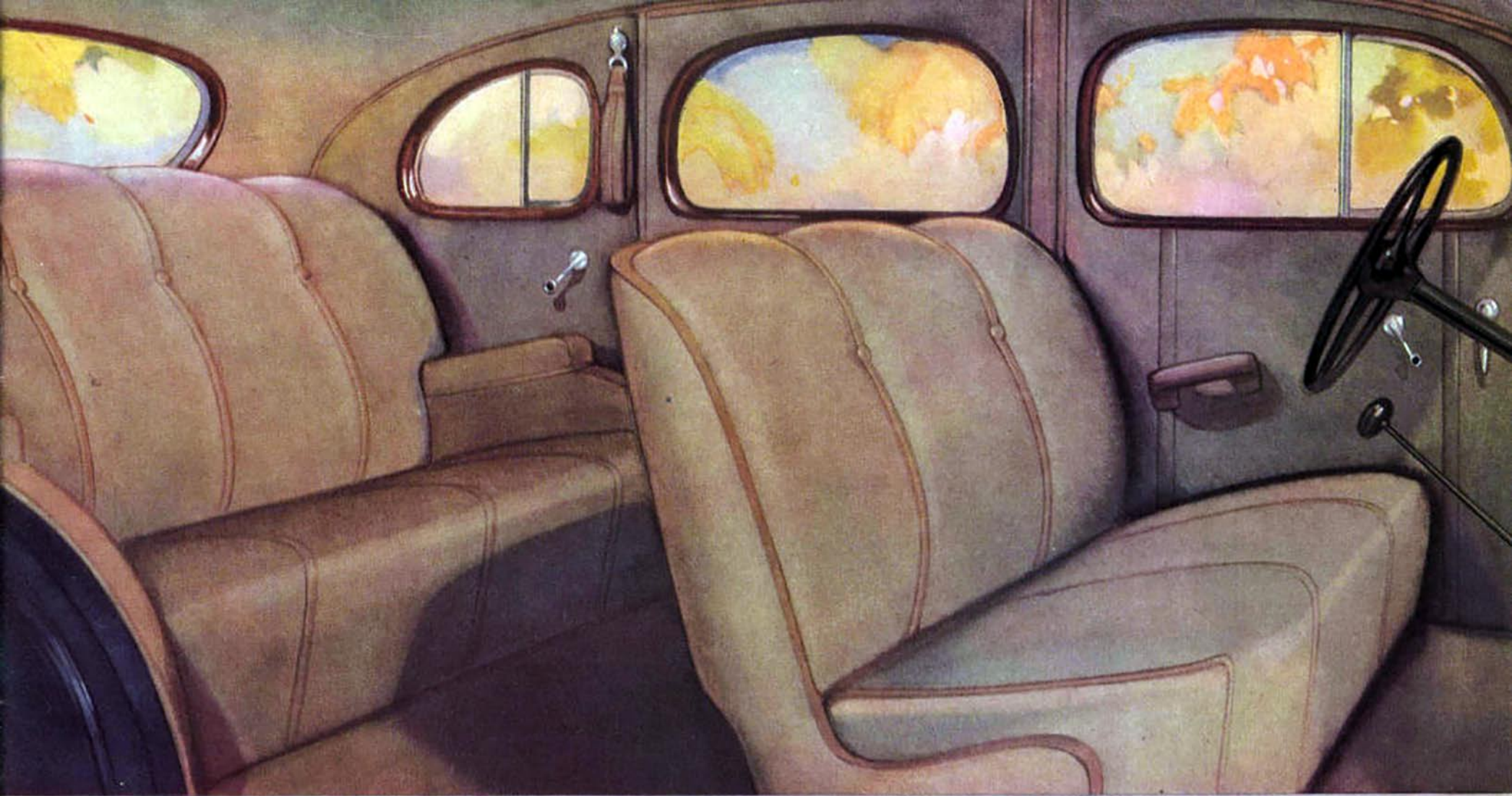


OLDSMOBILE's riding ease is remarkable, but just as noteworthy is its ease of control . . . All gauges and dials are grouped at eye level on a most attractive instrument panel. Oldsmobile true-course Center-Control Steering is effortless, and without steering

wheel shock or tendency to wander. The Ride Stabilizer effects an even-keel balance on curves. Syncro-Mesh Shifting is easy and silent at every speed. And big, self-energizing Super-Hydraulic Brakes bring your car down to a quick, smooth, "straight-ahead" stop.

THE OLDSMOBILE SIX
• 4-DOOR TOURING SEDAN •

Offers room and to spare—with its big, built-in trunk for luggage—to assure extra comfort for a full quota of passengers, even on the longest of trips.



Roomy, Luxurious Interiors feature the Oldsmobile Six

Everything to invite most comfortable, relaxing and luxurious travel is offered in the big, roomy, deep-cushioned interior of the Oldsmobile Six . . . Seats are form-contoured. Built-in arm rests are provided, front and rear. Upholstery in luxurious

fabrics . . . either mohair or cloth . . . is smartly tailored. Floors, both front and rear, are wide and unobstructed. Appointments are handsome and all in good taste, befitting the style that inside and out proclaims Oldsmobile as the true "Style Leader."

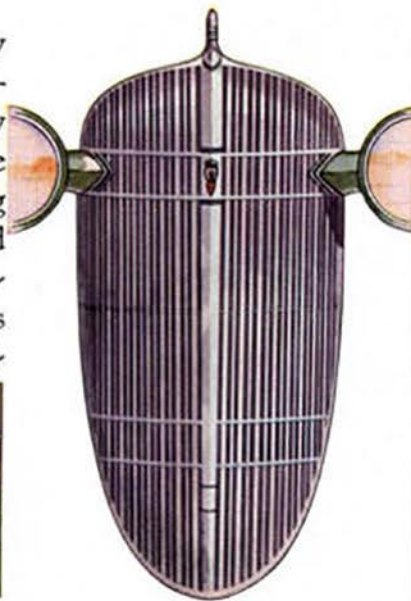
OLDSMOBILE EIGHT

Fine Car Luxury

Distinguishes this Big, Spacious Eight

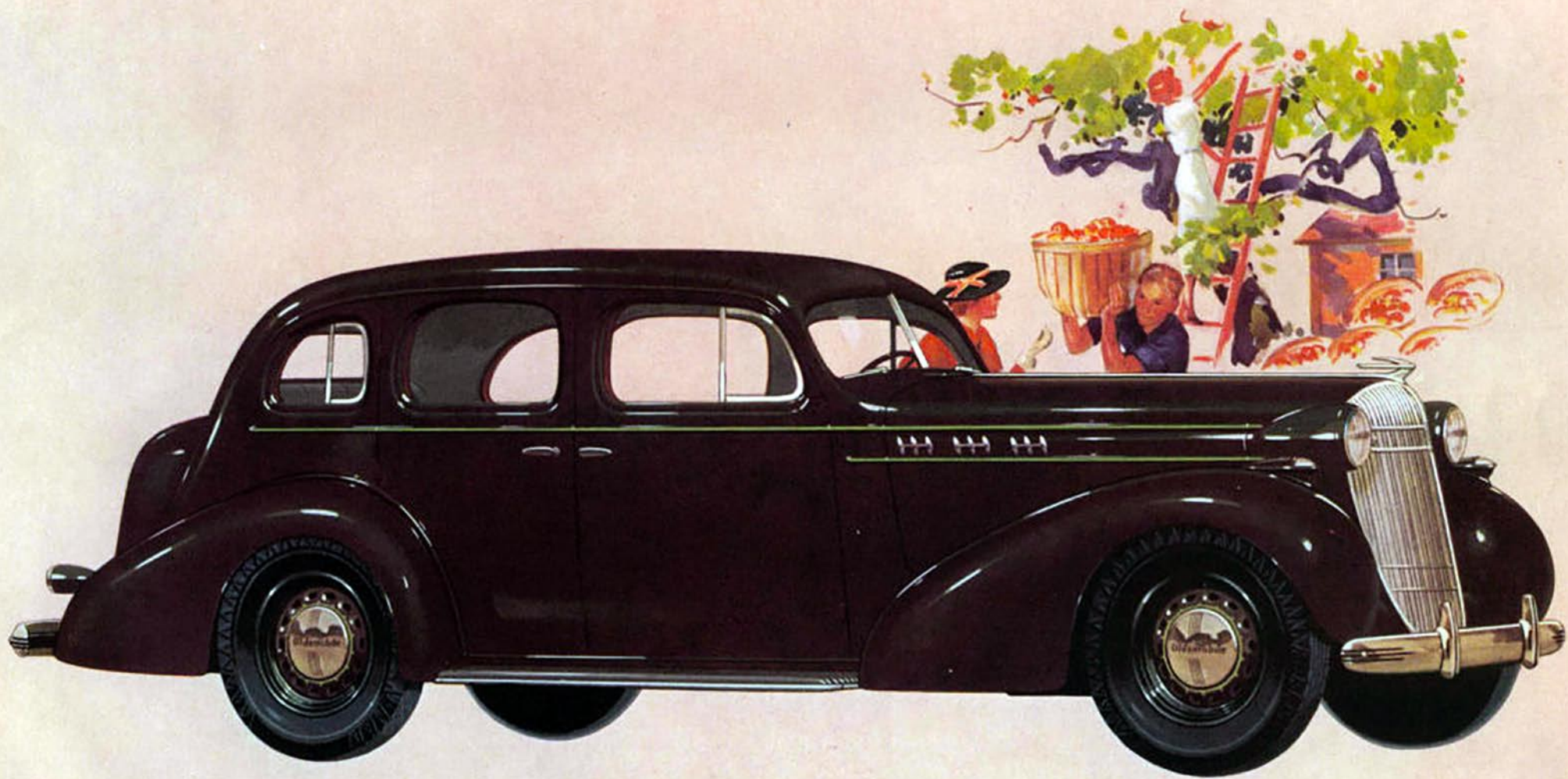


A smartly styled and luxuriously appointed car in every respect—comfortably roomy—amply powered: this is the Oldsmobile Eight . . . There is nothing more attractive to the eye and nothing more pleasing to drive than this Style-Leader Oldsmobile Eight . . . Mechanically, it is the sum of Oldsmobile's entire experience in balanced engineering and precision workmanship. Its hundred-horsepower engine is unexcelled for smoothness, quietness, and efficient operation . . . Oldsmobile Eight holds an



enviable place among all fine cars. Most popular of all the fine eights, it is the outstanding choice of those who can afford the best and always appreciate the inherent quality of a splendid car . . . Naturally, it has every modern fine-car feature in body and chassis . . . Naturally, too, a car of this quality character is designed and built to give you everything you want, everything you have a right to expect . . . in Style, Performance, Comfort, and Value — "The Car That Has Everything!"



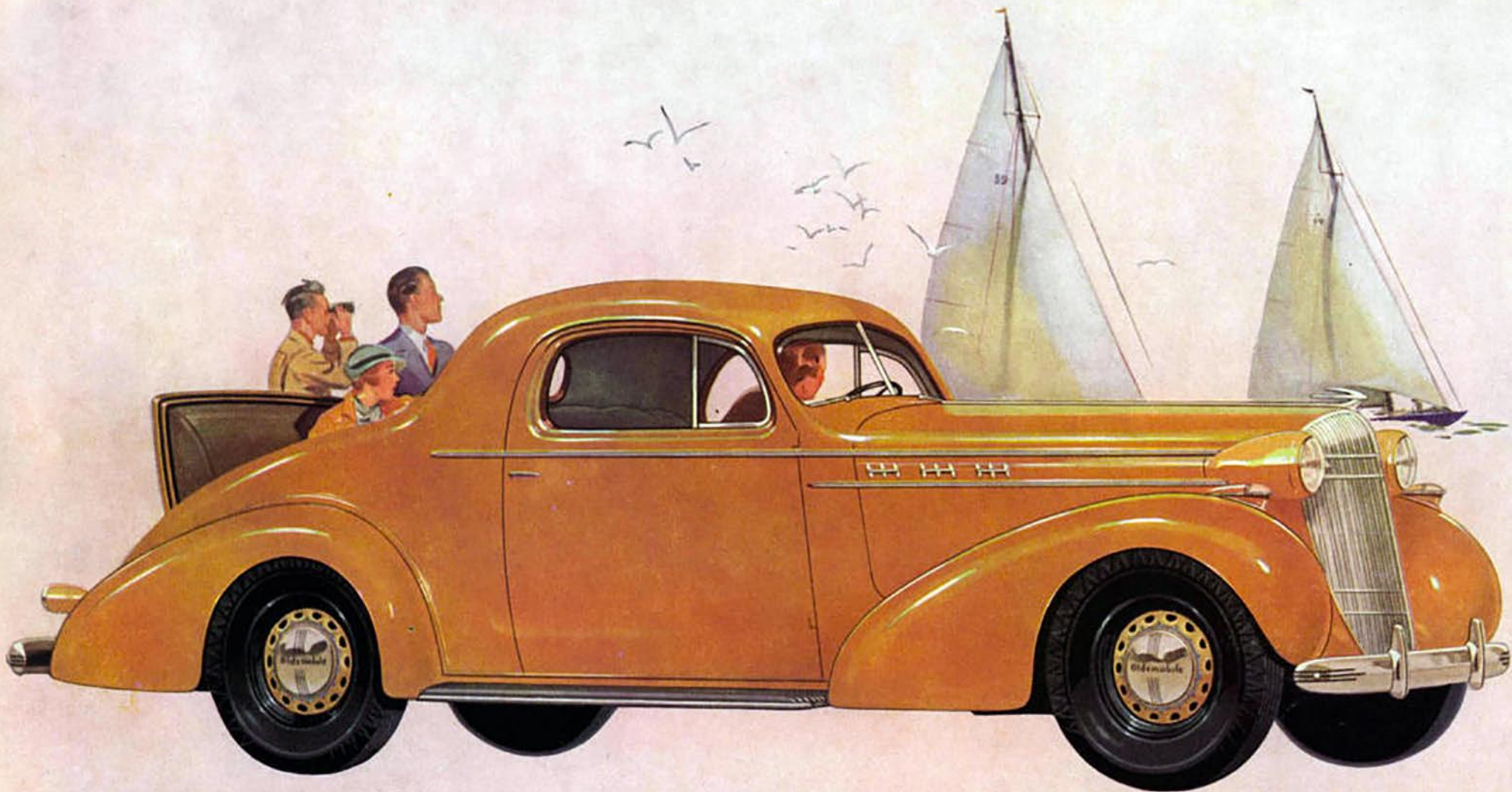


SUPERIOR designing, accurate manufacture, and specially selected materials all combine to give Oldsmobile exceptional long life . . . Vibration is counteracted in Oldsmobile by such provisions as three-point rubber-cushioned engine suspension, counter-weighted

and counter-balanced crankshaft, with vibration damper; lighter and harder pistons, and Knee-Action Wheels. Wear is further defeated by the advanced Oldsmobile pressure lubrication system, which even includes rifle-drilled connecting rods to carry oil to the piston pins.

