

OLDSMOBILE

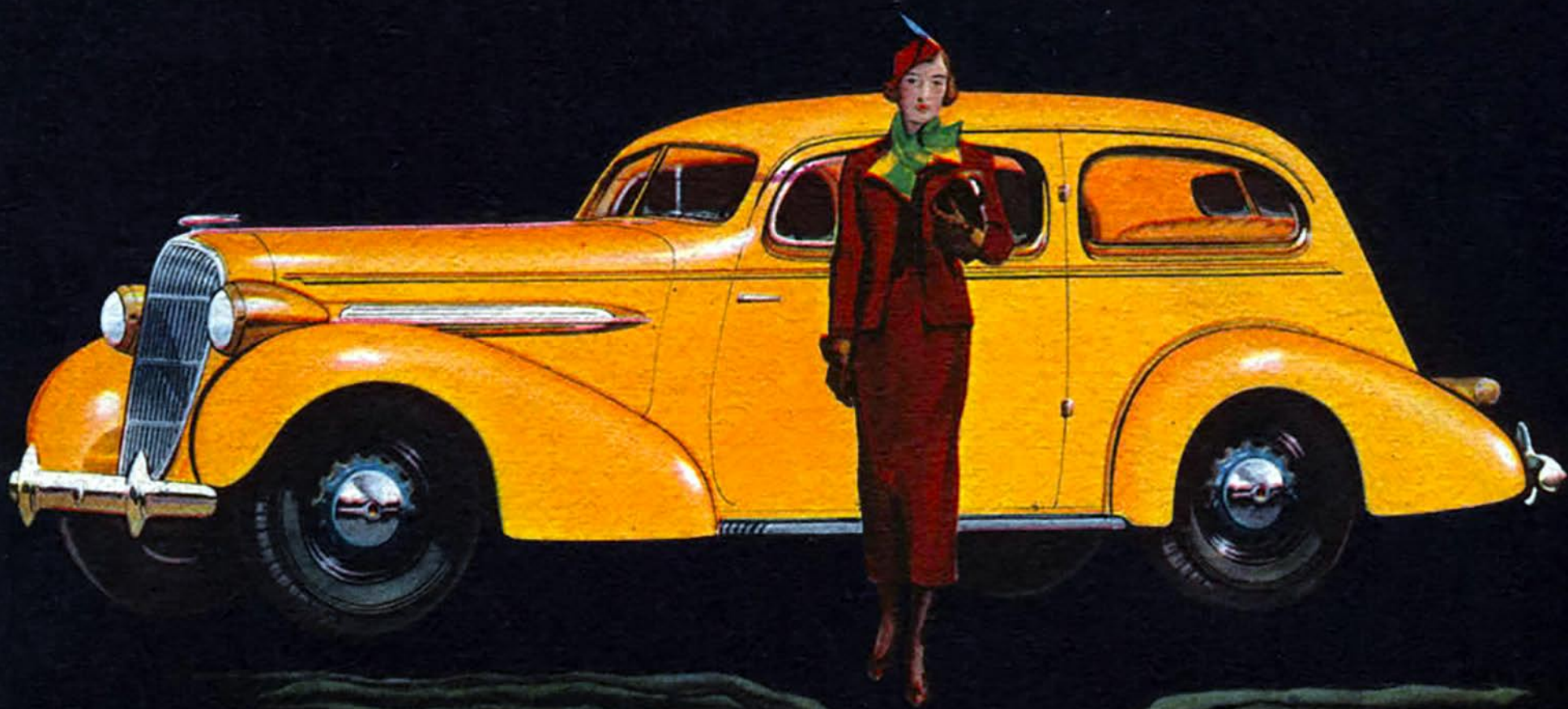
"The Car that Has Everything"



- 1 SOLID-STEEL "TURRET-TOP" BODY
BY FISHER.**
- 2 KNEE-ACTION WHEELS.**
- 3 RIDE STABILIZER.**
- 4 SUPER-HYDRAULIC BRAKES.**
- 5 CENTER-CONTROL STEERING.**
- 6 SYNCRO-MESH ALL-SILENT SHIFTING.**
- 7 FISHER NO DRAFT VENTILATION.**



OLDSMOBILE



Six and Eight

P R E S E N T I N G

"The car that has everything"

OLDSMOBILE

Six and Eight

Oldsmobile—"The Car That Has Everything!" Big, modern, balanced, with *streamline beauty!*

Its features include: The world's most sturdy body—*solid-steel* "Turret-Top" Body by Fisher.

Built-in Knee-Action, *engineered* into every model to level out every road.

Big Super-Hydraulic Brakes, center-control steering and ride stabilizer.

Silent Syncro-Mesh gear-shifting, three-

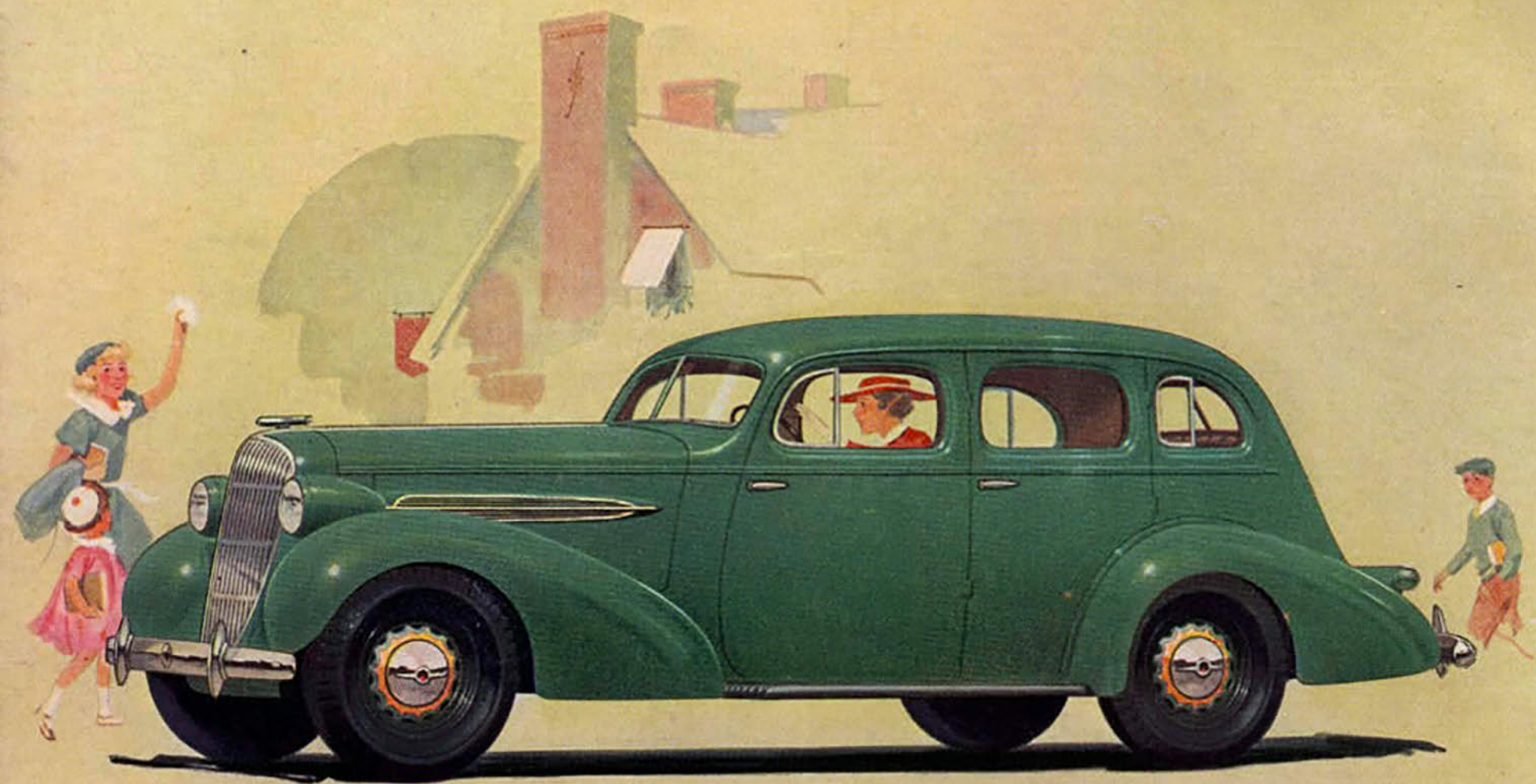
point engine cushioning, and a perfected method of roof and body insulation combine to make Oldsmobile—the thoroughly *sound-proofed* car.

Furthermore, Oldsmobile is a genuine *quality* car. The finest Oldsmobile ever built—and at its low price the greatest value—in 38 years of quality manufacturing. A General Motors value, it is also the faithful, modern expression of Oldsmobile's firm belief that "you are entitled to all that is new and better."

OLDS MOTOR WORKS

Lansing, Michigan





THE OLDSMOBILE SIX 4-DOOR SEDAN . . . *Five-Passenger . . . The large size, the surprising roominess, the long, low lines of its streamline beauty suggest the many reasons for the wide popularity of this quality sedan of the low-price field. High-powered and at the same time economical, with every advanced and tested feature you want in your car.*

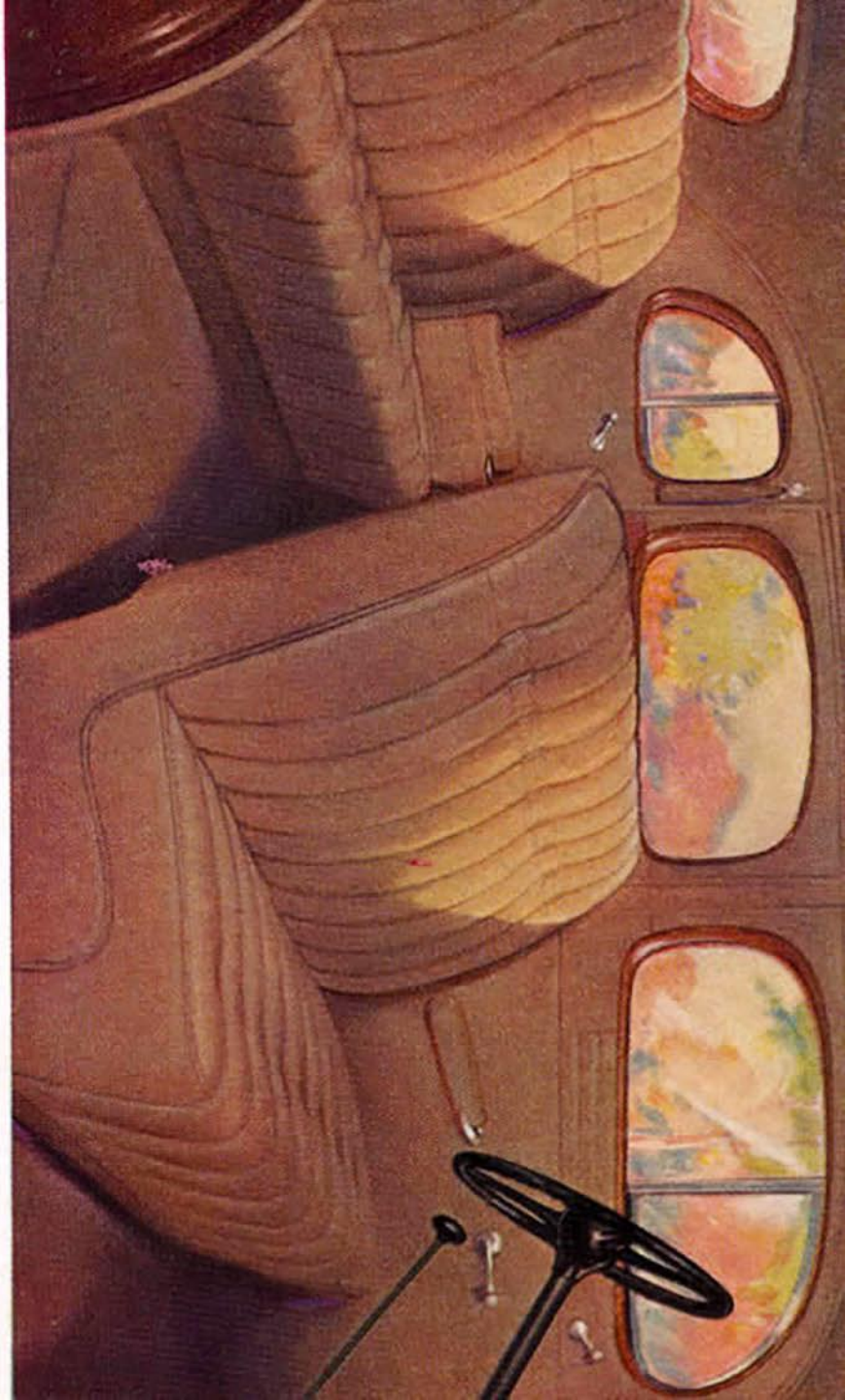
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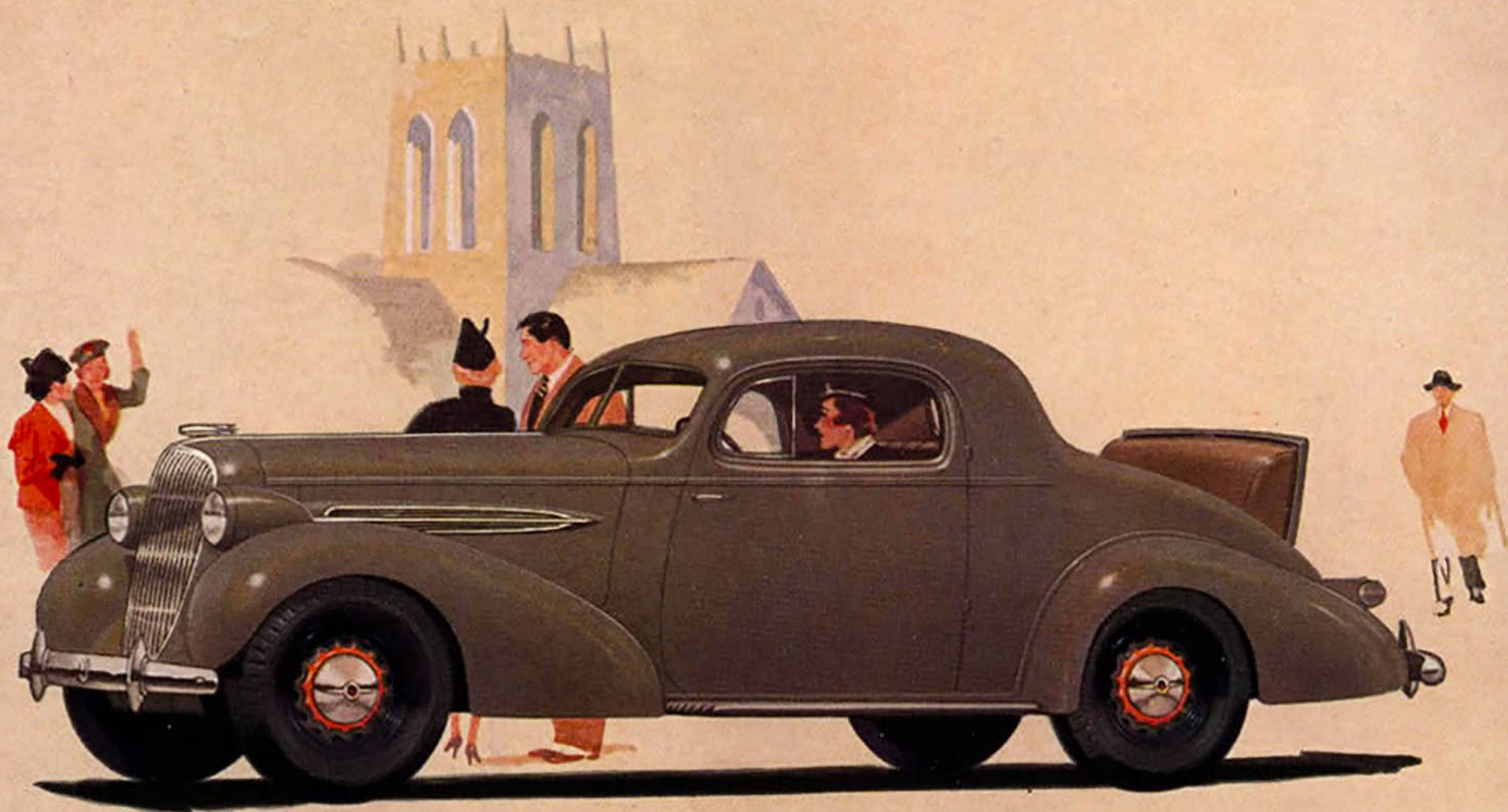
A BIG, HIGH-QUALITY SIX

In the Low-Price Field

♦

The Oldsmobile Six—"the car that has everything"—is a big car, of fine-car quality, appearance and features, at a low price. It is long, low, and handsomely styled, with streamline beauty. It is offered in seven distinguished body styles and a wide choice of sparkling colors. Its very appearance suggests the 90 horsepower with which it is endowed and the more than 80 miles an hour of which it is capable. Its greater roominess and luxuriously upholstered interior invite driver and passengers to enjoy a new standard of completely comfortable and relaxing travel on any road. Its operating economy is a real triumph of engineering design and precision manufacture. In the test of day-after-day service, this exceptional Six delivers 18 miles to the gallon of gasoline, at 50 miles per hour. An un-



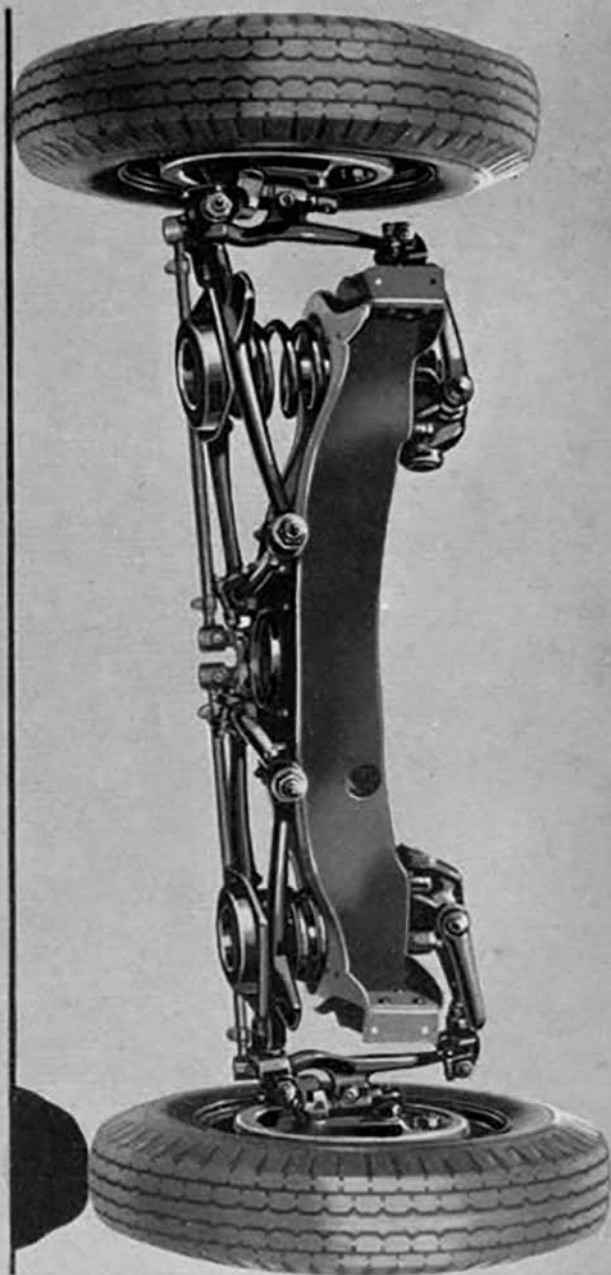


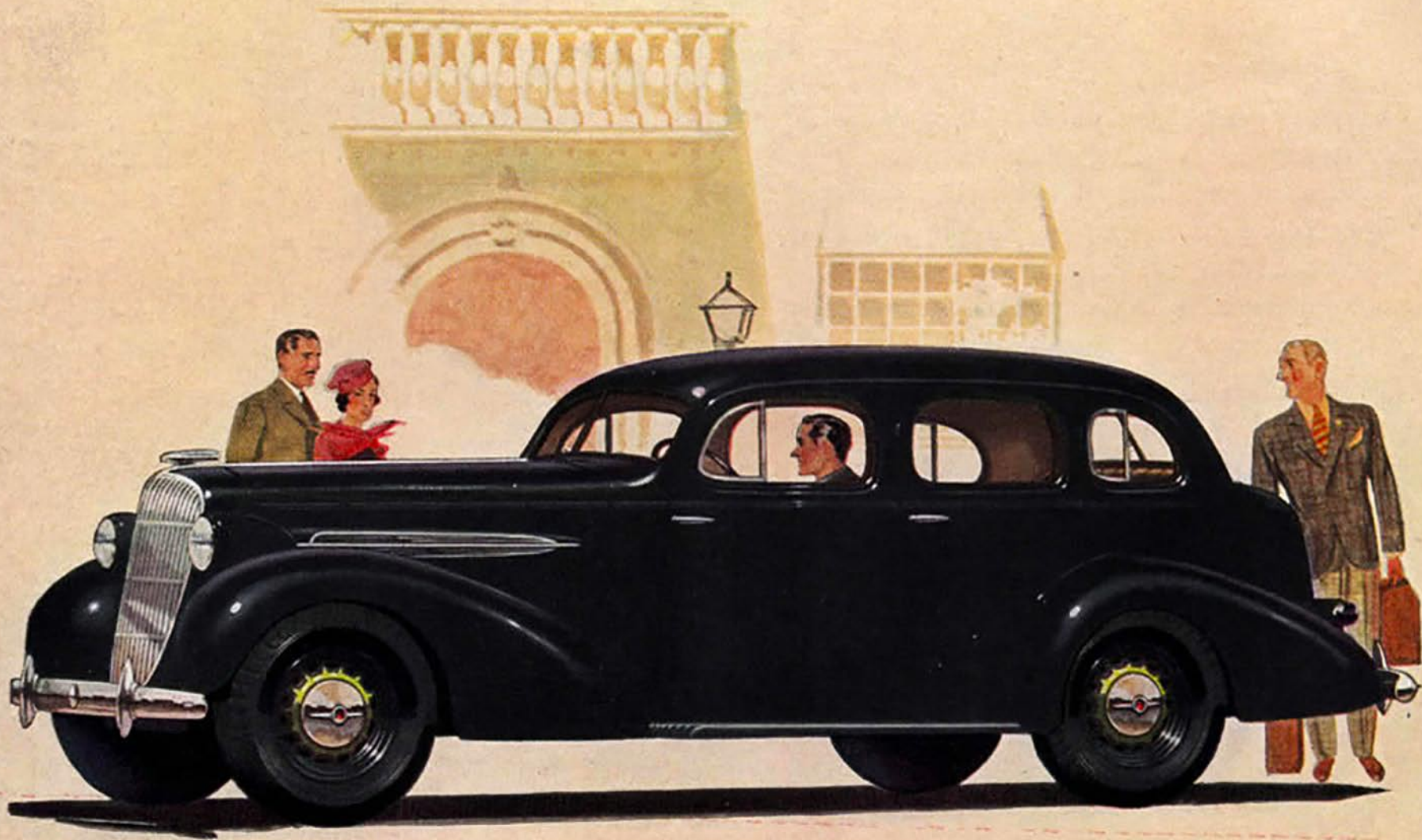
THE OLDSMOBILE SIX SPORT COUPE . . . *The last word in smart style with a touch of youthful daring to it, the sport coupe helps earn Oldsmobile's reputation for "the best-dressed cars in town." Note ample and comfortable rear deck extra seat. Like all other Oldsmobile models, the spare wheel and tire are concealed to accentuate streamline beauty.*

usual value at its low first cost, it gives unusual performance at low operating cost.