THE OLDSMOBILE EIGHT
• 4-DOOR TOURING SEDAN •

All that the term "Style Leader" implies: smart appearance; luxurious size and roominess; rich appointments . . . everything for comfort and convenience.

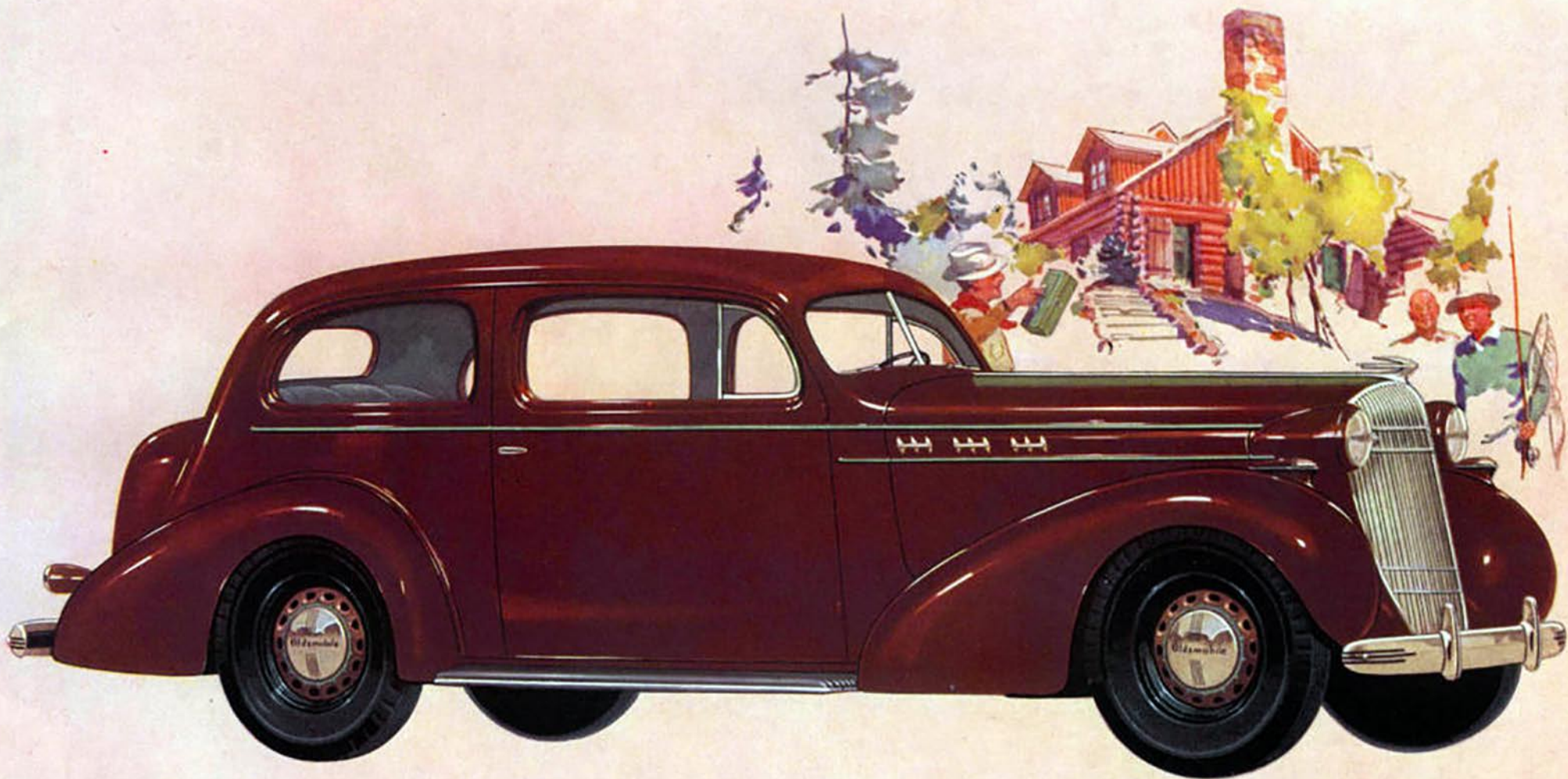


OLDSMOBILE owners enjoy every proved fine-car convenience . . . Features for more comfortable travel, features for greater safety—they are all here. Fisher No Draft Ventilation scoops in cool air on hot days, admits fresh air without drafts in bad weather. Space

for stowing and securing luggage, spare tire, tools—different according to models but ample in every case . . . Clear front compartment with the hand-brake out of the way; large, convenient package compartment at the right on the instrument panel, and many others.

THE OLDSMOBILE EIGHT
. . . SPORT COUPE . . .

The embodiment of style, this long, low, perfectly contoured coupe offers plenty of room for two . . . or three . . . and, with the rear deck seat, two more.

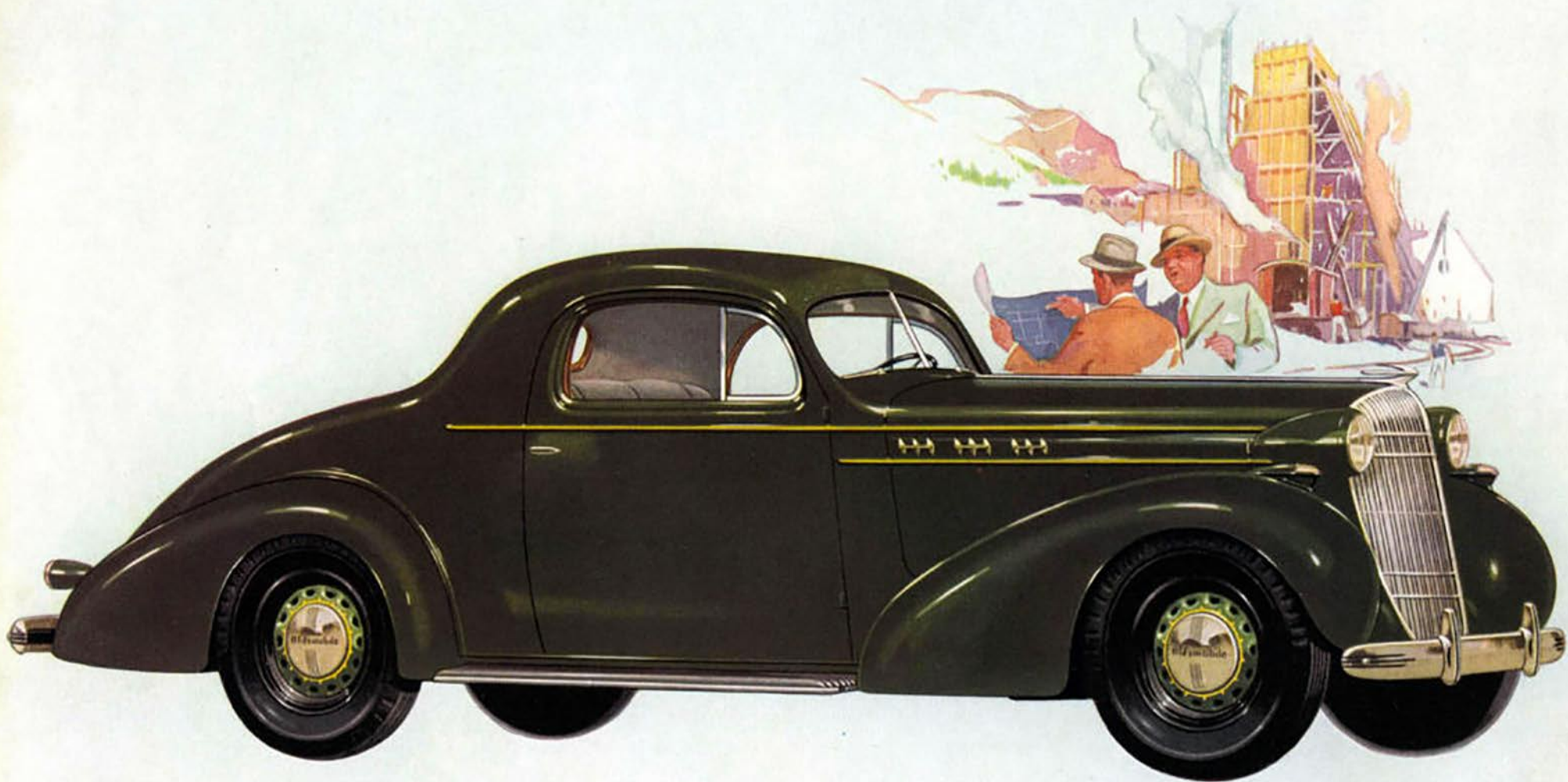


OLDSMOBILE is both a fine car and a complete car . . . It is designed and built on the Oldsmobile principle that "you are entitled to all that is new and better" . . . Its many features include everything important to better motoring in safety and comfort. All these fea-

tures, for example: Solid-Steel "Turret-Top" Bodies by Fisher with Safety Glass as standard equipment throughout, Knee-Action Wheels, Super-Hydraulic Brakes, All-Silent Shifting, Ride Stabilizer, Center-Control Steering, Fisher No Draft Ventilation, and others.

THE OLDSMOBILE EIGHT
5-PASSENGER TOURING COUPE

Big built-in trunk for luggage and spare tire . . . wide, easy-to-enter doors . . . lots of room . . . and the sedan-type front seat will accommodate three passengers.

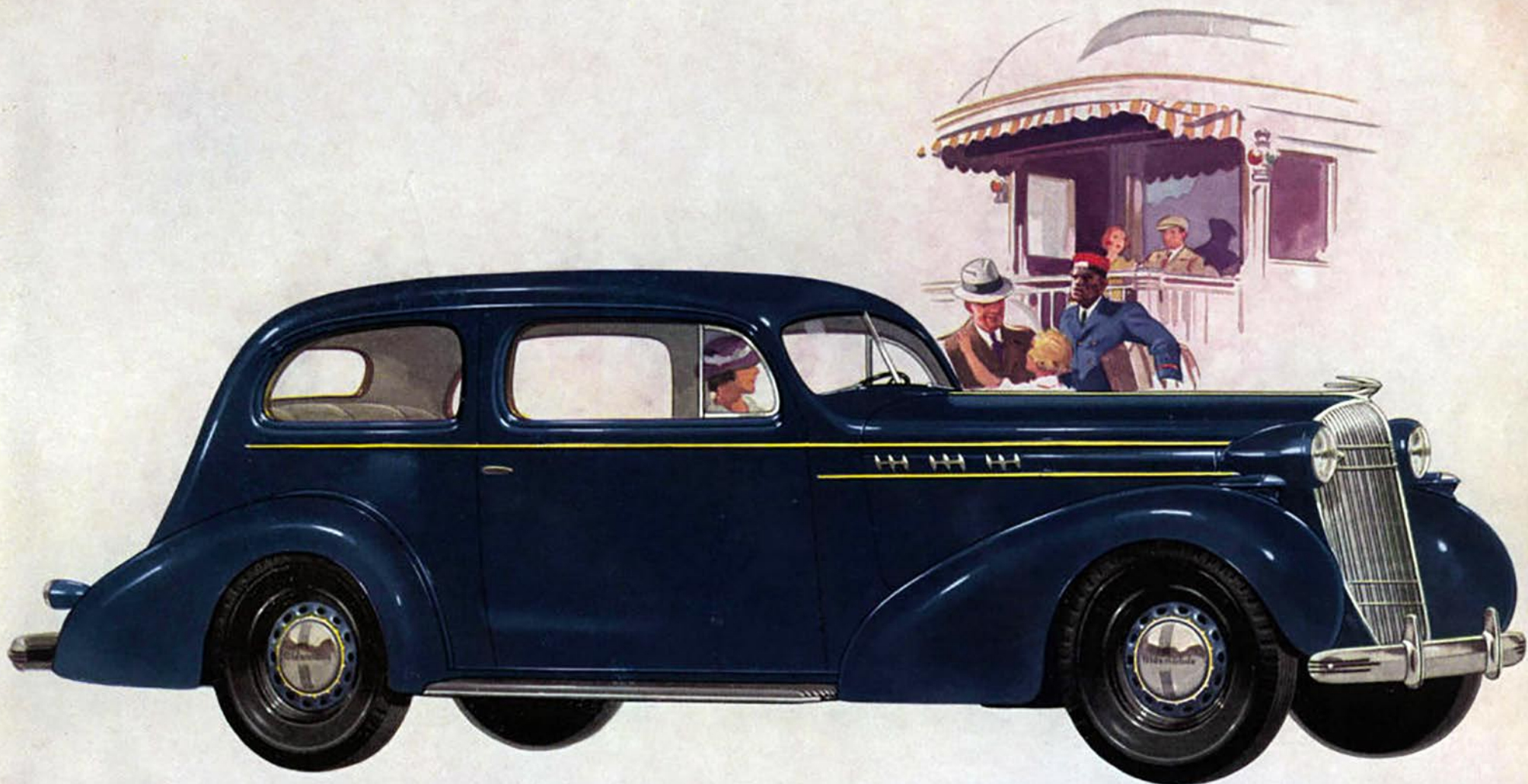


IT is a recognized fact in the automotive industry that Oldsmobile performs as it does and lasts as it does because it represents Balanced Engineering . . . Perhaps the simplest definition of Balanced Engineering is "no one quality emphasized at expense of another." Thus,

Oldsmobile is amply powered, but at no sacrifice of economy or long life. Oldsmobile has size, without sacrifice of stability and ease of control. Oldsmobile is fast, without sacrifice of smoothness. In short, here are all the desirable qualities united in a well-balanced whole.

THE OLDSMOBILE EIGHT
... BUSINESS COUPE ...

Whatever business or other travel may require, the answer is this big, rugged Oldsmobile Coupe . . . with extra-big and convenient luggage compartment.

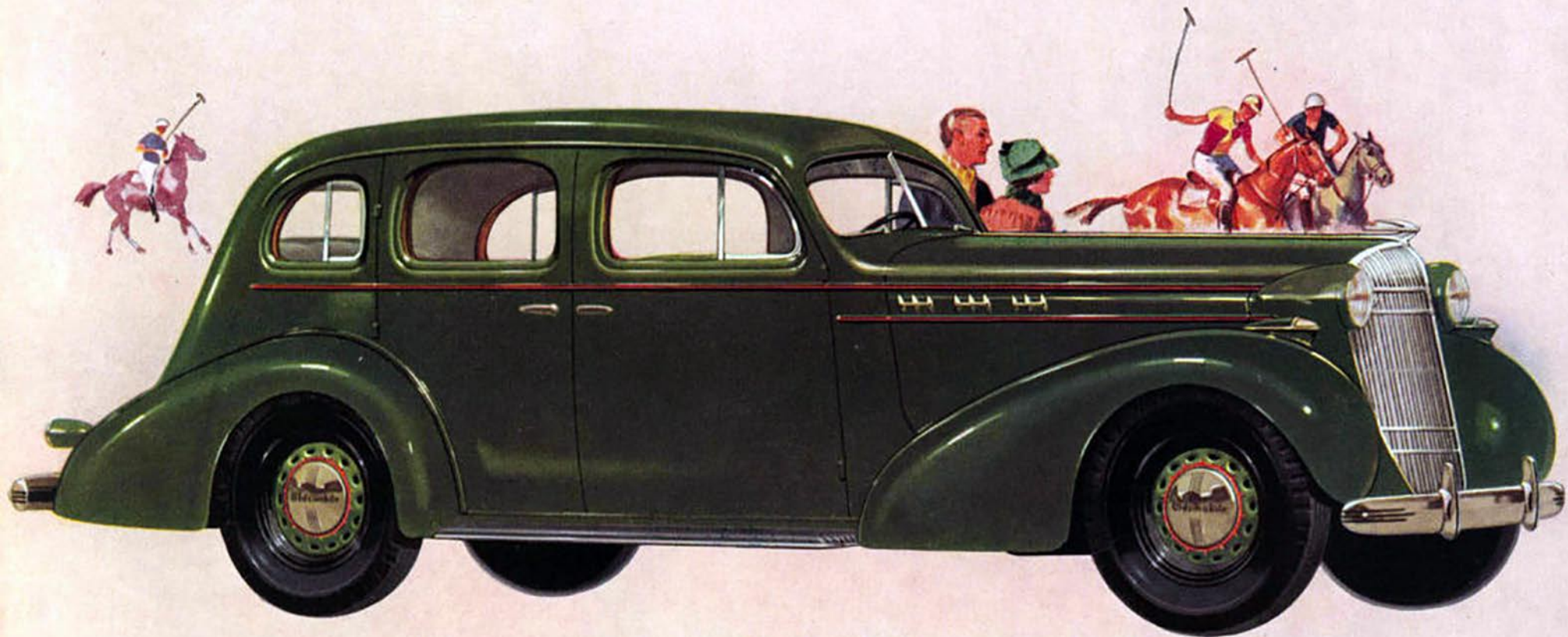


LUXURY is a definite quality of Oldsmobile—appreciated by everyone who contemplates the fine-car style and roominess and comfort of Oldsmobile . . . Two points which serve as a measure—upholstery and appointments—quickly establish Oldsmobile's luxuriousness.

Interiors are designed to harmonize with exterior colors. Upholstery is the latest tailored style, of the deep-cushioned and form-contoured type, and of finest durable quality. Furnishings are fashioned in the best of taste and the whole car is replete with convenience details.

THE OLDSMOBILE EIGHT
. . . 5-PASSENGER COUPE . . .

Smart style for town or country! High-powered, compact, yet unusually roomy . . . with rear compartment for concealed spare tire and luggage.

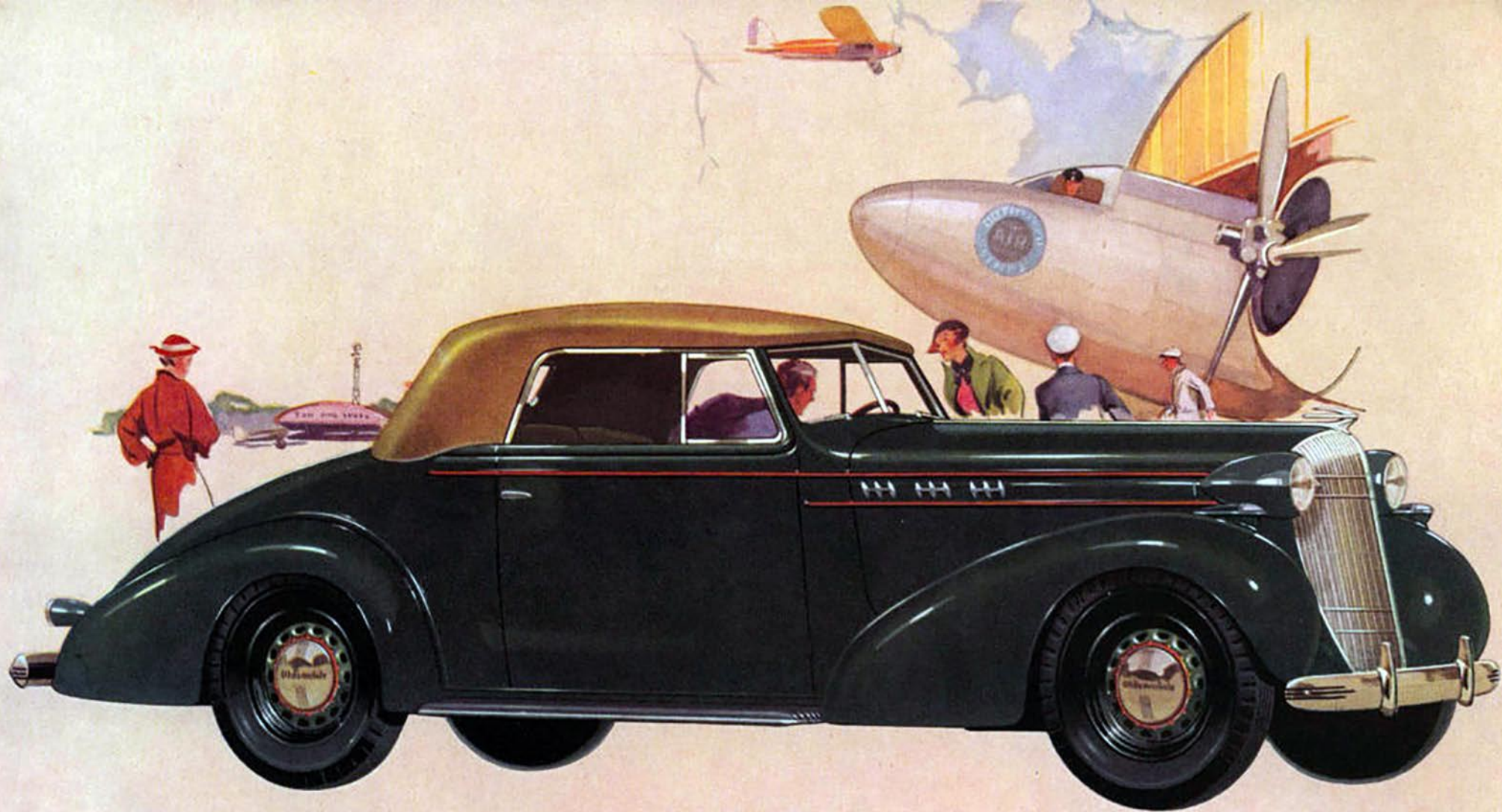


ONE characteristic of fine-car design and performance is particularly evident in Oldsmobile. That characteristic is quietness of operation. The Oldsmobile engine delivers its smooth flow of power with a silence that is a mark of fine engineering and skilled manufacture.

Oldsmobile bodies, too, are built with especial regard for silence. They are insulated against sound, heat and cold. With a vibrationless engine, a rigid frame, and an insulated body with Solid-Steel "Turret-Top," Oldsmobile offers pleasurable travel over many thousands of miles.

THE OLDSMOBILE EIGHT
... 4-DOOR SEDAN ...

Five passengers have ample room in this beautifully streamlined and appointed Oldsmobile Eight, with its hundred-horsepower, smooth and quiet engine.



IT SEEMS to be universal among Oldsmobile owners that they are proud of their Oldsmobiles . . . That is only natural since a car that is always in good style attracts admiration everywhere—and Oldsmobile is conceded to be the Style Leader. Moreover, the size of this fine car

commands attention, and its many comfort features win appreciation. It is completely modern in its features for easier and safer driving. And its smooth, quiet, economical performance is a source of genuine satisfaction—merited pride of ownership—throughout its long life.

THE OLDSMOBILE EIGHT
• • CONVERTIBLE COUPE • •

Where youth goes—and style is everything—this two-or-four-passenger Eight is always at home—quickly convertible . . . top up or down, at your wish.



Spacious, Smartly Tailored are the interiors of the Oldsmobile Eight

There is something more than comfort in the interior of the Oldsmobile Eight . . . It is an atmosphere of refinement and good taste such as you would naturally expect in a truly fine car. . . . Here, in the depth of broad, soft-cushioned, form-contoured

seats—in the tailored upholstery of fine quality weaves—in all the appointments, such as arm rests, ash trays, assist cords, recessed foot rail, interior hardware, Fisher No Draft Ventilation—you find the complete, convenient and luxuriously finished car.

Many Interior Refinements add to ease and comfort in the Oldsmobile Six and Eight



• PEDAL and lever openings in the front compartment floor are completely sealed by special fittings and padded floor mat.

EASY, effortless handling is one of the outstanding characteristics of Oldsmobile, and many are the features that contribute to the driver's convenience. The grouping of all controls within the driver's easy reach, the lighting system of the instrument panel, the clean, unobstructed front compartment, the quickly adjustable driver's seat are a few of the many features that provide extra satisfaction and extra convenience for the Oldsmobile driver.

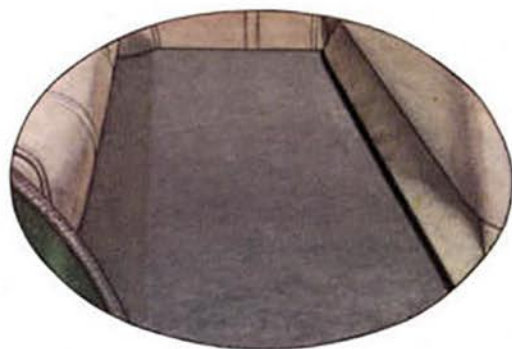
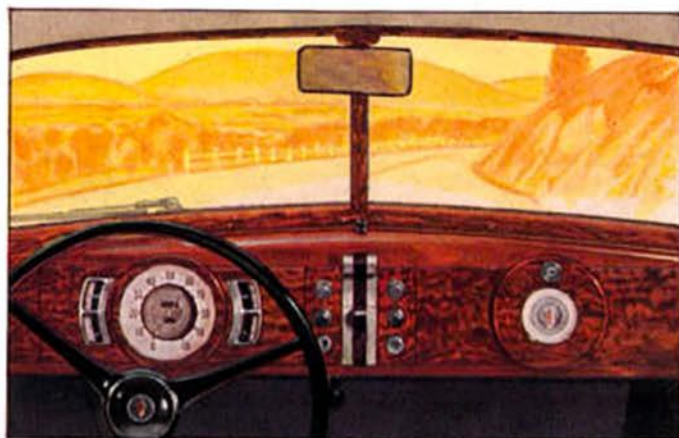


• THE HAND-BRAKE LEVER is mounted under the dash at the left, adding to front compartment neatness and roominess.

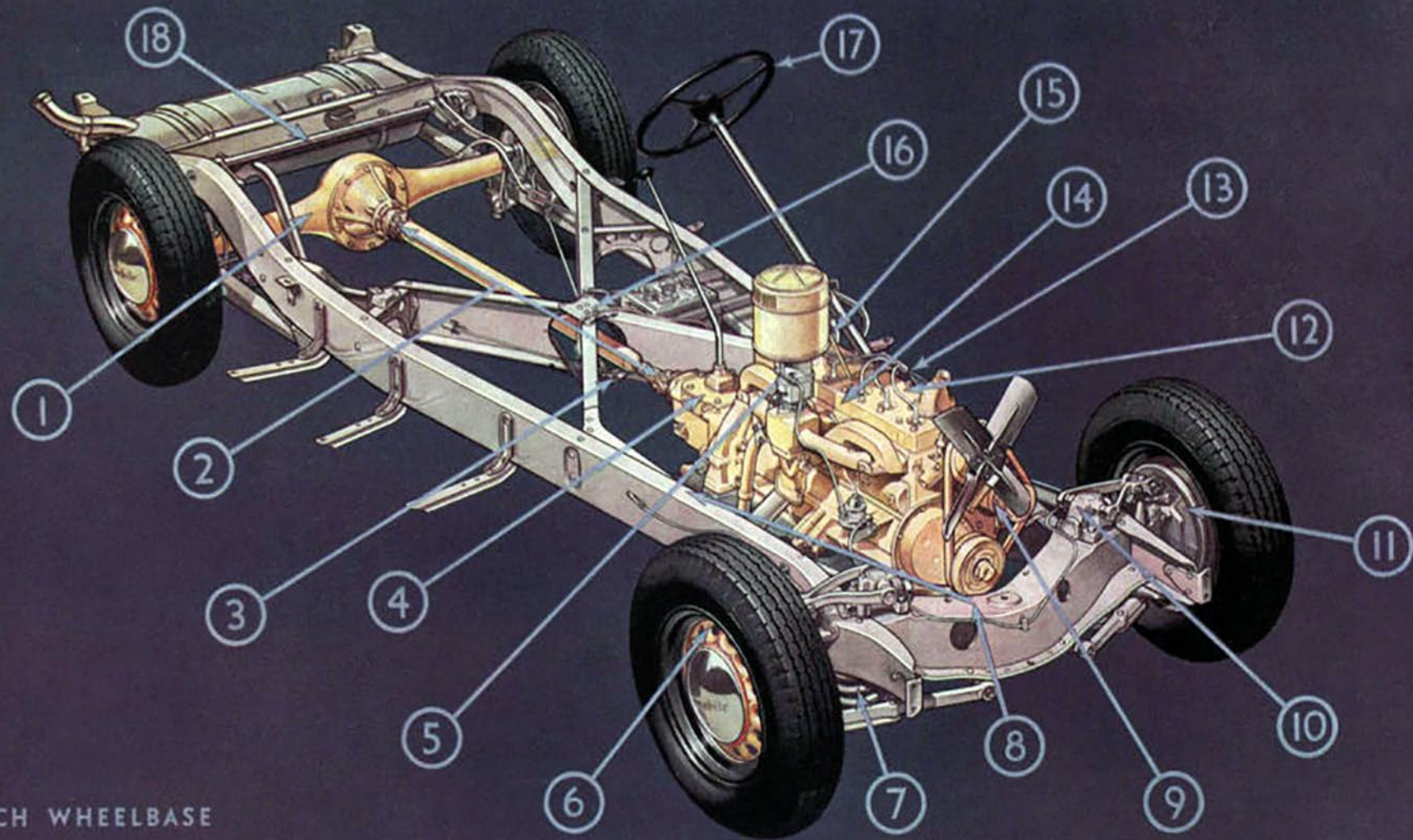
• OLDSMOBILE's instrument panel is a model of modern beauty and efficiency. The aviation-type speedometer and gauges are directly in front of the driver. A large, convenient package compartment, with lock, is located at the right on the attractive instrument panel.