The quality of the Oldsmobile Six is apparent in the ruggedness of its construction. It is a solid and stable car, designed to perform with entire safety in every driving situation and at every speed, and built for exceptional long life. An examination of its specifications will reveal with what care the quality materials that go into its manufacture are selected, and to what generous dimensions, particularly in important structural points, it is designed. Engine mounting, frame, wheels, springing, all are designed and built with the extra factors of size and strength that make riding in the Oldsmobile Six not only exceptionally pleasurable but also safe. To build this way is traditional with Oldsmobile.

KNEE-ACTION is engineered into every model, as a standard feature at no extra cost. Assures smooth riding, safe roadability and fatigueless travel on every road. Oldsmobile's Knee-Action is the same high-quality type that costly cars use—the same rugged system proved by hundreds of thousands of owners.

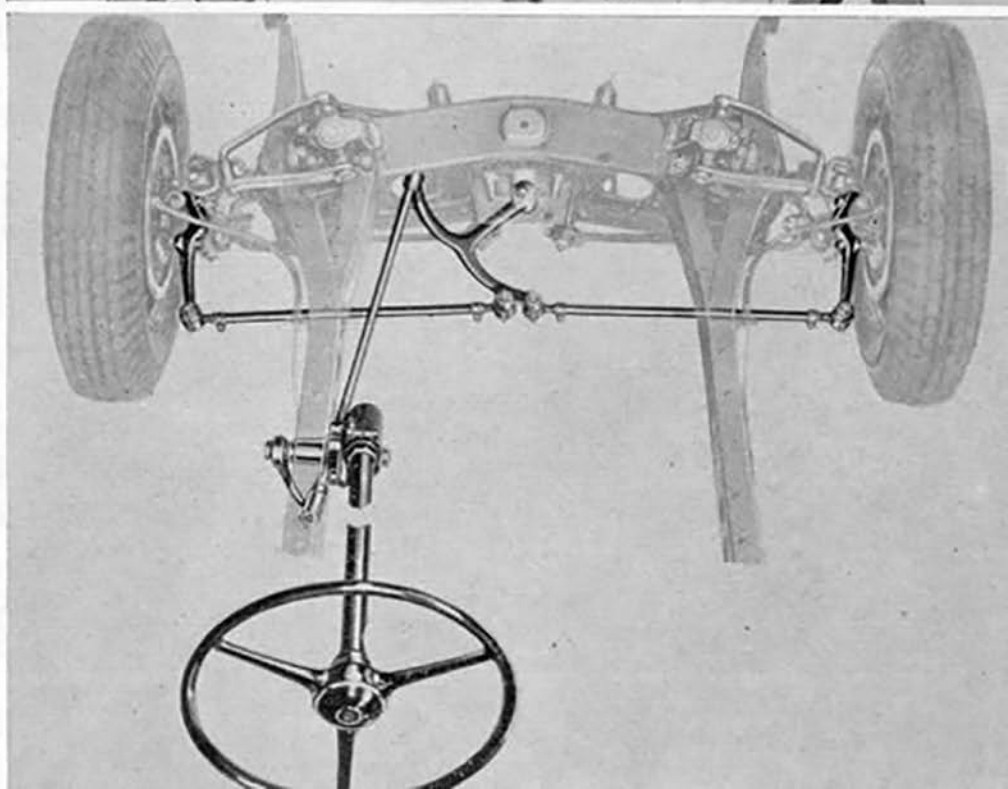
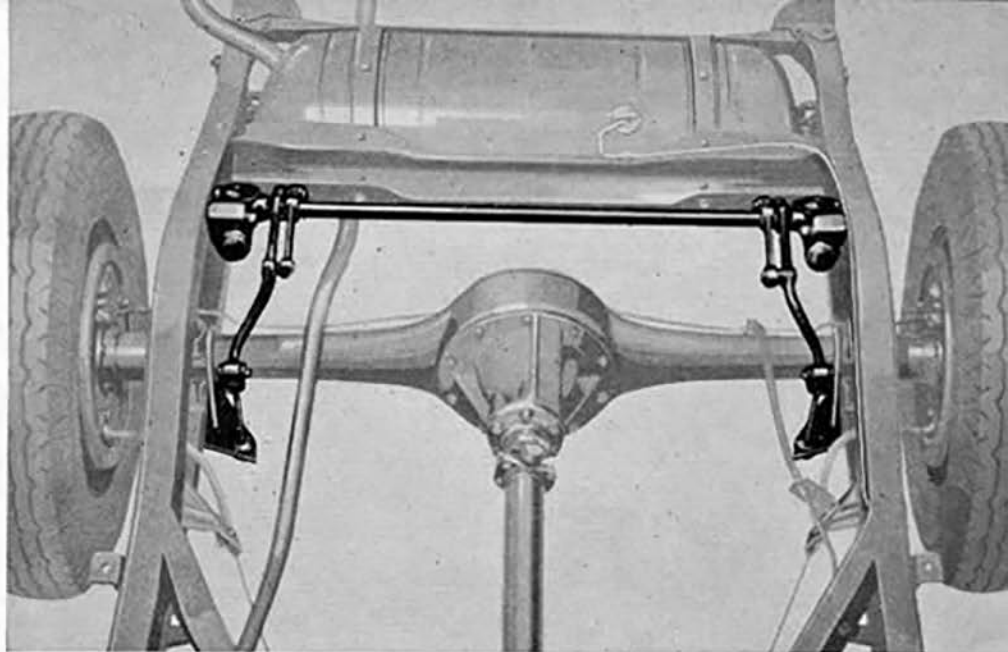


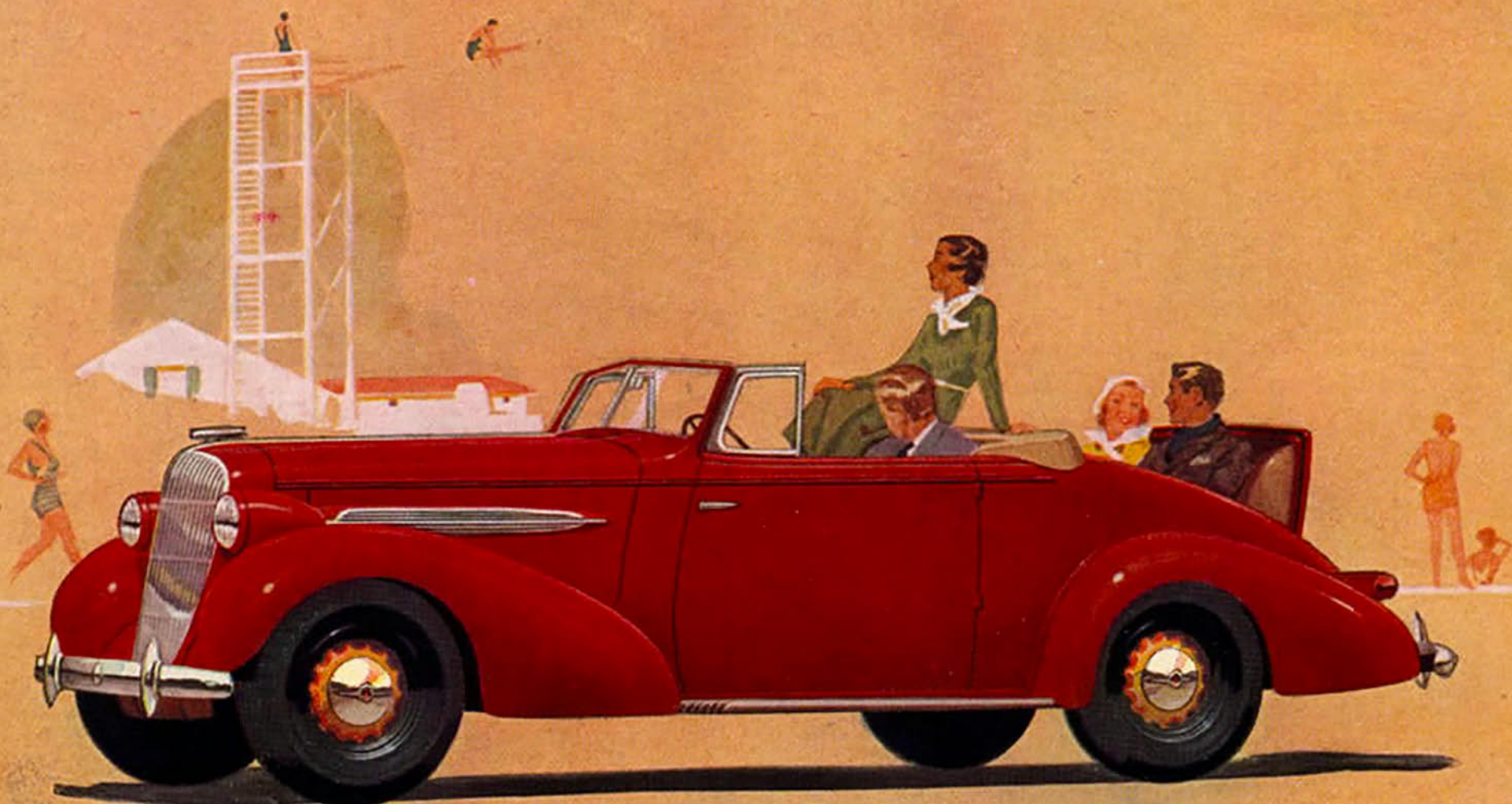


THE OLDSMOBILE SIX 4-DOOR TOURING SEDAN . . . *Five-Passenger . . . When Oldsmobile first brought out the touring sedan with built-in trunk this striking model won instant popularity. Space for everything you want to take—securely locked in, too—together with unusual roominess, high power, and arresting streamline beauty.*

Outstanding among the provisions for greater safety which you will find in the Oldsmobile Six is the new solid-steel "Turret-Top" Body by Fisher. This is recognized as the greatest forward step in motor car safety since Fisher first produced closed bodies. Within this body structure you drive and ride encased in steel. Side walls, body floor, and roof overhead are all steel. More steel is used in Oldsmobile's solid-steel Bodies by Fisher than in any other body of comparable size. The bodies are 40% stronger and more rigid. Sound-proofed against drumming or other noises. With a sound-proof body, all-silent Syncro-Mesh gear-shifting, and with engine cushioned in 3-point rubber mountings, the Oldsmobile is a *silent* car. Oldsmobile's

RIDE STABILIZER (above). When car tends to roll, twisting action of steel bar mounted on rear of chassis counteracts sway, keeps car on even keel. CENTER-CONTROL STEERING (below). Steering action is exerted from point midway between front wheels, and is divorced from road-shocks. Result: Easier, steadier "straight line" steering.