• FULL width, sedan-type front seats are provided in all Oldsmobile Six and Eight 5-passenger Coupe and Touring Coupe models. Seats are soft, deep and restful.



• ROOMY rear compartments with unobstructed floors, recessed foot rail, and many modern appointments provide convenience and comfort for rear seat passengers.



115 INCH WHEELBASE

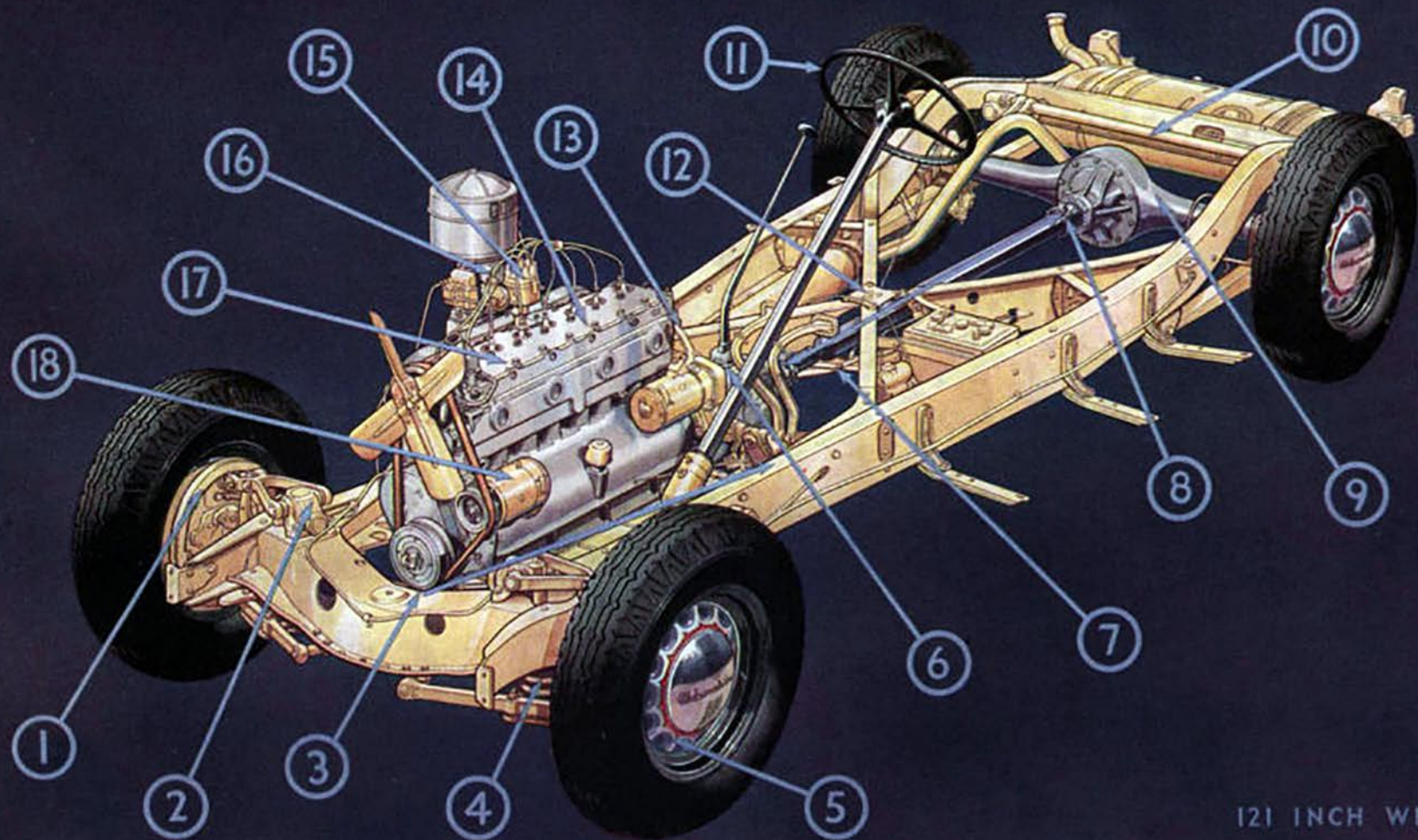
Chassis of the Oldsmobile Six — BIG AND EXTRA RUGGED

- 1 Rugged, Semi-Floating Type Rear Axle
- 2 Needle Bearing Universal Joints
- 3 Mechanical Parking Brakes—Brake Lever located at left on Dash
- 4 All-Silent, Syncro-Mesh Transmission

- 5 Built-In Automatic Choke
- 6 Safety-Steel Wheels—16 x 6.50 Tires
- 7 Knee-Action Wheels
- 8 Tri-Cushion Engine Suspension
- 9 Air-Cooled Generator

- 10 Double-Acting Hydraulic Shock Absorbers
- 11 Super-Hydraulic Brakes—self-energizing type—190 sq. in. Braking Area
- 12 Light-Weight, Long-Life Pistons
- 13 Positive, Pre-Engagement Starter

- 14 90-Horsepower, Six-Cylinder Engine
- 15 Vacuum Spark Control and Fuel Saver
- 16 X- and Box-Type Frame Construction
- 17 Center-Control Steering
- 18 Ride Stabilizer



121 INCH WHEELBASE

Oldsmobile Eight Chassis — MASSIVE AND STRONG

- 1 Super-Hydraulic Brakes—self-energizing type—207 sq. in. Braking Area
- 2 Double-Acting Hydraulic Shock Absorbers
- 3 Tri-Cushion Engine Suspension
- 4 Knee-Action Wheels

- 5 Safety-Steel Wheels—16 x 7.00 Tires
- 6 All-Silent, Syncro-Mesh Transmission
- 7 Mechanical Parking Brakes—Brake Lever located at left on Dash
- 8 Needle Bearing Universal Joints

- 9 Rugged, Semi-Floating Type Rear Axle
- 10 Ride Stabilizer
- 11 Center-Control Steering
- 12 X- and Box-Type Frame Construction
- 13 Positive, Pre-Engagement Starter

- 14 100-Horsepower, Eight-Cylinder Engine
- 15 Vacuum Spark Control and Fuel Saver
- 16 Built-In Automatic Choke
- 17 Light-Weight, Long-Life Pistons
- 18 Air-Cooled Generator

KNEE-ACTION

Basis of Oldsmobile's Gliding Ride

OLDSMOBILE's gliding smoothness on every type of road is directly due to Oldsmobile's sturdy, dependable system of independent front-wheel suspension, popularly known as Knee-Action Wheels. Oldsmobile's Knee-Action is the same high-quality type of independent suspension as that used in the costliest of cars. It represents the greatest single advance in riding comfort ever achieved by automotive engineers.

Oldsmobile's rugged Knee-Action units are engineered into the chassis as an integral part. They include coil front springs, designed to react in harmony with the long, flexible springs at the rear. With front springs and rear springs flexing in perfect harmony, Oldsmobile rides with a smooth, gliding motion on city pavements or rough country roads or concrete highways. The "pitching" and "bucking" always encountered in cars with conventional front springs are entirely eliminated.

Oldsmobile's Knee-Action further permits each front wheel to move up and down, independently of the other, as obstacles are encountered. Thus, one wheel can "step over" a bump without tilting the car or jerking the steering wheel in the driver's hands. Millions of miles of driving in the hands of hundreds of thousands of owners, have proved not only the vastly greater comfort but the increased stability and safety provided by Oldsmobile's rugged, dependable system of Knee-Action.

K N E E - A C T I O N W H E E L S

• REAR SEAT passengers ride in comfort . . . free from constant bouncing . . . result of Oldsmobile's Knee-Action.

• ROAD SHOCKS are absorbed by Knee-Action. They are not transmitted to the steering wheel. Driving is easier.

• KNEE-ACTION Wheels "step over" bumps and holes without tilting the car or disturbing the driver or passengers.

• ON ANY kind of road, at any speed, Oldsmobile's Knee-Action gives you a smooth, safe and comfortable ride.



RIDE STABILIZER *and* *Everything Else for Comfort*

ADDING GREATLY to the comfort of Oldsmobile's Knee-Action ride is the Oldsmobile Ride Stabilizer built into the chassis of both Six and Eight models. This modern feature controls sideway, and minimizes body roll on curves, thus keeping the car on an even keel and contributing to stability and security at all speeds. The Ride Stabilizer consists of a spring steel bar connecting the rear hydraulic shock absorbers. If one side of the car has a tendency to rise, as in rounding a curve, this motion is controlled by a twisting reaction of the stabilizer bar which keeps the car level . . . Double-action hydraulic shock absorbers, front and rear, also contribute to Oldsmobile's smooth, gliding ride. Checking and smoothing the action of the front and rear springs, they play an important part in achieving Oldsmobile's unusual riding comfort.

Oldsmobile's modern and attractive pressed-steel wheels are equipped with large, low-pressure tires—16 x 6.50 on the Six and 16 x 7.00 on the Eight. These big, extra-resilient tires add still another feature that makes for complete riding ease.

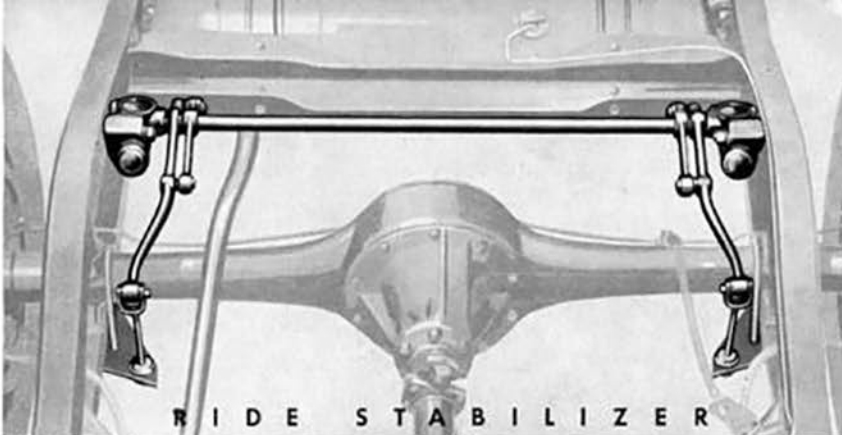
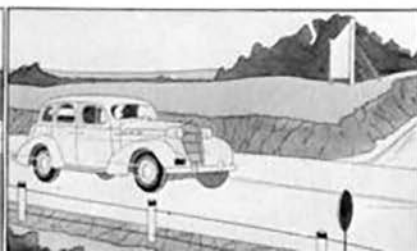
Scientific distribution of weight promotes both roominess and comfort. Rear seat passengers ride as restfully and as relaxed as those in the front.

Thus, in every chassis detail Oldsmobile is designed and engineered for maximum *comfort*.

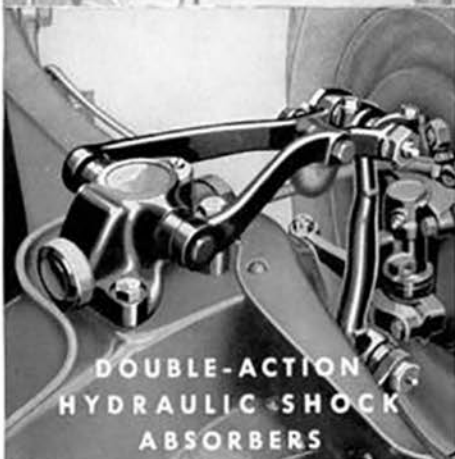
• Oldsmobile's Ride Stabilizer keeps the car from rolling and lurching when rounding curves . . . reduces body sideway on the straightaway.

• Big, over-size, low-pressure tires play an important part in Oldsmobile's gliding ride and ease of control. They add, too, to Oldsmobile's impressive appearance.

• Oldsmobile's rear seat riding comfort matches that of the front seat due to the combination of scientifically distributed weight and Knee-Action Wheels.



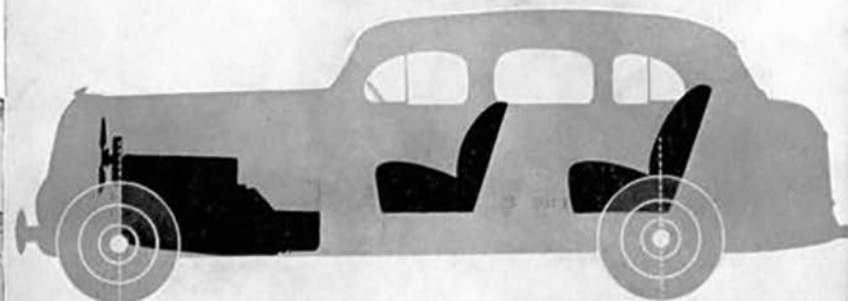
R I D E S T A B I L I Z E R



DOUBLE-ACTION
HYDRAULIC SHOCK
ABSORBERS



BIG LOW-PRESSURE TIRE



SCIENTIFIC DISTRIBUTION OF WEIGHT

SUPER-HYDRAULIC BRAKES

for quick, smooth stops

OLDSMOBILE's braking is easy, smooth, quick and sure. For Oldsmobile's brakes are not only hydraulic, they are *super-hydraulic* . . . self-energizing, to use the momentum of the car itself to multiply stopping power. Oldsmobile's Super-Hydraulic Brakes are simplicity itself. As shown at the left, the master cylinder is mounted directly behind the brake pedal lever. Direct conduits carry the fluid to a cylinder within each brake drum, as shown in the inset. Pressure in the master cylinder results in equalized pressure in all four brake cylinders and on all four brakes. Thus, the Oldsmobile braking system is positive and dependable at all times.

In operation Oldsmobile's Super-Hydraulic Brakes provide four major advantages. They are self-equalizing . . . always equalized, in other words, for the safe, "straight-line" stop. They take hold with the slightest pedal pressure, and, because their self-energizing action utilizes the momentum of the car to increase stopping power, they never require excessive pressure on the pedal. They operate with a maximum of smoothness, without jarring or jolting the passengers, no matter how sudden the stop. And they can be depended upon to bring the car to a smooth, lightning-like stop in cases of emergency. In short, Oldsmobile's big, reliable Super-Hydraulic Brakes are a tremendous advancement in ease of driving, convenient car control and safety.