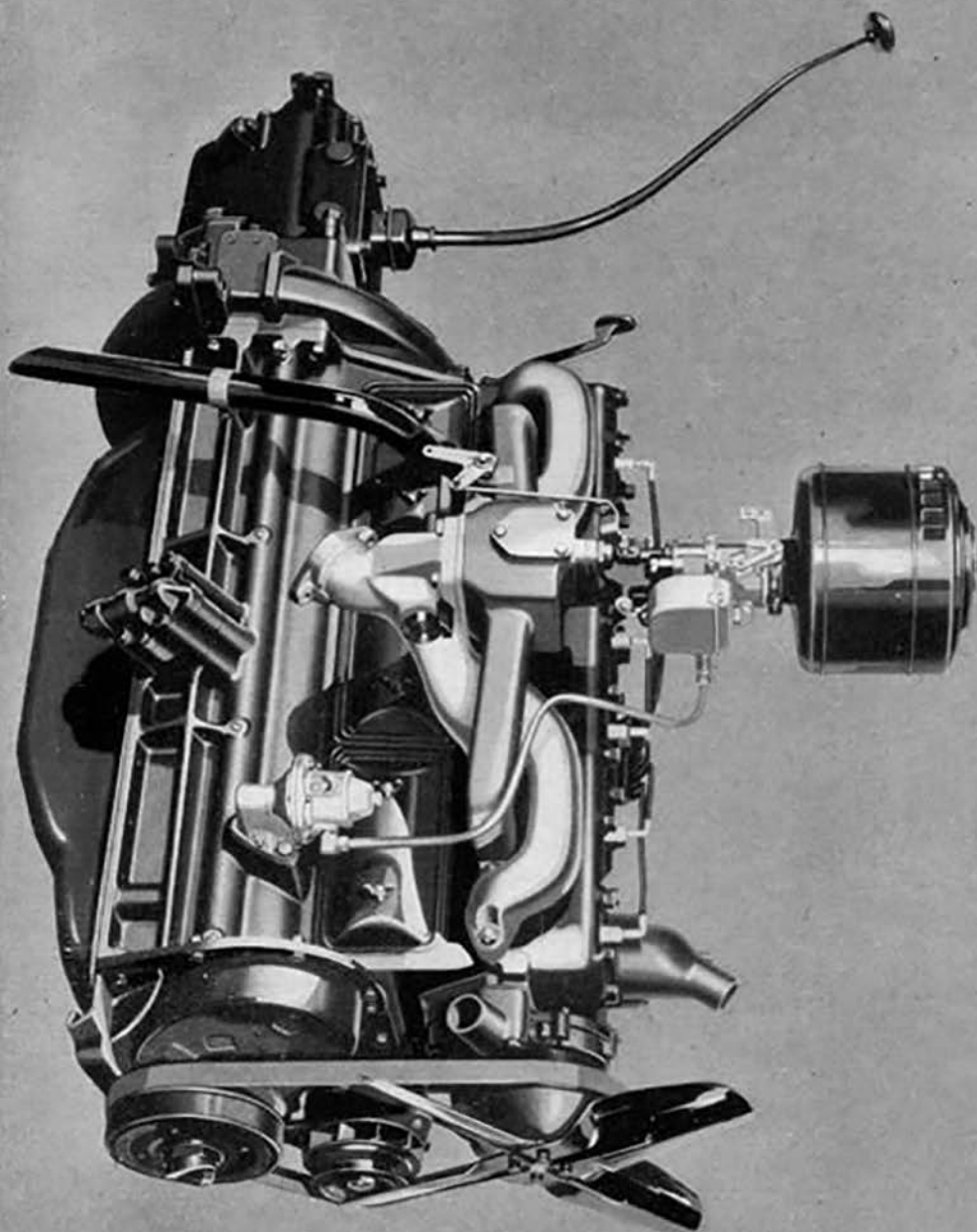


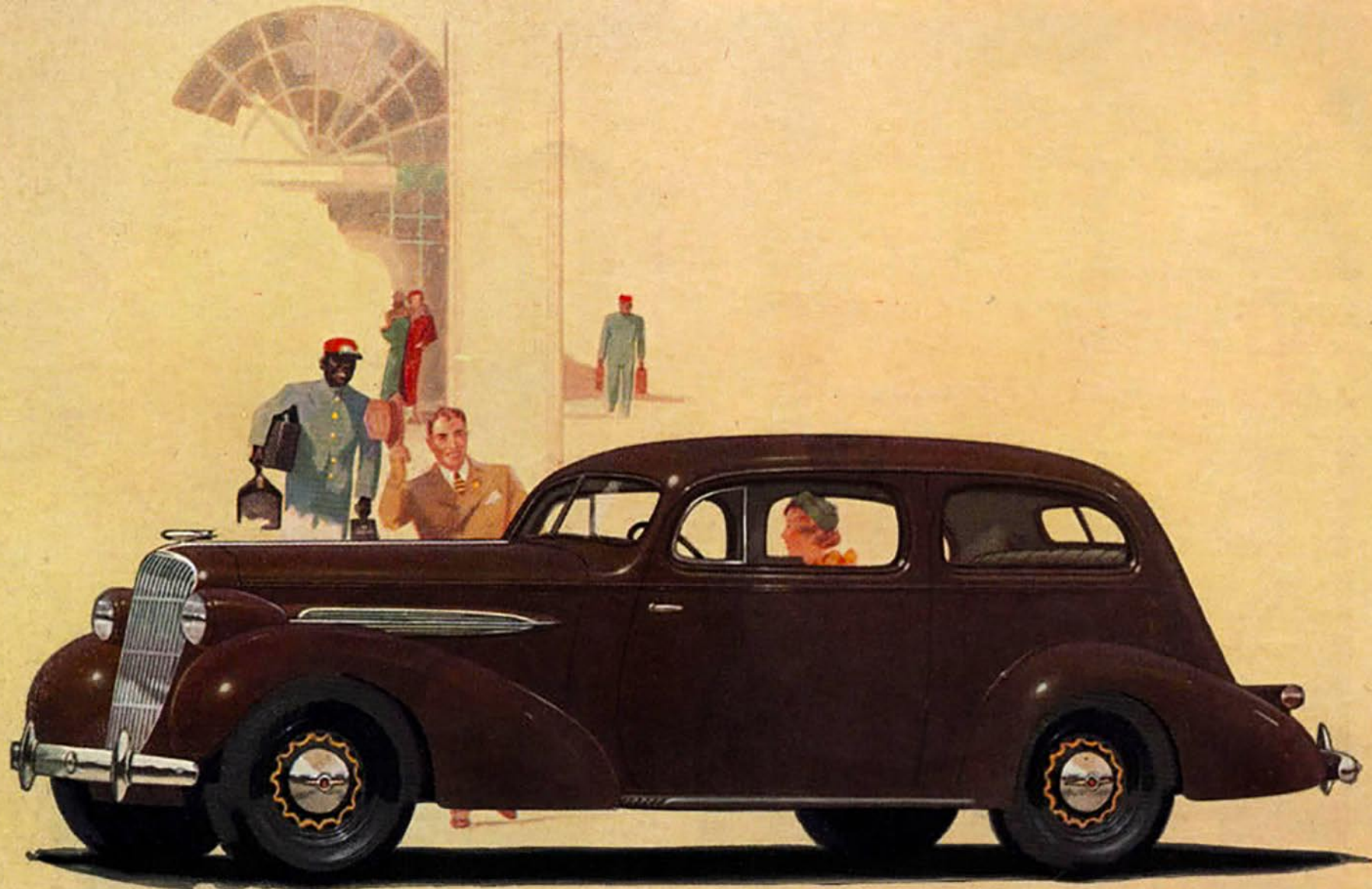
THE OLDSMOBILE SIX CONVERTIBLE COUPE . . . Your open runabout for fair weather events, and convertible at a nod into a closed car, snug-tight against rain, snow or cold. A "personal" car of trim style and much usefulness. Has the new aviation-type instrument board, with large size dial gauges, indirectly lighted.

Fisher bodies are also insulated and weather-sealed for comfort in all seasons, in all climates. The same steel construction which provides this extra safety also makes possible a cleaner flowing modeling of roof and rear lines to achieve Oldsmobile's striking streamline beauty.

Among Oldsmobile's features for comfort, health and safety, is Fisher No Draft Ventilation. Fisher No Draft provides individual control of ventilation, so that each occupant of the car may have the measure and degree of fresh air which he prefers in any weather without inconveniencing any other passenger. Other important body features are the commodious rear compartments in 5-passenger models, with ample space for carrying both luggage and spare

OLDSMOBILE SIX-CYLINDER ENGINE develops 90 horsepower at 3400 revolutions per minute. Top speed, 80 to 85 miles per hour. Despite its unusual power, speed and pick-up, it is capable of unusual gas mileage. Gives 18 miles per gallon at 50 miles per hour. At lower speeds, even better mileage. In addition, is a decided money-saver when it comes to oil-consumption, upkeep and repairs.





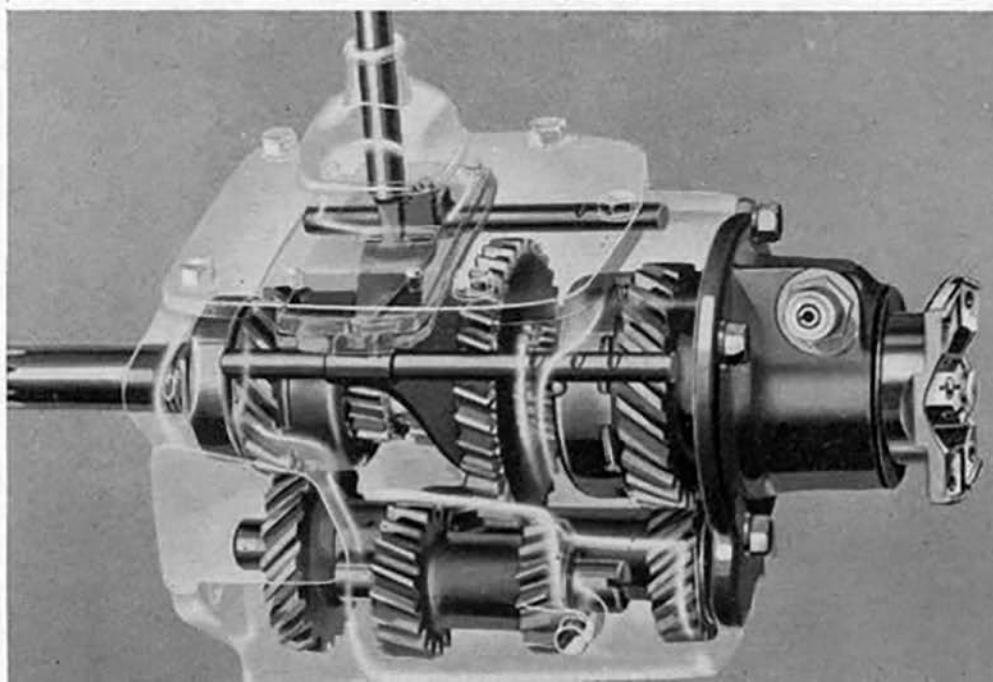
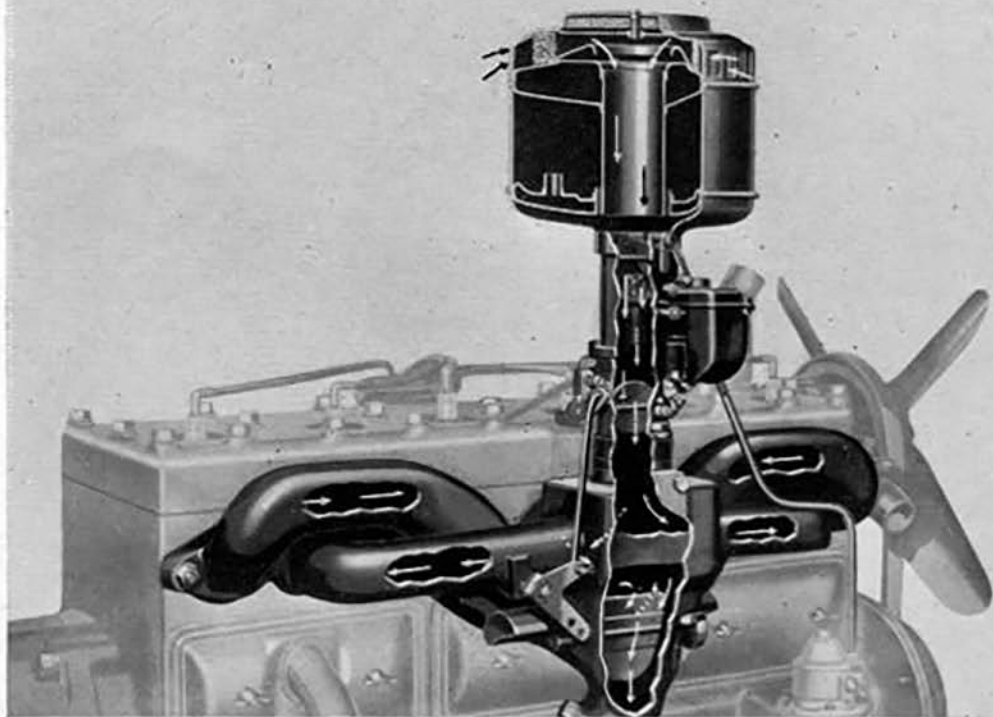
THE OLDSMOBILE SIX 5-PASSENGER COUPE . . . With its roomy interior, form-fitting seats, arm rests, full-carpeted foot rest, and individually controlled Fisher No Draft Ventilation, there isn't a better car for all-round purposes anywhere, and certainly none smarter looking. Doors are extra wide for easy entrance and exit.