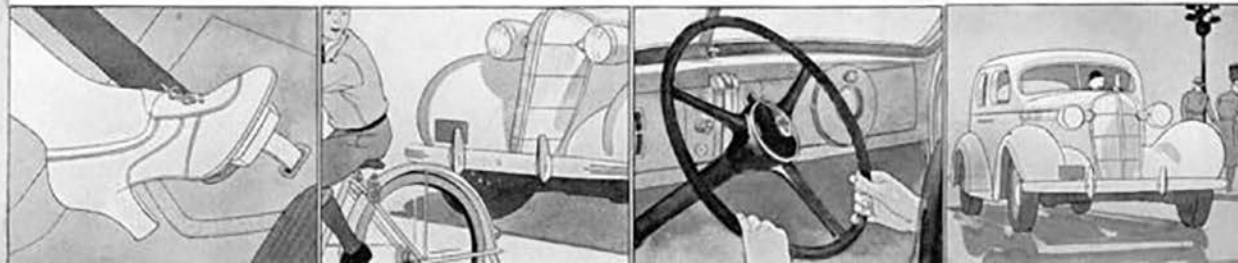
SUPER-HYDRAULIC BRAKES

• THE GENTLEST of pedal pressure brings the car to a smooth, swift stop because the brakes are self-energizing.

• OLDSMOBILE's Super-Hydraulic Brakes stop the car with quickness that is almost telegraphic in its response.

• A "STRAIGHT-LINE" stop without swerving is possible with Oldsmobile's self-equalizing Super-Hydraulic Brakes.

• OLDSMOBILE's brakes are sealed and protected against dirt and water. They operate efficiently in any weather.



CENTER-CONTROL STEERING

for easy, effortless driving

STEERING is so easy that the car seems to respond to your very thoughts. Oldsmobile's system of Center-Control Steering, together with Knee-Action springing, is responsible for this tremendous advance in driving ease. Steering action is applied to the front wheels from a point exactly midway between the wheels, instead of from one side. Front wheels respond to the gentlest turn of the steering wheel. Knee-Action suspension and steering linkage are so coordinated that road shocks are not transmitted to the steering wheel. Center-Control Steering is possible only with Knee-Action.

SYNCRO-MESH TRANSMISSION

for smooth, silent shifting

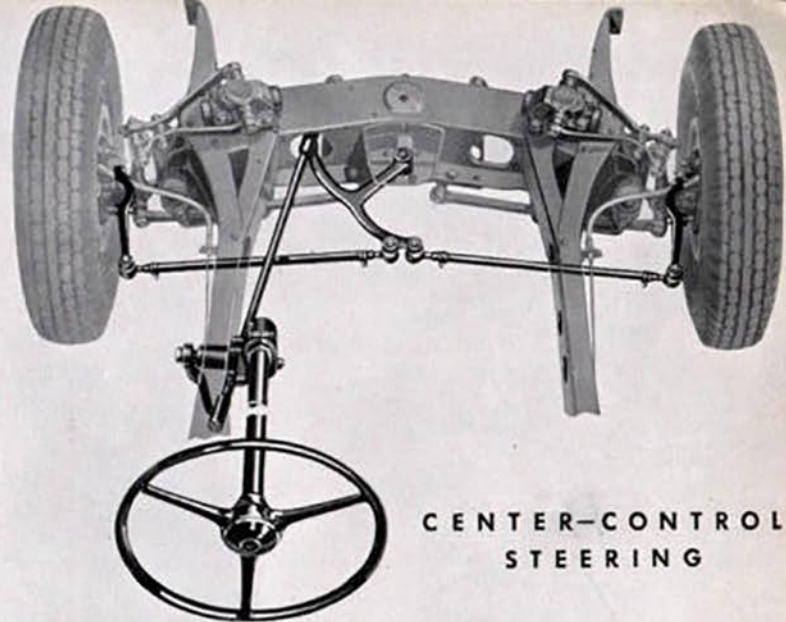
IN GEAR SHIFTING, too, Oldsmobile offers the utmost in driving ease, safety and convenience. Oldsmobile's All-Silent, Syncro-Mesh transmission is considered the finest type in the motor car industry. With its helical cut gears, it is silent in all gears—including reverse. With its synchronized meshing of gears it is clashless... easy to shift at any speed, even from high back into second.

• STEERING the Oldsmobile is merely guiding. You do not have to "fight" the wheel or grip it tightly. Oldsmobile steering is a true delight—easy and untiring always.

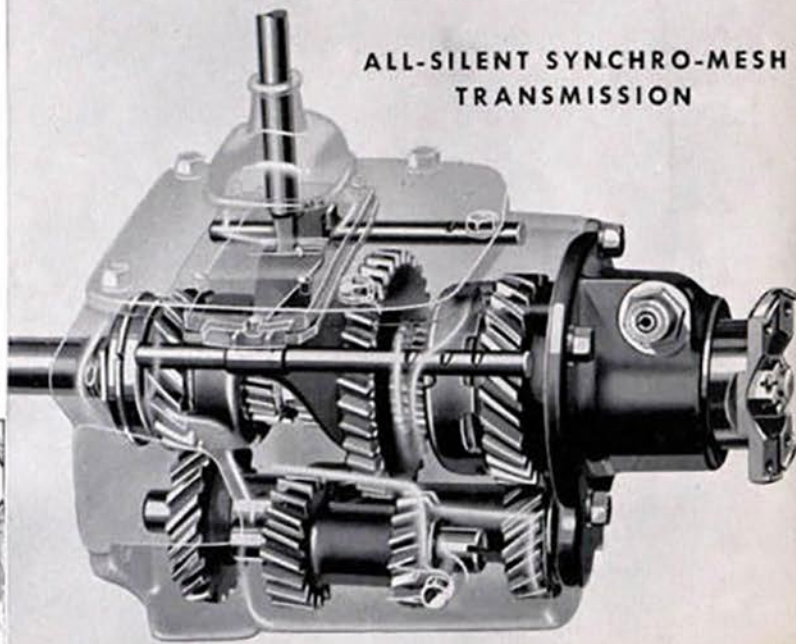
• ESPECIALLY during high speed travel Oldsmobile steering is an unending source of satisfaction. You take curves easily... hold a straight-line course with no effort at all.

• SHIFTING GEARS is no task at all. Even drivers of limited experience can run through the gear changes with effortless ease. All gear changes are clashless and noiseless.

• WITH Oldsmobile's All-Silent Syncro-Mesh it is no more difficult to shift from high back into second, than from second into high... an advantage on steep grades.



CENTER-CONTROL
STEERING



ALL-SILENT SYNCRO-MESH
TRANSMISSION



FINE-CAR CHASSIS FEATURES

for Dependability

• (Upper Left) SMOOTH, QUIET, dependable clutch action distinguishes Oldsmobile. Advanced single dry-disc design, universally-mounted throw-out operating shaft and self-aligning oilless clutch-release bearing are all factors which contribute to smooth, positive operation.

• • •

• (Upper Right) OLDSMOBILE's rugged rear axle is notable for its simplicity and sturdiness of construction. Its design is of the semi-floating type. Ball bearings are used throughout. It is cushioned on rubber. Gears and bearings are protected from dirt and water by an advanced system of sealing. Driving and braking forces are cushioned by the Hotchkiss type of final drive.

• • •

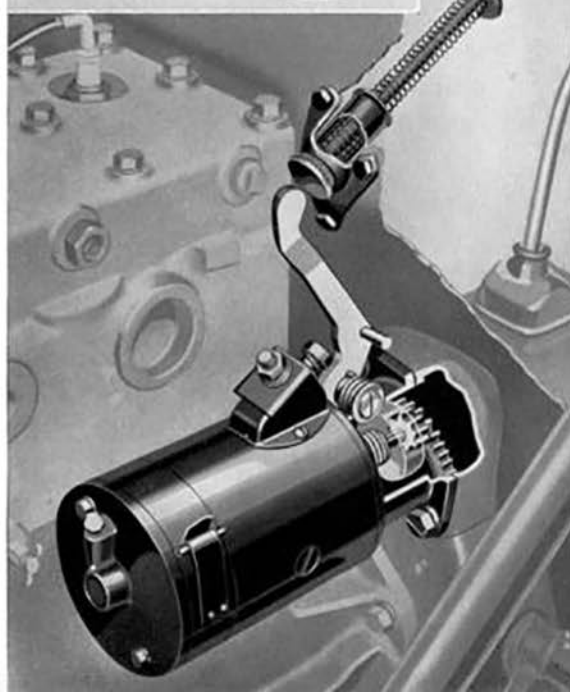
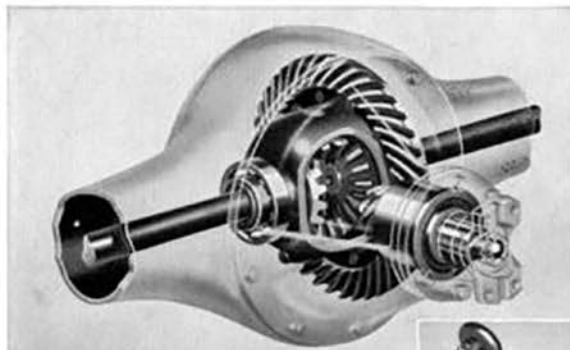
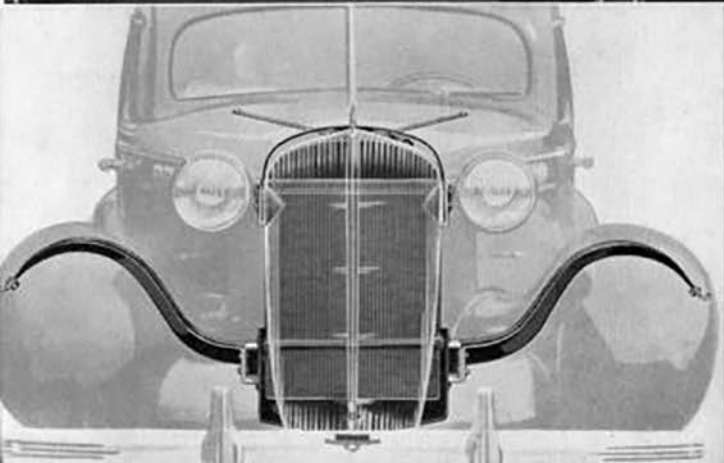
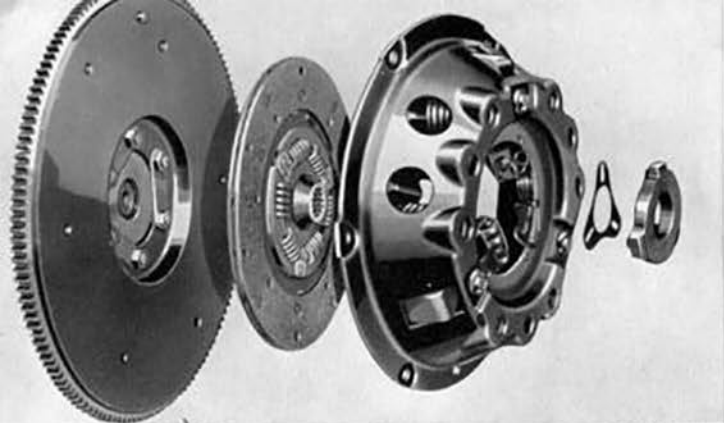
• (Middle Left) A RUGGED, girder, X-type frame forms the sturdy foundation of the Oldsmobile. The X-member is of advanced design and massive construction and adds extra strength and rigidity. The X-member joins the inside of the side rails to form a sturdy box-section steel structure. Twisting and weaving are entirely foreign to Oldsmobile's rugged, rigid, heavy-duty frame.

• • •

• (Lower Left) THE ABSENCE of front-end vibration, even at high speeds, is particularly noticeable. Front fenders, radiator and headlamps are mounted as a unit firmly fastened to the body and cushioned on a live rubber mounting at a central point at the front of the frame. The result is a completely stabilized front end.

• • •

• (Lower Right) IN THE Oldsmobile starter, the starter gear is meshed with the flywheel before the starter begins to crank the engine. The starting motor is sturdy and dependable. The plunger-type starter control pedal is isolated from the engine. These facts mean reliable and positive starting action . . . with no vibration transmitted from the engine when the pedal is disengaged.



Smooth, spirited, economical ENGINES

90 H.P. SIX

THE OLDSMOBILE Six-Cylinder engine is a masterpiece of advanced engineering and precision building. It develops full 90 horsepower, delivers more speed than the majority of drivers will ever want to use, and is exceptionally responsive in acceleration. Throughout its entire speed range, this big, capable engine performs with a smoothness that has proven a revelation. Light-weight, long-life pistons contribute not only to its velvety operation, but to its lively, spirited response to the throttle. Despite its unusual power, speed and pick-up, its fuel economy is particularly noteworthy. Oil consumption is low, and, because of precision building, the Oldsmobile Six is extraordinarily economical from the standpoint of upkeep and repairs.

100 H.P. EIGHT

EXCEPTIONAL SMOOTHNESS at every speed is an outstanding characteristic of the Oldsmobile Eight engine. This precision-built, L-head-type engine develops 100 horsepower and delivers unusual operating economy. The light-weight, long-life pistons not only promote unusual smoothness in the Oldsmobile Eight but reduce the bearing loads to a degree which makes for long life and trouble-free operation . . . another marked economy. With its smooth and silken flow of power, its flashing pick-up and extraordinary flexibility, the Oldsmobile Eight reduces gear shifting to a minimum. Driving behind the powerful, spirited Oldsmobile Eight in congested traffic, on steep hills or on the level straightaway is always a thrilling experience.

• THE KNOWLEDGE that there is reserve power for every emergency is a genuine satisfaction to the owner of the Oldsmobile Six or Eight.