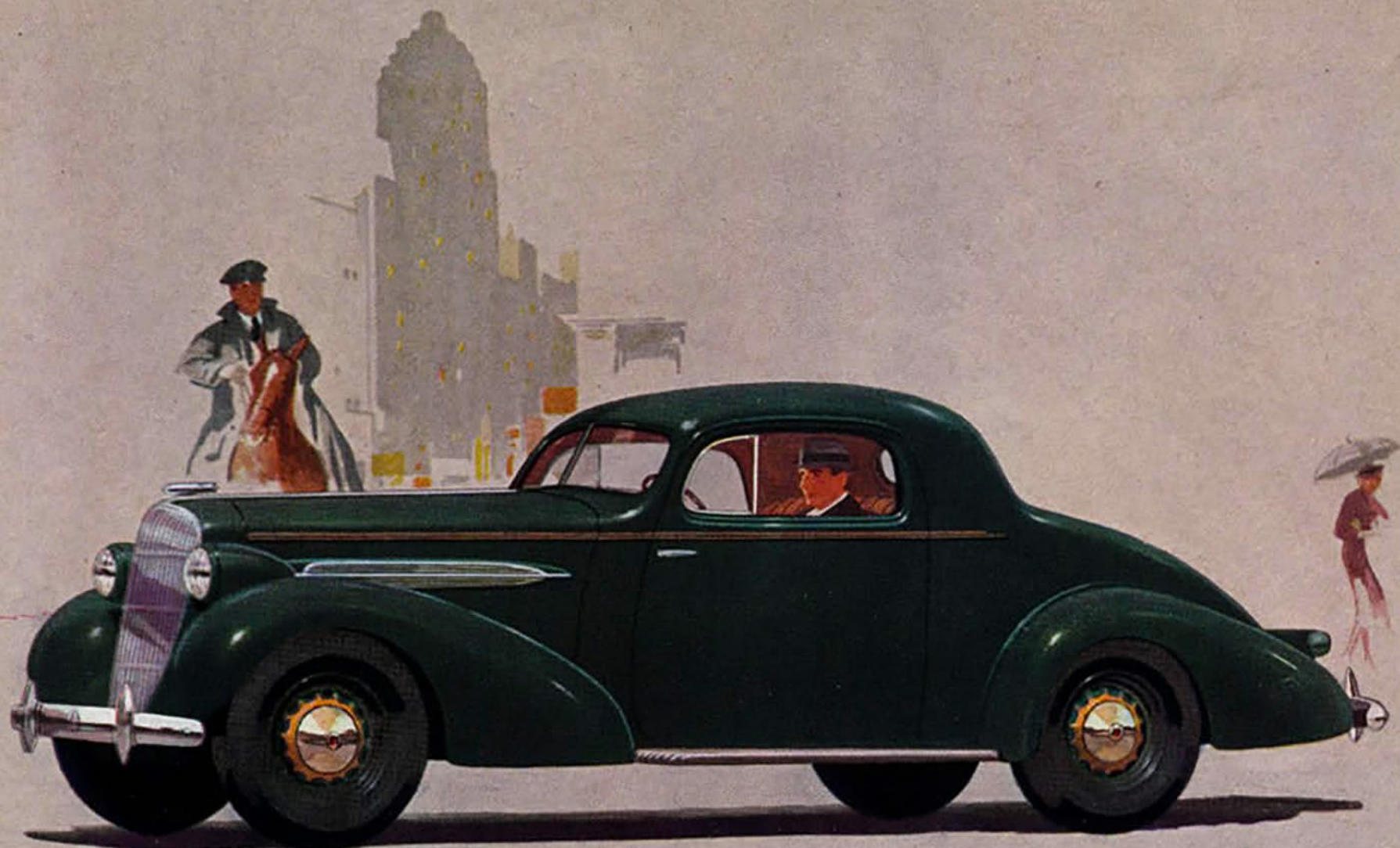
tire, easily put in or taken out at arm level, and the special back-of-the-seat space for the spare tire in the two-passenger coupe models.

To take you where you want to go, to do it speedily, without trouble or annoyance, and with a minimum output for fuel, lubrication and attention, that is the purpose of the Oldsmobile engine. The Oldsmobile Six power plant develops full 90 horsepower at 3400 revolutions per minute. It accelerates the Oldsmobile Six from 10 to 60 miles per hour in 23 seconds; attains a top speed of 80 to 85 miles per hour, and delivers 18 miles per gallon at 50 miles per hour. This performance ability with such notable economy is due to a newly-designed high-compression cylinder head with improved combustion

DOWN-DRAFT CARBURETOR (above) provides easy starting, fast pick-up, abundant power at low cost. Six has single throated carburetor, Eight has dual.

SYNCHRO-MESH ALL-SILENT GEAR-SHIFT (below) world's finest transmission, gives easy, quiet, clashless shifting and positive car control. Silent in all speeds, easy to shift even from high to second.



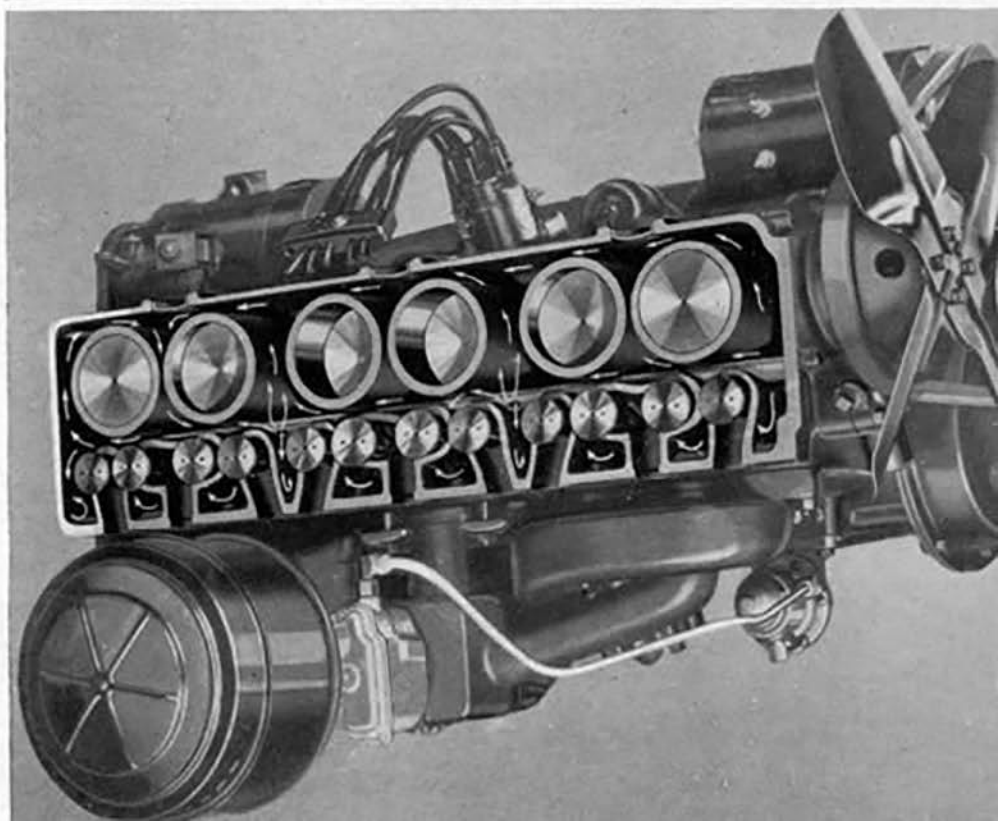
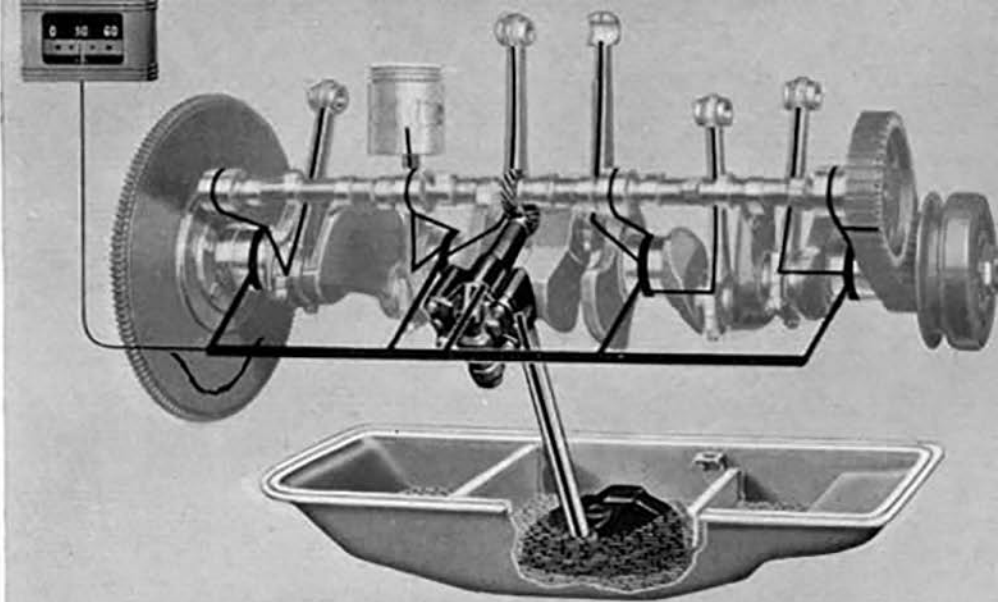


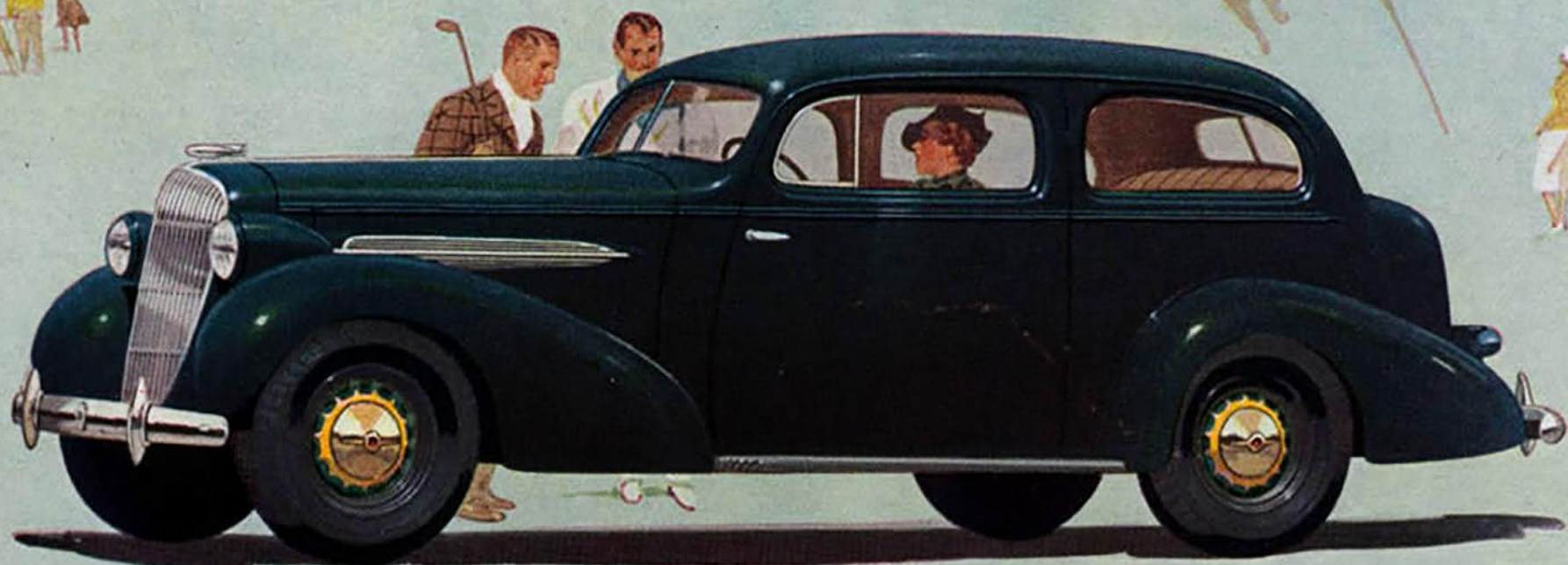
THE OLDSMOBILE SIX BUSINESS COUPE . . . for two passengers . . . Built with special attention to the needs and uses of those who travel on business. Its large rear deck provides generous room for luggage, samples, sales kits and other equipment. Its sturdy construction and 90-horsepower engine give it road mastery in any service.

chamber design. The extraordinary smoothness and quiet of the engine derive also from its tri-cushion suspension in rubber, counter-weighted crankshaft and self-dampening valve springs.