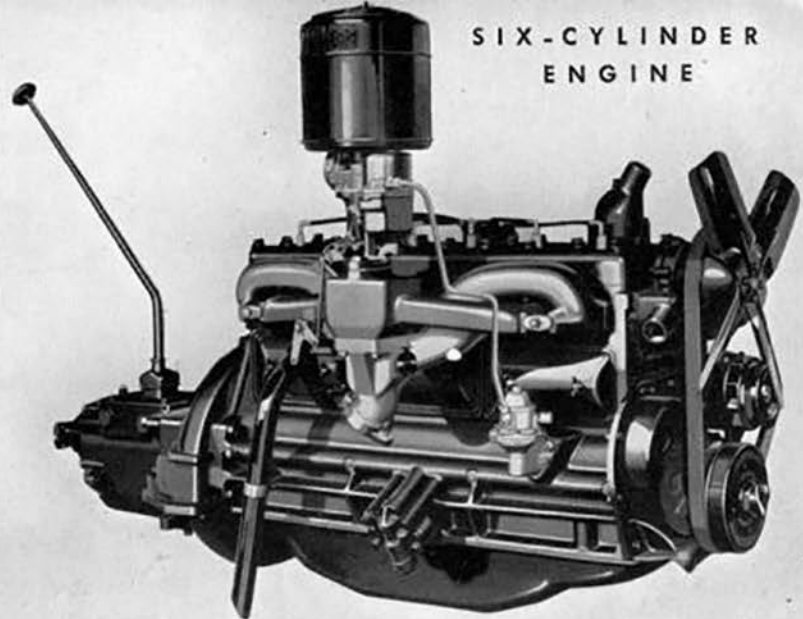
• QUICK GETAWAY and eager pick-up give the Oldsmobile owner a complete mastery of driving conditions in the city or on the open country roads.

• AMPLE POWER to sweep to the top of the short, steep hill, or to pull the long, hard grade, is always at the Oldsmobile owner's command.

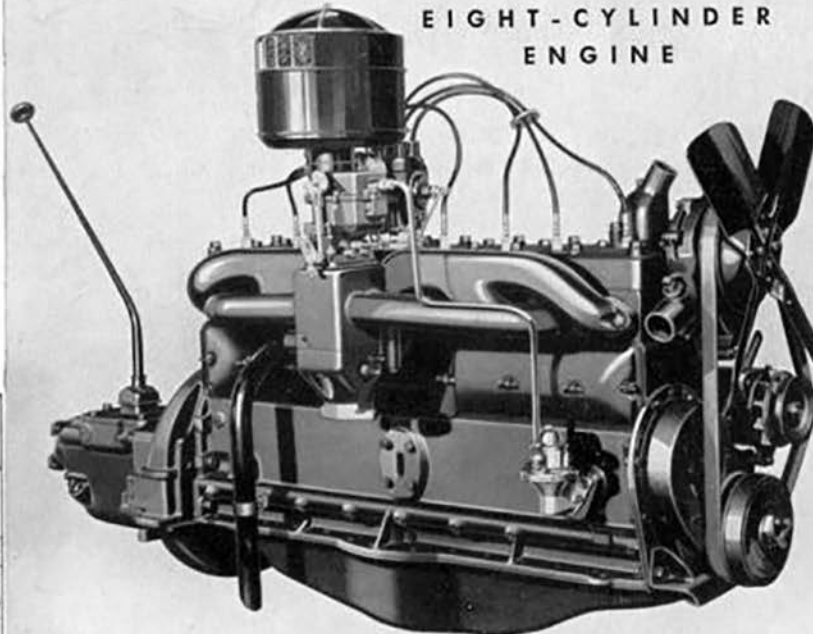
• THE TOP-SPEED capabilities of the Oldsmobile Six and Eight are reflected in the smooth, unlabored cruising speeds of cross-country driving.



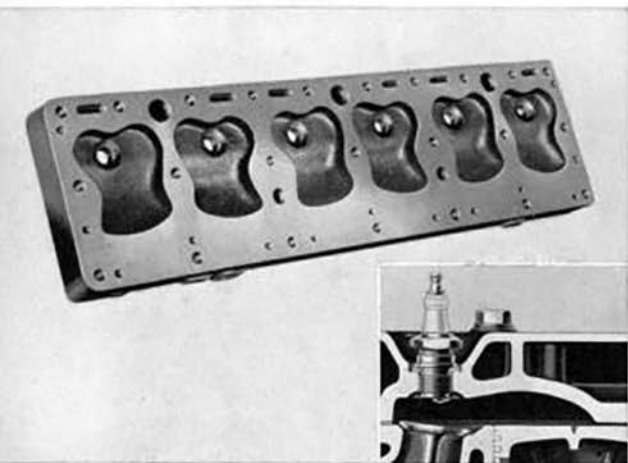
SIX-CYLINDER
ENGINE



EIGHT-CYLINDER
ENGINE

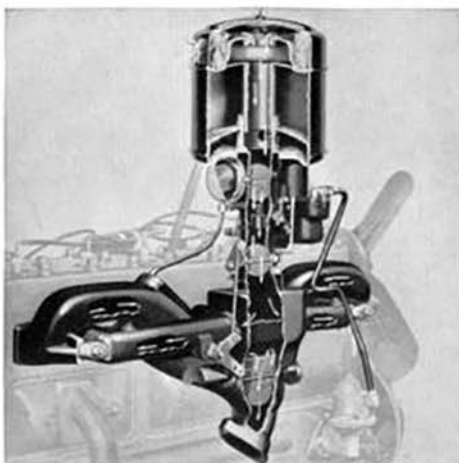
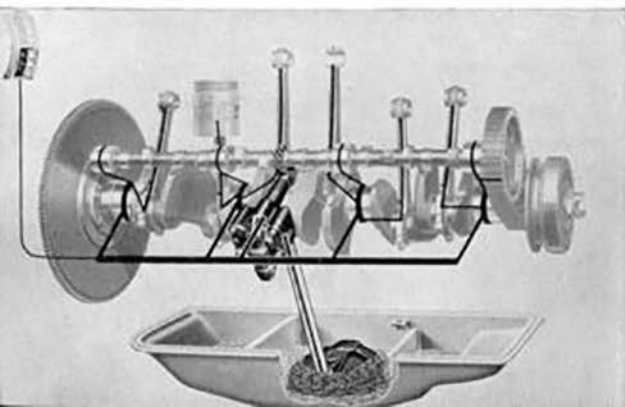


EVERYTHING IN MODERN ENGINE FEATURES



• (Above) OLDSMOBILE'S HIGH-COMPRESSION CYLINDER HEADS, permit use of a compression ratio of 6 to 1 in the Six and 6.2 to 1 in the Eight without the necessity of using premium fuel. These ratios produce greater power.

• (Below) FULL-PRESSURE LUBRICATION is provided to all camshaft, crankshaft and connecting rod bearings and to piston pins. Rifle-drilled connecting rods lubricate the piston pins and also, by an advanced system, the cylinder walls.



• (Upper Left) ADVANCED DOWN-DRAFT CARBURETION contributes to Oldsmobile's quick starting, fast acceleration, spirited performance and exceptional economy. The modern automatic choke control is an integral part of the carburetor.

• • •

• (Upper Right) TRI-CUSHION ENGINE MOUNTINGS absorb engine movement and keep vibration from being transmitted to the chassis and body.

• • •

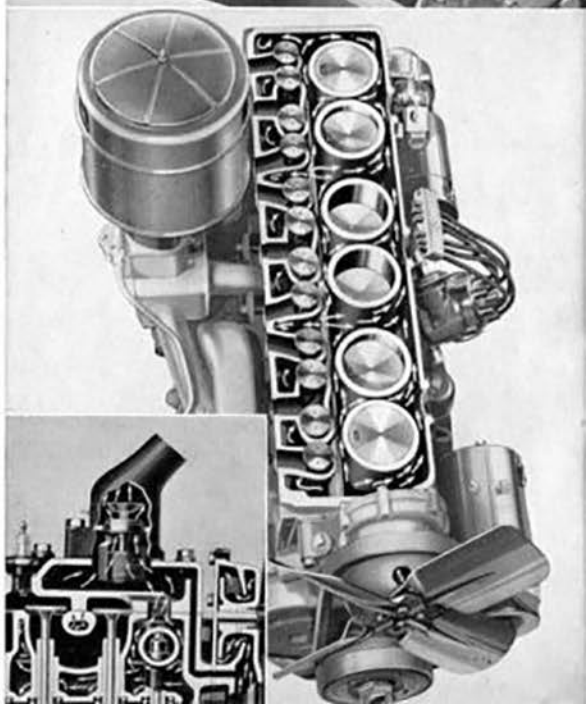
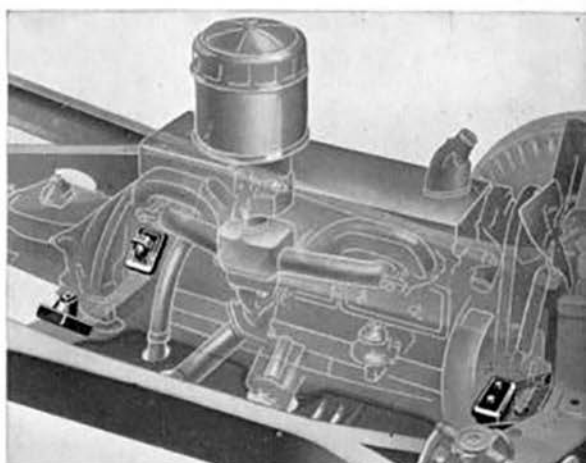
• (Middle Left) OIL PUMP CAPACITY of 430 gallons per hour in the Six and 485 gallons in the Eight, at 60 miles an hour, assures ample oil circulation at all times. Oil distribution passages are integral with the block.

• • •

• (Lower Right) AN EFFICIENT COOLING SYSTEM completely surrounds all cylinders with water. Water is distributed through manifold-type passages. This provides uniform cooling. Valves are cooled by the complete water-jacketing of seats. A recirculation system operates automatically during engine warm-up.

• • •

• (Lower Left) FUEL PUMP OPERATION in the Oldsmobile Six and Eight is positive and reliable. The pump is mechanical type, with advanced features which guard against the breathing in of oil from the crankcase.

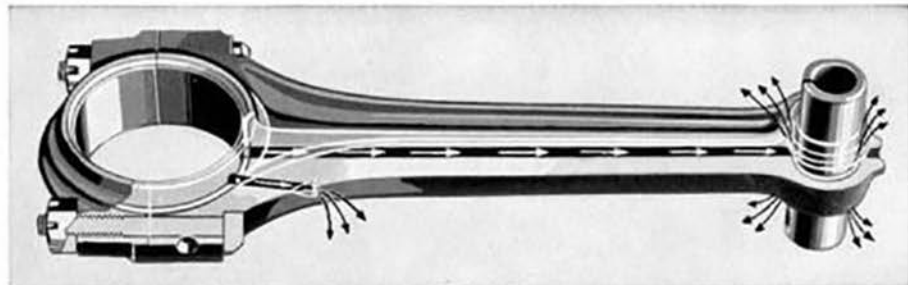
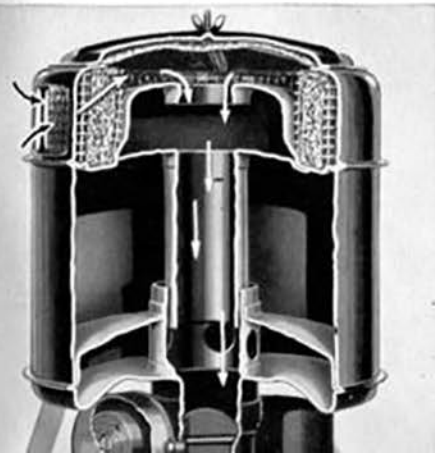


FOR FINEST ALL-ROUND PERFORMANCE

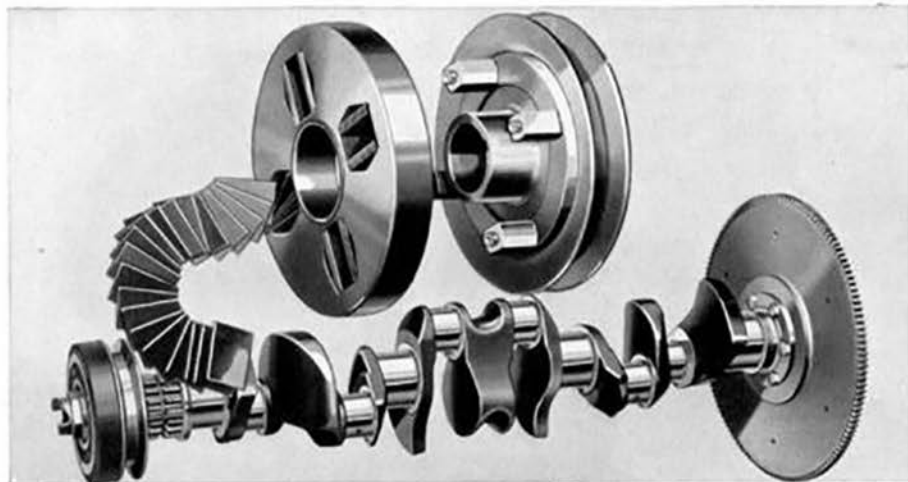


• OLDSMOBILE'S ELECTRO-HARDENED ALUMINUM PISTONS materially reduce the weight of reciprocating parts . . . lengthen the life of main and connecting rod bearings.

• THE AIR CLEANER AND SILENCER is notable for the efficiency of its cleaning mesh.

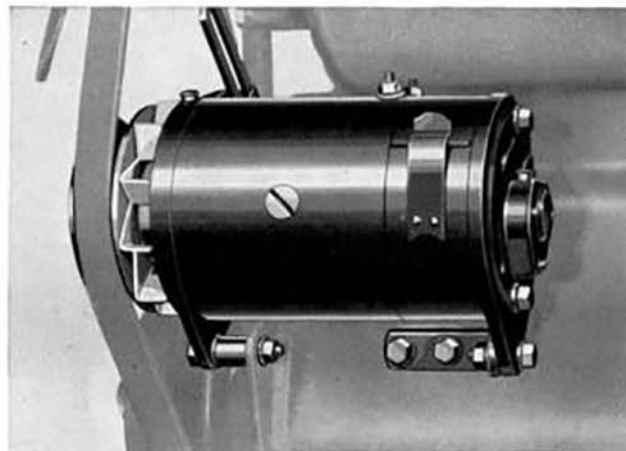


• THE CONNECTING RODS in Oldsmobile Six and Eight engines are rifle-drilled throughout their entire length to carry oil under pressure to piston pins . . . and are also drilled to spray oil on the cylinder walls themselves. This feature adds greatly to life of pistons, rings, and cylinders.



• COUNTER-BALANCED CRANKSHAFTS contribute to exceptional smoothness of operation. Equipped with heavy counterweights, they are balanced both statically (at rest) and dynamically (in motion). The Crankshaft Vibration Damper is an effective neutralizer of torsional vibration.

• 45° EXHAUST VALVE SEATS direct the path of exhaust gases almost vertically so that they do not strike the under side of the valve head. Possibility of valves burning is reduced.



• THE AIR-COOLED GENERATOR provides an advanced voltage control unit which varies the charging rate according to battery requirements, assuring a fully charged battery.

• THE VACUUM-CONTROLLED DISTRIBUTOR AND FUEL SAVER provides automatically the exact spark advance for maximum gasoline economy and eliminates "spark knock."



SOLID STEEL "TURRET-TOP" BODY BY FISHER

for Safety overhead and all around



SOLID-STEEL
"TURRET-TOP"

OLDSMOBILE provides the safest and sturdiest body construction ever developed . . . the Solid-Steel "Turret-Top" Body by Fisher. This most modern of all bodies has steel side panels, steel floor, and, as the crowning feature, a roof made of one solid sheet of seamless steel, built as an integral unit of the body proper. The Fisher "Turret-Top" roof is ruggedly reinforced with U-shaped channel steel trusses, and "ties together" the entire body assembly into one sturdy, rigid, box-type unit—the last word in strength, dependability and safety. All of the steel side panels and the "Turret-Top" roof are welded together by a process which produces a permanent union, with the invisible seams actually stronger than the adjacent steel itself. Side panels, floor and roof are all scientifically sound-proofed and all are insulated against heat and cold. Front doors are hinged at the front and rear doors at the rear, for the greater convenience of passengers. In Oldsmobile's Solid-Steel "Turret-Top" bodies, owners enjoy quietness, convenience and comfort—together with the safety of steel underfoot, steel all around and steel overhead. The seamless steel top also makes possible a much cleaner, smarter, more pleasing car appearance.



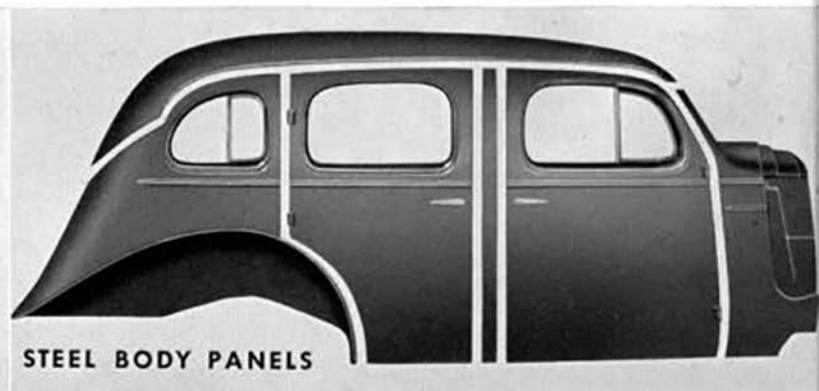
STEEL FLOOR STRUCTURE

• THE ENTIRE front section of Oldsmobile bodies is given super-strength and rigidity by a special steel-reinforced-by-steel construction.

• OLDSMOBILE'S Solid-Steel "Turret-Top" Body by Fisher is built in heavy, pressed-steel sections as shown in the illustration below. More actual square feet of steel is used in the panels, doors, cowl and roof of this completely modern Fisher body than in any other body of equal size.



ALL-STEEL COWL

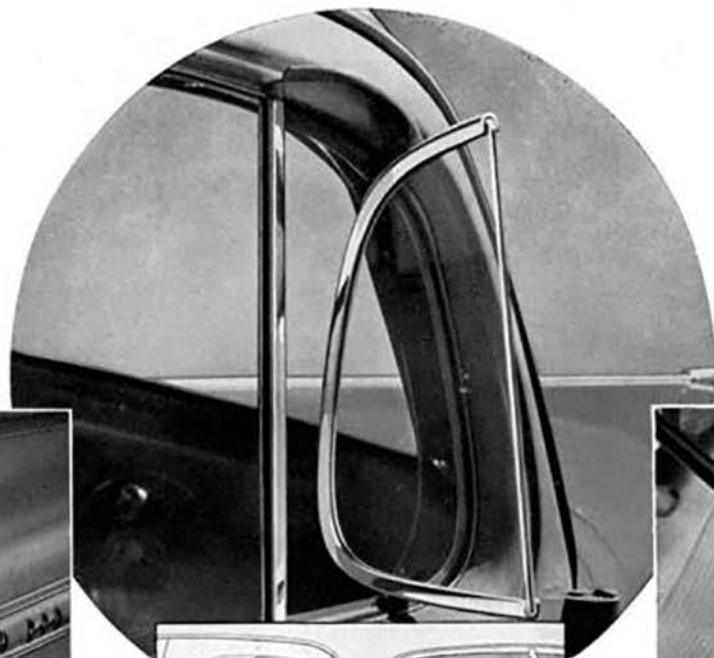


STEEL BODY PANELS

GENUINE FISHER NO DRAFT VENTILATION

Plus Scientific Insulation for all-weather comfort

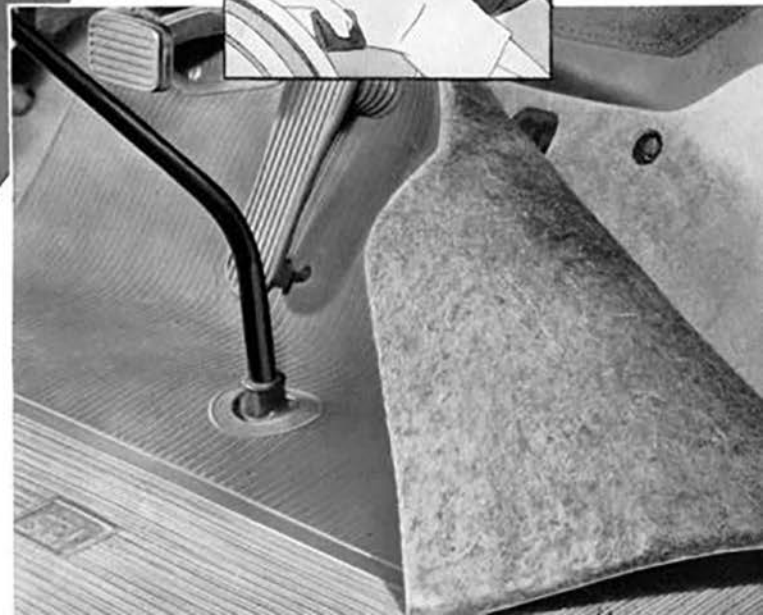
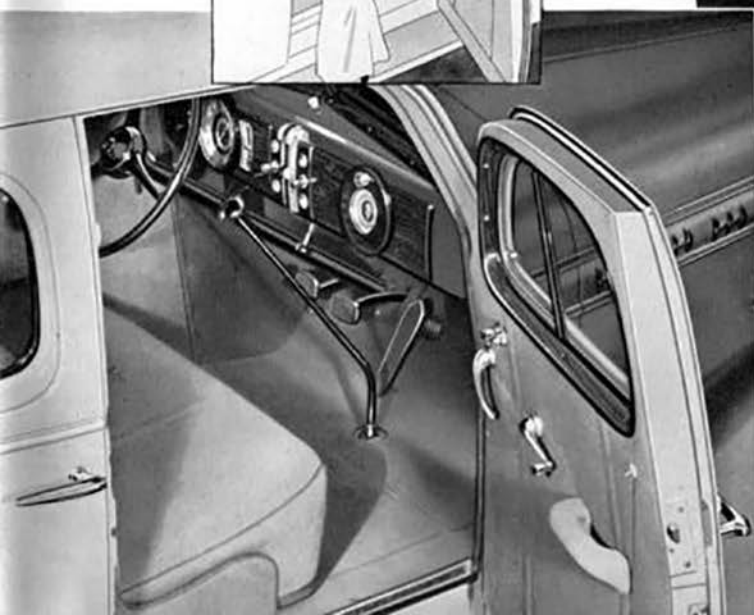
• ALL OLDSMOBILE models have their front doors hinged at the front pillars. All Oldsmobile doors are wide and swing well out from the body. Passengers may enter and leave without inconvenience. Full depth doors and independent running boards are notable Oldsmobile features.



• THE SCIENTIFIC system of insulation employed throughout Oldsmobile's Fisher bodies protects passengers against heat and cold. Doors are thoroughly sealed against draft. Passengers are assured everything possible in quiet, restful comfort, at all seasons, at all times.



• GENUINE Fisher No Draft Ventilation, individually controlled, is one of Oldsmobile's most delightful comfort features. Plenty of clean, fresh air is circulated through the car, without annoying and harmful drafts.



SMART FEATURES THAT PROVIDE *EXTRA* CONVENIENCE



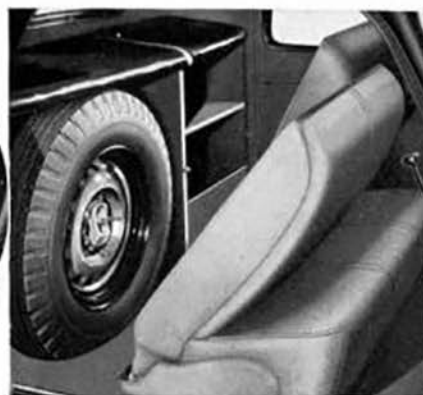
• **FRONT FENDERS** with special "wells" are provided in all "six-wheel" models . . . giving extra space in the rear.



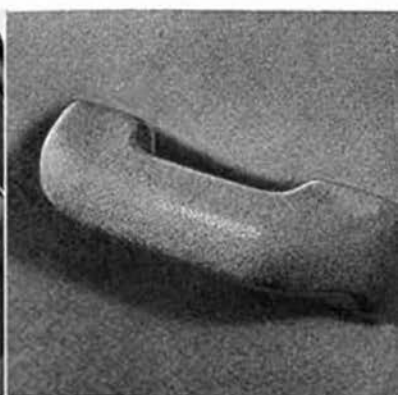
• **IN THE** spacious rear deck of the Business Coupe, plenty of space is available for luggage and for salesman's samples.



• **BUILT-IN TRUNKS** on the Touring models provide 9 1/4 cubic feet of space . . . ample room for luggage, tools, extra wheel and tire.



• **FIVE-WHEEL, Two-Passenger Coupes** carry spare wheel, tire and tools in a compartment behind the front seat.



• **LARGE, handle-shaped arm rests**, securely attached to the front doors, add to the comfort of front seat passengers.

• **TRUNK** and rear compartment locks are so designed that the key cannot be removed unless the rear compartment is locked. A special protective device.

• **A HANDY** ash receiver, concealed when not in use, is located on the center panel of the instrument board for the convenience of driver and front seat passengers.

• **REAR SEAT** arm rests in all Five-Passenger Sedan and Coupe models are of the latest type . . . correct in height . . . wide and deep and soft, for complete comfort.

• **OLDSMOBILE** Five-Passenger Sedans and Coupes carry the spare wheel, tire and tools in the lower section of the rear luggage compartment.



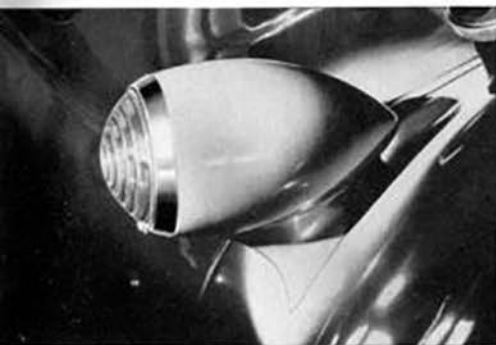
FACTORY APPROVED ACCESSORIES

- of finest quality

AN UNUSUALLY complete and attractive line of factory-approved accessories, offered at additional cost, is available to Oldsmobile owners. All of these accessories have been tested by the Oldsmobile engineering department and approved, both as to quality, and as to styling. Factory approval of Oldsmobile accessories means that they are completely reliable, and designed to harmonize with the exterior styling and modern interior appointments of the Oldsmobile car itself. Pictured on this page are a few of the many Oldsmobile accessory items, including the popular and proven Oldsmobile De Luxe and Standard Radios. Oldsmobile instrument panels make special provision for the neat installation of radio dial and station, volume and tone controls, as well as local and long distance selector.



• **ELECTRIC PANEL CLOCK**—Designed for door of package compartment and styled to match the instrument dials. Indirectly illuminated for night driving.



• **RIGHT-HAND TAIL LAMP** for the Oldsmobile Six—Matches left-hand stop and tail light exactly.

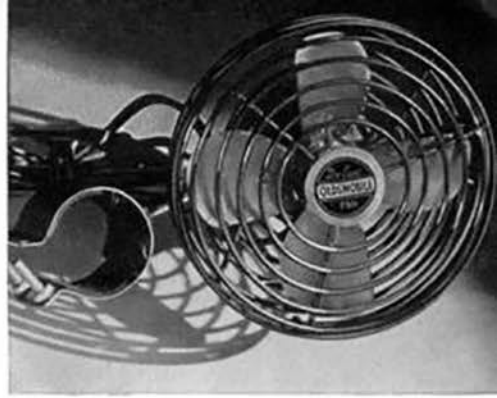
• **WHEEL MOULDINGS AND DISCS**—These chromium-plated trim rings and discs are a smart addition.



• **STANDARD RADIO**—This big, 6-tube, single-unit Radio, with built-in 8-inch speaker, combines clear, reliable reception with fine, resonant tone.



• **DE LUXE RADIO**—Finest Oldsmobile Radio ever offered. Your choice of dash or dome speaker. Controls fit neatly into the instrument board.



• **DE-FROSTING AND VENTILATING FAN**—Mounted on a ball joint with 5-inch diameter blades, this fan is convenient, efficient, safe and always reliable.



• **SAN TOY SEAT COVERS**—These tailored, long wearing, fibre-matting seat covers protect upholstery.

• **DE LUXE HOT WATER HEATER**—Provides an abundant flow of hot air. Has variable-speed switch.



OLDSMOBILE SIX

Specifications

ENGINE—Bore, 3 1/8"; stroke, 4 1/8"; displacement, 213.3 cu. in. Taxable horsepower, 26.3. Brake horsepower, 90 at 3400 r.p.m. Engine cushioned in rubber at three points.

MAIN BEARINGS—Four thin-wall, replaceable steel-backed type.

CRANKSHAFT—Fully counter-weighted and fitted with vibration damper. Drop-forged of high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings.

CONNECTING RODS—Drop-forged of alloy steel, I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins. Built-in cylinder wall lubricators. Bearings, thin-wall, interchangeable type.

PISTONS—Electro-hardened aluminum, providing improved operating smoothness, greater acceleration, longer bearing life. Fitted with two step-cut compression rings and two oil-regulating rings.

LUBRICATION SYSTEM—Pressure feed to all main connecting rod and camshaft bearings, and to piston pins, with spray to other parts. Gear-type pump driven from camshaft. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 6 quarts.