With the increasing speed at the motorist's command, and the improved highways tempting the unleashing of this power, Oldsmobile goes far beyond ordinary lengths to give the driver full control at all times. Big and powerful Super-Hydraulic Brakes of self-energizing type increase both driving ease and safety. Light pressure on the brake pedal is multiplied many times and transformed into tremendous stopping power at the wheels. Combined with engineered and built-in Knee-Action front wheel springing of the finest type is a ride stabilizer that

FULL-PRESSURE OILING SYSTEM (above). Full-pressure feed to all camshaft, crankshaft, connecting rod bearings, and piston pins. COOLING SYSTEM (below). Cylinder block completely surrounded by water jackets—for uniform cooling, uniform cylinder expansion, better compression, better economy. Valves cooled by water jacketing of valve seats.

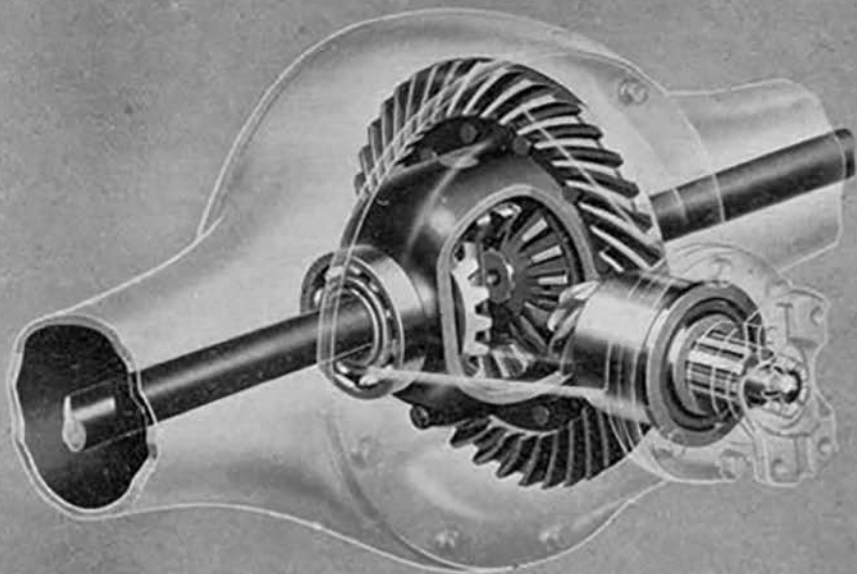
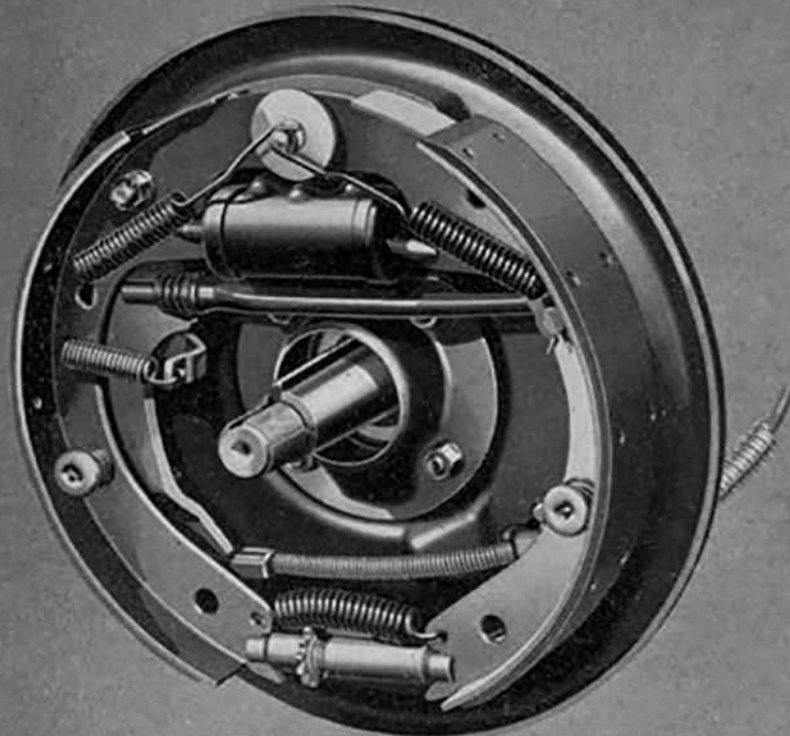


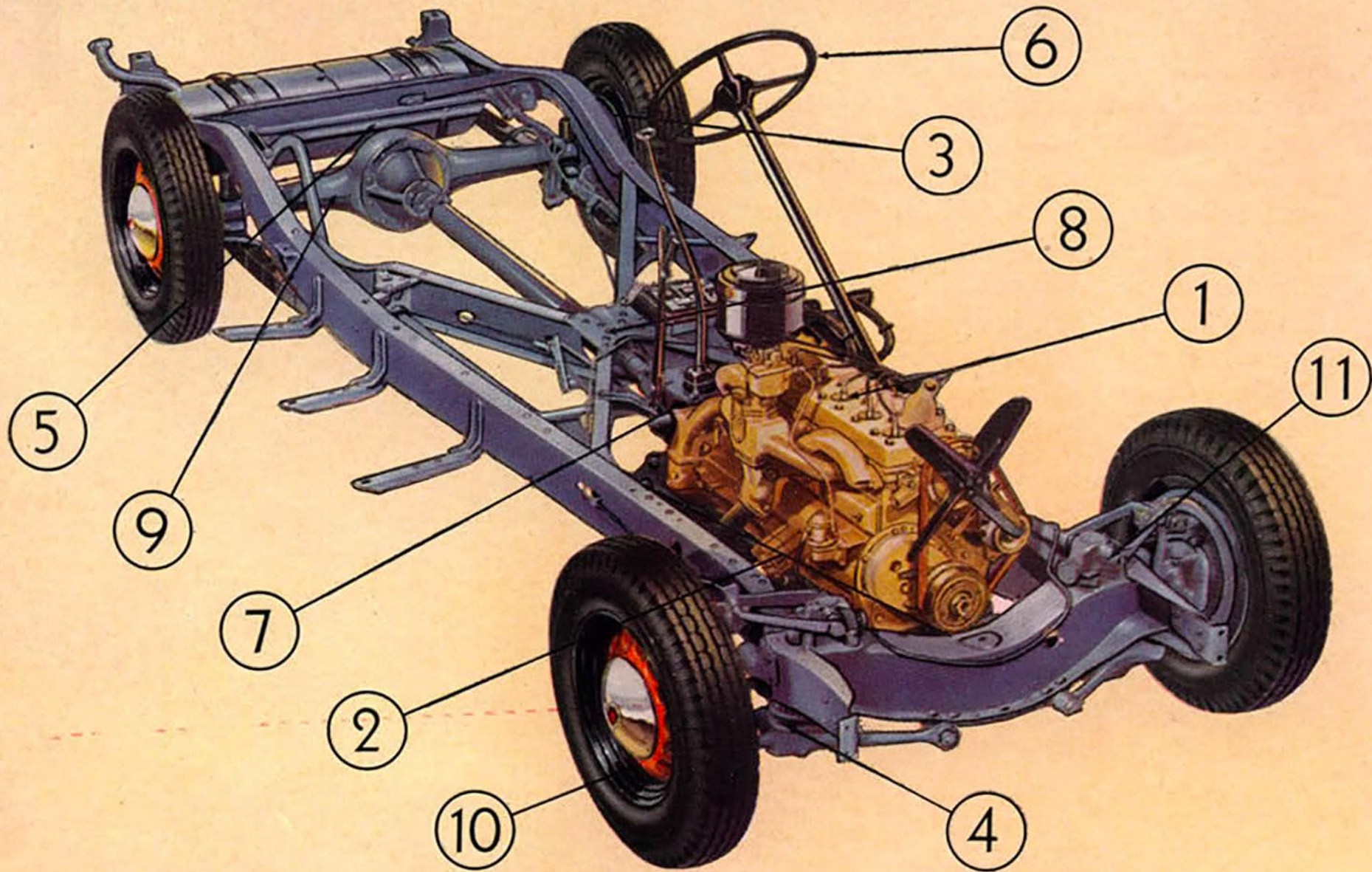


THE OLDSMOBILE SIX 5-PASSENGER TOURING COUPE . . . Ample room for five passengers, and yet modishly compact and smart, its particular style wins special admiration. The new-type trunk, built integral with the Fisher body, will surprise you with its way of taking luggage and golf clubs and asking for "more!"

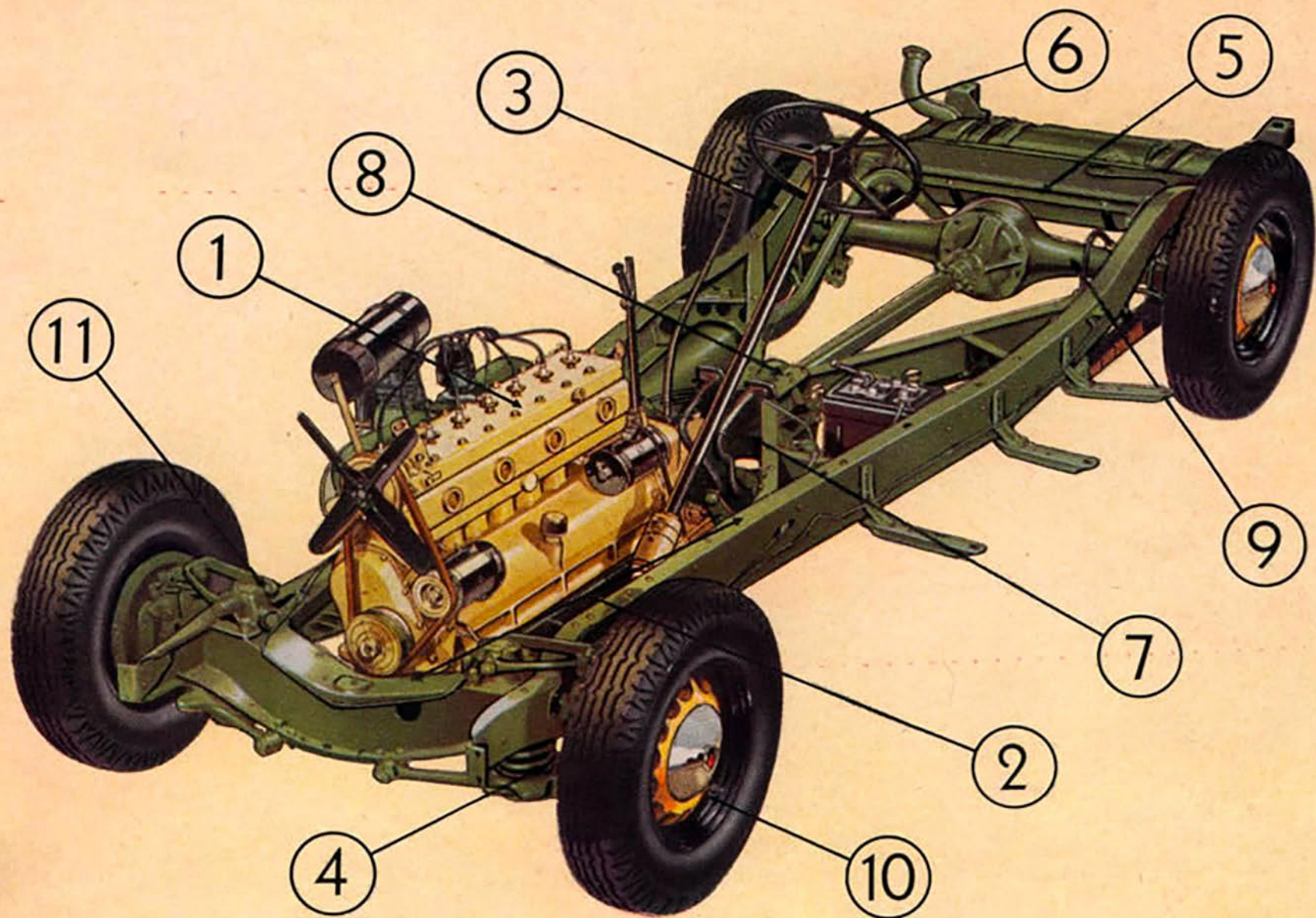
eliminates sway on curves and adds to Oldsmobile's roadability and stability. A third factor in this level-ride system is Oldsmobile's center-control steering. The car follows a set course. Road shock and steering-wheel "fight" are avoided. It is possible to turn the Oldsmobile Six in a circle of only 37 feet. Effortless steering is assured by worm-and-roller steering gears. Steering wheels of hard rubber are moulded over pressed steel to assure maximum strength. From top to tread, from front to rear, the Oldsmobile Six is a car in which you may take full pride and enjoyment, knowing you have all the features that make a car modern, safe and durable, at the very lowest cost for so much quality.