COOLING SYSTEM—Harrison radiator with thermostatic control and recirculation system. Capacity, 13 quarts. Forced circulation by centrifugal pump.

CARBURETION—Single down-draft with built-in, automatic choke and automatic throttle advance, automatic heat control, combination air cleaner and intake silencer.

GENERATOR—Air-cooled type. Charging rate automatically regulated by battery requirements.

TRANSMISSION—Synchro-Mesh, non-clashing type, with all gears helically cut for silence in all three forward speeds and reverse.

BATTERY—Delco-Remy six-volt, 15-plate, 94 ampere-hour capacity.

LIGHTING—Multi-beam headlights with toe board button for control of criss-cross passing beam. Headlamp beam indicator in speedometer dial. Parking lights in headlamps. Tail light on left rear fender.

FRONT WHEELS—Knee-Action Wheels; independent front wheel suspension. Each front wheel has its own large, resilient coil spring. The I-beam front axle is eliminated; and greater stability is obtained by the increased strength of the front cross-member.

BRAKES—Super-Hydraulic. Self-energizing, fully-enclosed, internal-expanding type. Total foot brake area, 190 square inches. 11 1/2-inch drums. Brake linings, 2 inches wide. Cable-controlled mechanical hand brake for parking operates on rear wheels with a braking area of 95 square inches.

WHEELBASE—115 inches; diameter of turning circle, 37 feet.

PROPELLER SHAFT—Tubular type, 2 3/4 inches in diameter. Universal joints incorporate anti-friction needle bearings, requiring no lubrication.

REAR SPRINGS—Semi-elliptic of silicon manganese steel. Length, 54 1/2 inches; width, 2 inches. Equipped at the factory with metal spring covers, at small additional cost.

SHOCK ABSORBERS—Double-action, hydraulic, front and rear.

STEERING GEAR—Center-Control type. Separate tie rods to each front wheel, linked to T-shaped intermediate steering arm which is mounted on bearing at center of front frame cross-member. Other T-arm connects to drag link and thence to Pitman arm of steering gear. Steering gear is of the high efficiency worm and double roller tooth type. Ratio, 17.5 to 1.

FRAME—Rigid girder X-type construction. Steel channels inside the side rails over rear axle pickup form sturdy, box-section structure. Front legs of X-member extend forward to form box-section at front. All exposed steel parts are Parkerized as protection against rust.

RIDE STABILIZER—Steel bar joining two rear shock absorbers counteracts tendency of car to roll and sway on curves and rough roads.

TIRES—Low-pressure, large section, 16 x 6.30 inches. Recommended pressures: front, 25 lbs. minimum; rear, 28 lbs. minimum.

STARTER—Positive shift type with over-running clutch. Foot pedal control. Starter reduction, 16.1 to 1.

FENDERS—All fenders, splash aprons and other chassis sheet metal parts subjected to weather are bonderized before finishing for protection against rust.

BODY TYPES—Five-Passenger Coupe; Five-Passenger Sedan; Five-Passenger Touring Coupe with built-in trunk; Two-Passenger Business Coupe; Two- or Four-Passenger Convertible Coupe; Five-Passenger Touring Sedan with built-in trunk; Two- or Four-Passenger Sport Coupe. Safety Glass standard equipment throughout.

OLDSMOBILE SIX APPROVED ACCESSORIES

GROUP A—(Installed at the factory on all cars at extra cost): Five-Wheel Equipment—Bumpers, bumper guards, spare tire, rear spring covers. Six-Wheel Equipment—Bumpers, bumper guards, two spare tires, two fender wells, two side tire carriers, two tire covers (metal), two spare wheel locks, rear spring covers and sixth wheel.

GROUP B—(Installed on all cars at the factory at extra cost unless specific instructions to contrary): Dual trumpet horns, double windshield wiper and booster pump, oil-bath air cleaner.

GROUP D—Sheet metal lacquered in body color. (Installed at the factory at extra cost on all "Sixes" other than those lacquered in Black.)

GROUP G—(*) Standard Heater.

GROUP H—(*) De Luxe Heater.

GROUP R—(*) Standard Radio.

GROUP S—(*) De Luxe Radio with Dash Speaker.

GROUP T—(*) De Luxe Radio with Dome Speaker.

GROUP X—(*) For "Six" only. Cigar lighter; gear shift ball; right-hand sun visor, mirror watch.

GROUP Z—(*) For "Six" only. Cigar lighter; gear shift ball; right-hand sun visor; electric panel clock.

(*) Installed by the dealer at extra cost.

Oldsmobile reserves the right to make changes in prices, colors and specifications without incurring any obligation to adjust price or to make changes on cars already sold.

OLDSMOBILE EIGHT

Specifications

ENGINE—Bore, 3 inches; stroke, 4¼ inches; displacement, 240.3 cubic inches. Taxable horsepower, 28.8. Brake horsepower, 100 at 3400 r.p.m. Cushioned in rubber at three points.

MAIN BEARINGS—Five thin-wall, replaceable steel-backed type.

CRANKSHAFT—Fully counter-weighted and fitted with vibration damper. Drop-forged of high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings.

CONNECTING RODS—Drop-forged of alloy steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins. Built-in cylinder wall lubricators. Bearings, thin-wall, interchangeable type.

PISTONS—Electro-hardened aluminum, providing improved operating smoothness, greater acceleration, longer bearing life. Fitted with two step-cut compression rings and two wide oil-regulating rings.

LUBRICATION SYSTEM—Pressure feed to all main connecting rod and camshaft bearings, and to piston pins, with spray to other parts. Gear-type pump driven from camshaft. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 7 quarts.

COOLING SYSTEM—Harrison radiator with thermostatic control and recirculation system. Capacity, 16 quarts. Forced circulation by centrifugal pump.

CARBURETION—Duplex down-draft with built-in, automatic choke and automatic throttle advance, automatic heat control, combination air cleaner and intake silencer.

GENERATOR—Air-cooled type. Charging rate automatically regulated by battery requirements.

TRANSMISSION—Synchro-Mesh, non-clashing type, with all gears helically cut for silence in all three forward speeds and reverse.

BATTERY—Delco-Remy six-volt, 17-plate, 110 ampere-hour capacity.

LIGHTING—Multi-beam headlights with toe board button for control of criss-cross passing beam. Headlamp beam indicator in speedometer dial. Parking lights on front fenders. Two tail lights on rear fenders.

FRONT WHEELS—Knee-Action Wheels; independent front wheel spring suspension. Each front wheel has its own large, resilient coil spring. The I-beam front axle is eliminated; and greater stability is obtained by the increased strength of the front cross-member.

BRAKES—Super-Hydraulic, self-energizing, fully enclosed, internal-expanding type. Total foot brake area, 207 square inches. 12-inch drums. Brake linings, 2 inches wide. Cable-controlled mechanical hand brake for parking operates on rear wheels; braking area, 103 square inches.

WHEELBASE—121 inches; diameter of turning circle, 38 feet.

PROPELLER SHAFT—Tubular type, 2½ inches in diameter. Universal joints incorporate anti-friction needle bearings, requiring no lubrication.

REAR SPRINGS—Semi-elliptic of silicon manganese steel. Length 54½ inches; width, 2 inches. Equipped at the factory with metal spring covers at small additional cost.

SHOCK ABSORBERS—Double-action, hydraulic, front and rear.

STEERING GEAR—Center-Control type. Separate tie rods to each front wheel, linked to T-shaped intermediate steering arm which is mounted on bearing at center of front frame cross-member. Other T-arm connects to drag link and thence to Pitman arm of steering gear. Steering gear is of the high efficiency worm and double roller tooth type. Ratio, 18.75 to 1.

FRAME—Rigid girder X-type construction. Steel channels inside the side rails over rear axle pickup form sturdy, box-section structure. Front legs of X-member extend forward to form box-section at front. All exposed steel parts are Parkerized as protection against rust.

RIDE STABILIZER—Steel bar joining two rear shock absorbers counteracts tendency of car to roll and sway on curves and rough roads.

TIRES—Low-pressure, large section, 16 x 7.00 inches. Recommended pressures: front and rear, 25 lbs. minimum.

STARTER—Positive shift type with over-running clutch. Foot pedal control. Starter reduction, 16.1 to 1.

FENDERS—All fenders, splash aprons and other chassis sheet metal parts subjected to weather are bonderized before finishing for protection against rust.

BODY TYPES—Five-Passenger Coupe; Five-Passenger Sedan; Five-Passenger Touring Coupe with built-in trunk; Two-Passenger Business Coupe; Two- or Four-Passenger Convertible Coupe; Five-Passenger Touring Sedan with built-in trunk; Two- or Four-Passenger Sport Coupe. Safety Glass standard equipment throughout.

OLDSMOBILE EIGHT APPROVED ACCESSORIES

GROUP A—(Installed at the factory on all cars at extra cost): Five-Wheel Equipment—Bumpers, bumper guards, spare tire, rear spring covers. Six-Wheel Equipment—Bumpers, bumper guards, two spare tires, two fender wells, two side tire carriers, two tire covers (metal), two spare wheel locks, rear spring covers and sixth wheel.

GROUP B—(Installed on all cars at the factory at extra cost unless specific instructions to contrary): Dual trumpet horns, double windshield wiper and booster pump, oil-bath air cleaner.

GROUP G—(*) Standard Heater.

GROUP H—(*) De Luxe Heater.

GROUP R—(*) Standard Radio.

GROUP S—(*) De Luxe Radio with Dash Speaker.

GROUP T—(*) De Luxe Radio with Dome Speaker.

GROUP Y—(*) For "Eight" only. Cigar lighter; gear shift ball; chrome wheel trim mouldings; electric panel clock.

(*) Installed by the dealer at extra cost.

Oldsmobile reserves the right to make changes in prices, colors and specifications without incurring any obligation to adjust price or to make changes on cars already sold.

Quality Service *wherever* *this emblem appears*



For many years, Oldsmobile has been recognized as the leader in providing liberal terms for owners in its Owner Service Policy. Oldsmobile's Owner Service Policy, now in force, is one of the most liberal and comprehensive in the entire motor car industry. Every Oldsmobile owner is provided with a Service Identification card which entitles him to receive full service under the terms of this policy at any authorized Oldsmobile dealer. Oldsmobile Service is available throughout the nation, for Oldsmobile believes that in justice to owners its service provisions should be complete and easily accessible. Wherever you see the Oldsmobile Service Sign with its legend, "Look for this sign for your protection," you are assured real service satisfaction. Owners who present their Service Identification cards may be sure of a ready welcome, and prompt, courteous and skilled attention to their every need, wherever the Sign of Oldsmobile Service is displayed.

Liberal GMAC terms *for* *your convenience*

To those who wish to purchase their Oldsmobile cars from current income, as so many do, Oldsmobile dealers offer the services of the General Motors Acceptance Corporation. This is one of the most valuable advantages of today, for G.M.A.C. is in a position to finance the purchase of an Oldsmobile under convenient and inexpensive terms. Dealing with G.M.A.C., purchasers receive the benefit of lowest financing rates and enjoy the satisfaction of prompt and courteous treatment. G.M.A.C. is an experienced and friendly organization, with established policies of consideration and fairness to all. G.M.A.C. terms make it possible for the purchaser to enjoy the pleasure and satisfaction of immediate Oldsmobile ownership with moderate initial outlay and monthly payments extended on a dignified and businesslike basis.

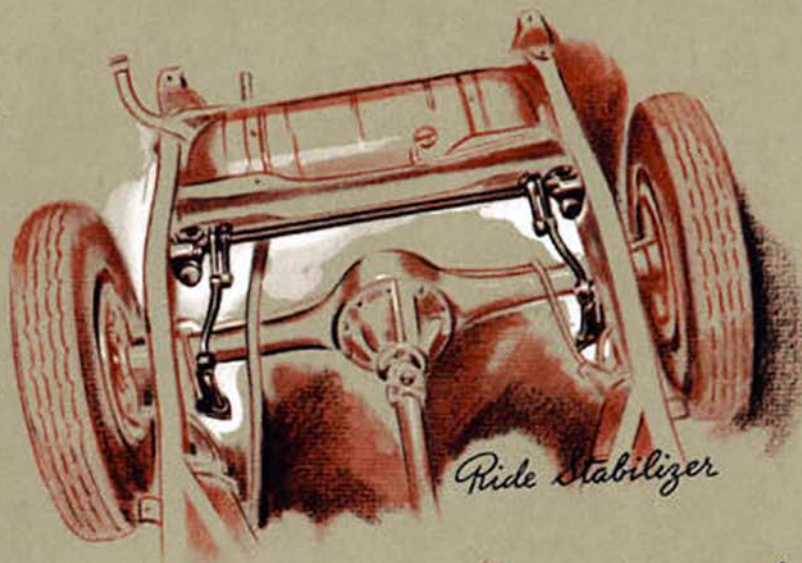


• OLDSMOBILE DELIVERED PRICES •

4-DOOR SEDAN		CONVERTIBLE COUPE		5-PASS. TOURING COUPE	
SPORT COUPE		5-PASSENGER COUPE			
4-DOOR TOURING SEDAN		BUSINESS COUPE			



*All-Silent
Shifting*



Ride Stabilizer

*Center Control
Steering*



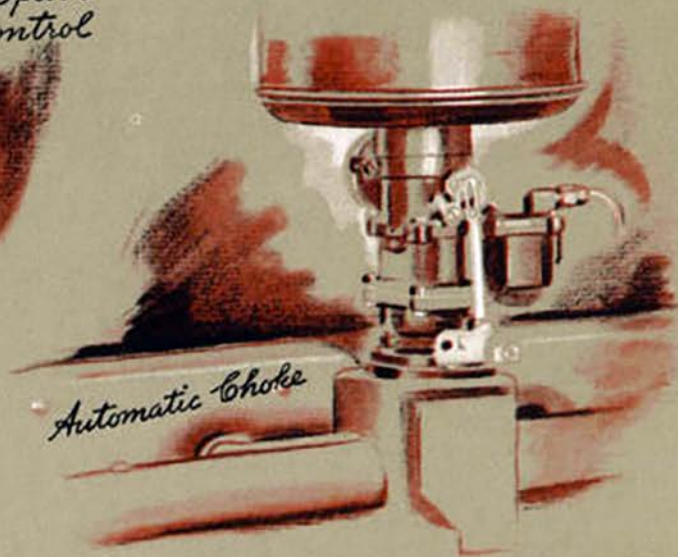
*Rifle-Drilled
Connecting Rod*



*Vacuum Spark
Control*



Automatic Choke



*Counterweighted
Crankshaft*



OLDSMOBILE

SIX AND EIGHT



"The car that has Everything"