SUPER-HYDRAULIC BRAKES (above). Not merely hydraulics, but big, self-energizing super-hydraulics that "take hold" with slightest pedal pressure. Perfectly equalized for safe "straight-line" stops. Smooth, dependable. REAR AXLE (below). Simple in design, rugged in construction. Ball bearings used throughout. Driving and braking forces cushioned by Hotchkiss drive.

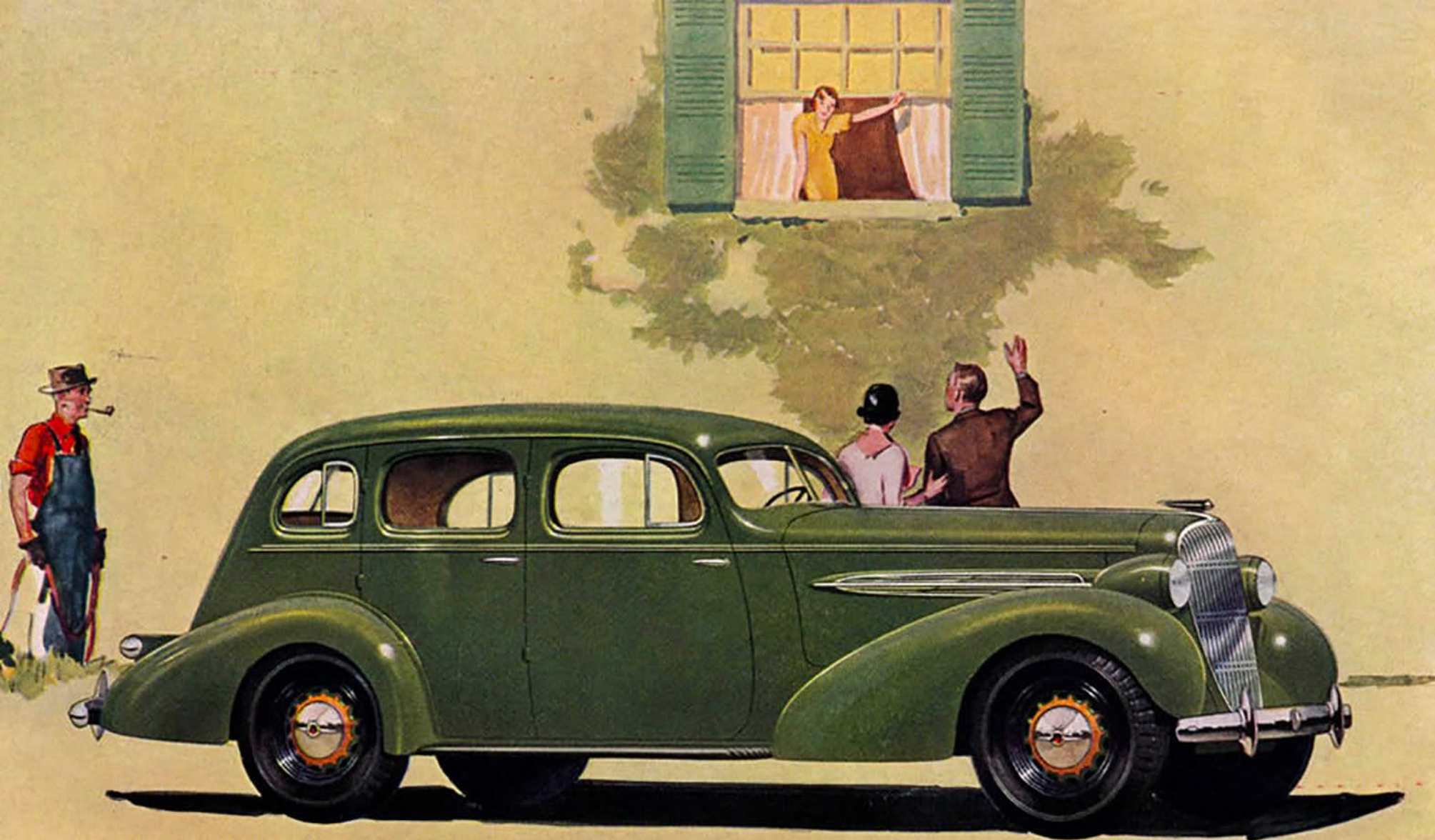




The Sturdy Oldsmobile Six Chassis... Wheelbase 115'... **1** 90-Horsepower Six-cylinder Engine... **2** Tri-cushion Engine Suspension... **3** Super-Hydraulic Brakes—190-sq. in. Braking Area... **4** Knee-Action Wheels... **5** Ride Stabilizer... **6** Center-Control Steering... **7** All-Silent Synchro-Mesh Transmission... **8** X-Type Frame—Box-Type Safety Construction Front and Rear... **9** Semi-Floating Rear Axle—Long-Life Wide, Double-Row Pinion Bearing... **10** Safety-Steel Wheels—Low Pressure 16 x 6.25 Tires... **11** Double-Action Hydraulic Shock Absorbers—Front and Rear.



The Rugged Oldsmobile Eight Chassis . . . Wheelbase 121' . . . 1 100-Horsepower Eight-cylinder Engine . . . **2** Tri-cushion Engine Suspension . . . **3** Super-Hydraulic Brakes—207-sq. in. Braking Area . . . **4** Knee-Action Wheels . . . **5** Ride Stabilizer . . . **6** Center-Control Steering . . . **7** All-Silent Synchro-Mesh Transmission . . . **8** X-Type Frame—Box-Type Safety Construction Front and Rear . . . **9** Semi-Floating Rear Axle—Long-Life Wide, Double-Row Pinion Bearing . . . **10** Safety-Steel Wheels—Low Pressure 16 x 7.00 Tires . . . **11** Double-Action Hydraulic Shock Absorbers—Front and Rear.



THE OLDSMOBILE EIGHT 4-DOOR SEDAN . . . *Five-Passenger . . . A fine, luxurious car—the ideal car for family use—121-inch wheelbase, proportionate width and roominess—100-horsepower engine—smoothest riding ability, and the streamline beauty that gives Oldsmobile the acknowledged style leadership of its field.*

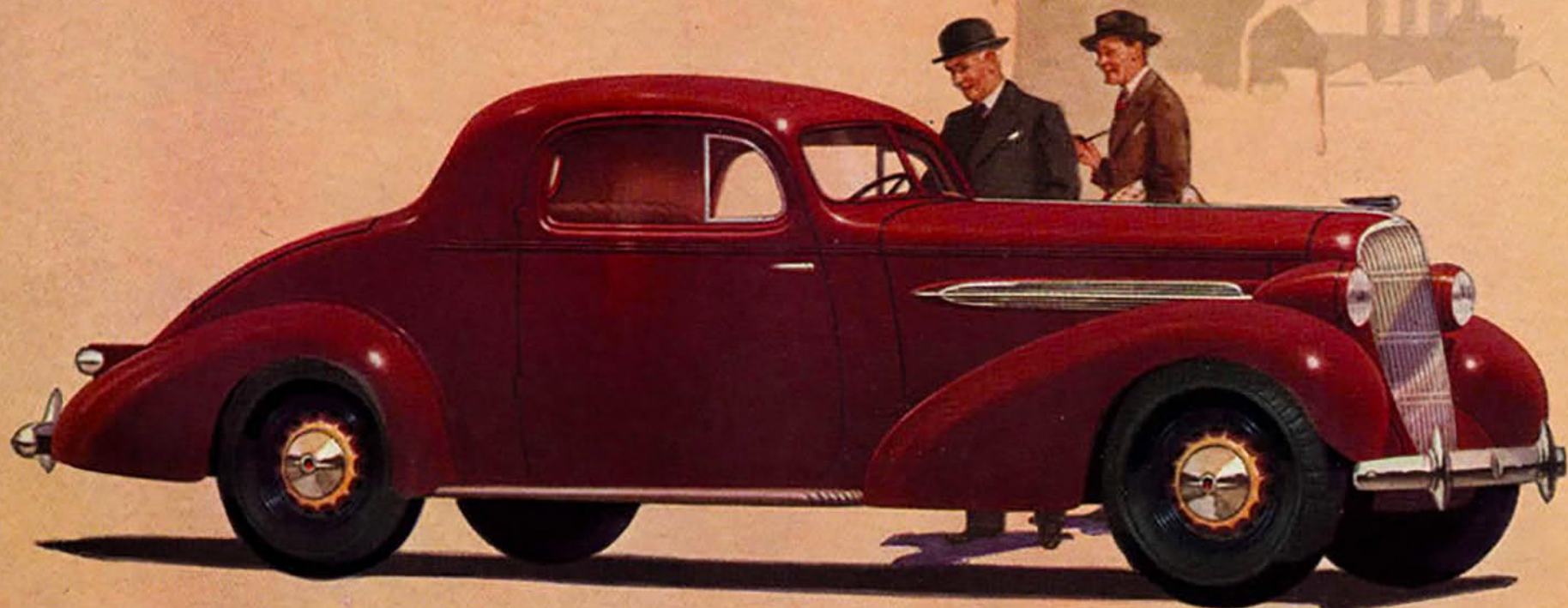
♦

A Big, Luxurious
STRAIGHT EIGHT
at Moderate Cost

♦

If your desire is for more room, more luxurious comfort, smoother and swifter engine performance, and every de luxe feature of a completely modern car—all at a moderate price—look to the Oldsmobile Straight Eight. What its famous predecessors had in style leadership, in alertness of silent, silken-smooth action, in equipment for genuinely first-class travel, this Oldsmobile Eight betters and improves on in every respect. There is not an eight-cylinder car within many, many dollars of its price that embodies so much in style, power, ability, size and inherent economy as this fine exponent of all that Oldsmobile has designed and produced in "The Car That Has Everything." There is a gracious, final touch of fashion to its styling. There is a manifest stamina to its build. It has length and width, proportion and balance.





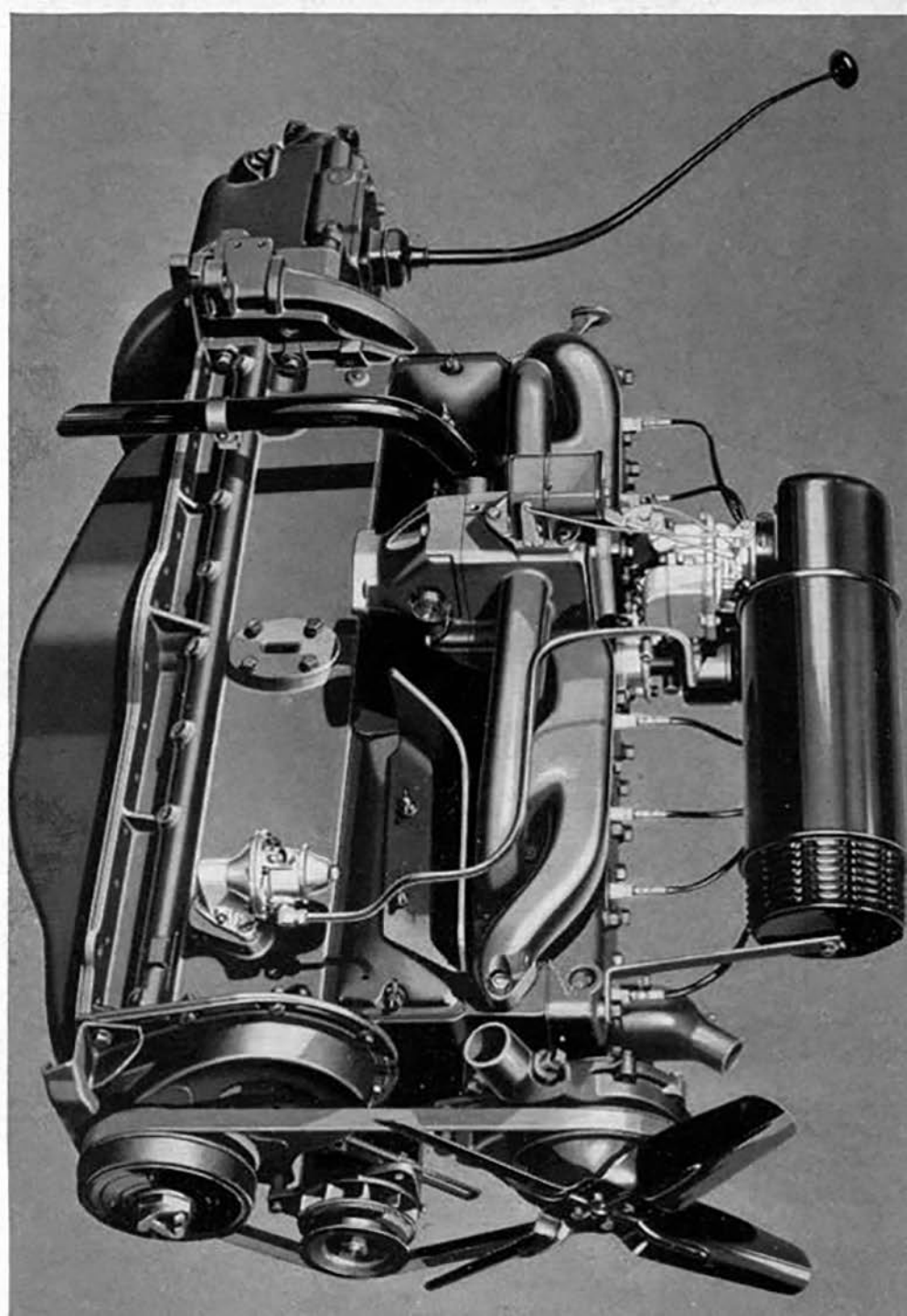
THE OLDSMOBILE EIGHT BUSINESS COUPE . . . Two-Passenger . . . *Where business or travel requires that you go at speed, with certainty, and in style, this is your ideal car. A big, locked, rattle-proof and weather-proof rear compartment for luggage. A 100-horsepower engine. Knee-Action, Super-Hydraulic brakes, and Center-Control Steering.*

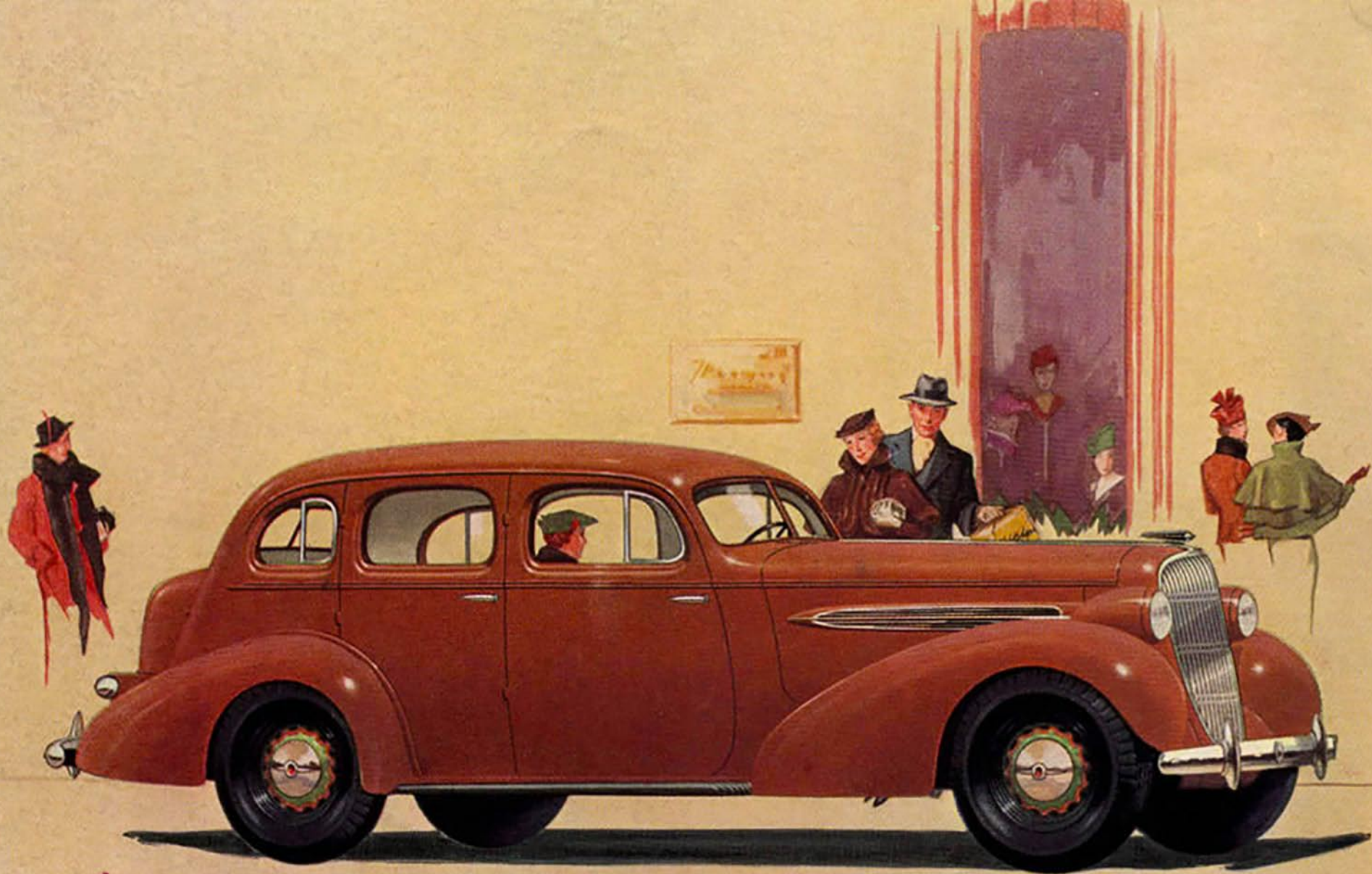
When you call on it for your need or pleasure, it will respond as no other car has ever before obeyed or served you.

The Oldsmobile Eight not only looks impressive but actually is one of the bigger fine cars. Its wheelbase is 121 inches.

The interior furnishings and fitments of this splendid car naturally express the best of taste in materials, tailoring and harmonious design. They include every modern feature for your comfort, health, convenience and safety. Just as the smart, suave exterior lines give Oldsmobile style leadership, these spacious and restful interiors have everything for your extra comfort. Look through the modern split-stream windshield, or keep an attentive eye at proper

OLDSMOBILE EIGHT-CYLINDER ENGINE. Oldsmobile's masterpiece. Big, smooth, quiet. Mounted on Tri-Cushion Suspension. Develops 100 horsepower at 3400 revolutions per minute. Capable of a top speed of 85 to 90 miles an hour. Accomplishes this with unusual economy. At 50 miles per hour, does 15 miles on a gallon.





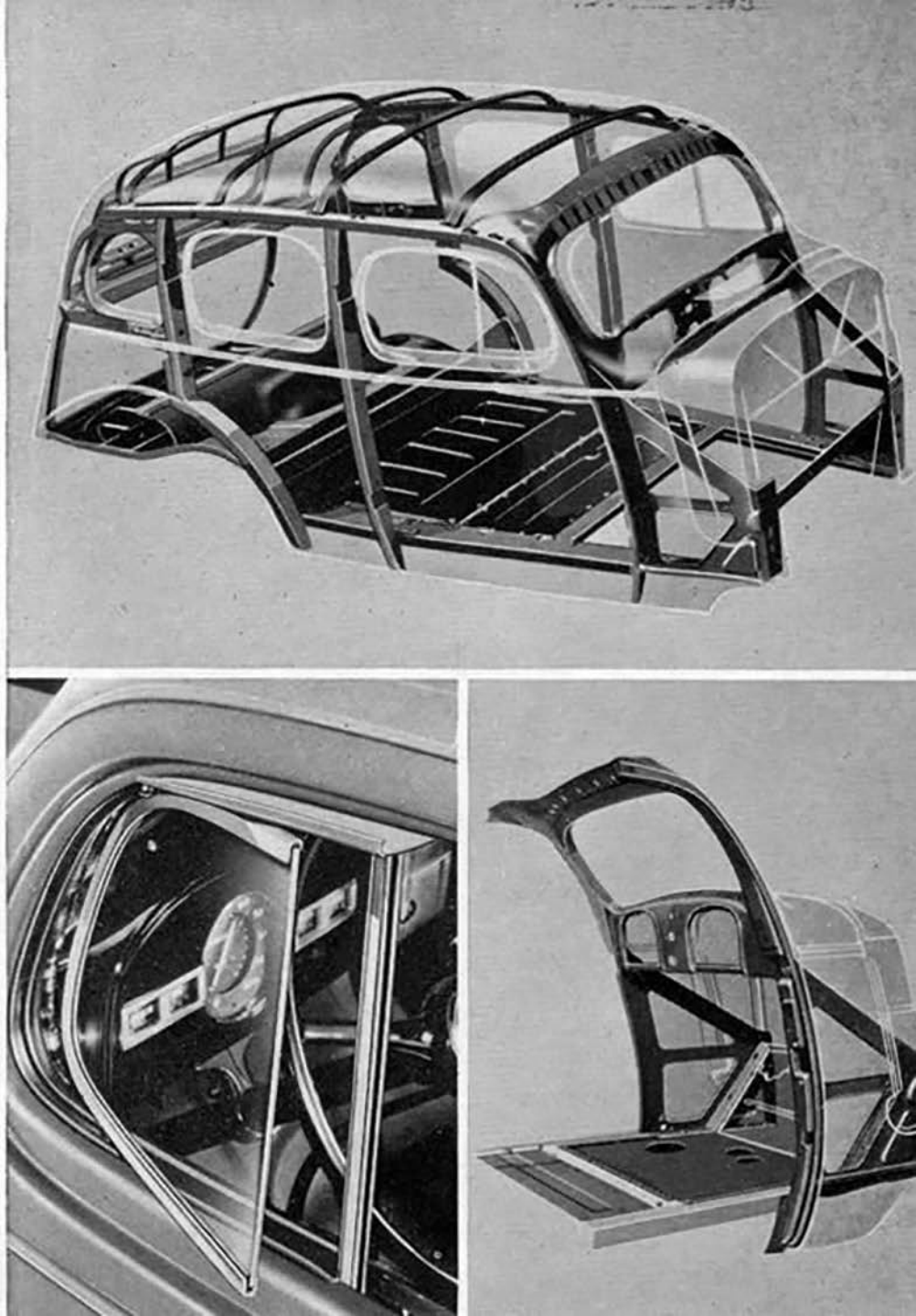
THE OLDSMOBILE EIGHT 4-DOOR TOURING SEDAN . . . *Five-Passenger . . . All luggage is out of the way—locked in the big built-in trunk. The 100-horsepower engine, Knee-Action wheels, Center-Control Steering, Ride Stabilizer, safety lighting system—all these contribute to taking you everywhere—speedily, safely, and in comfort.*

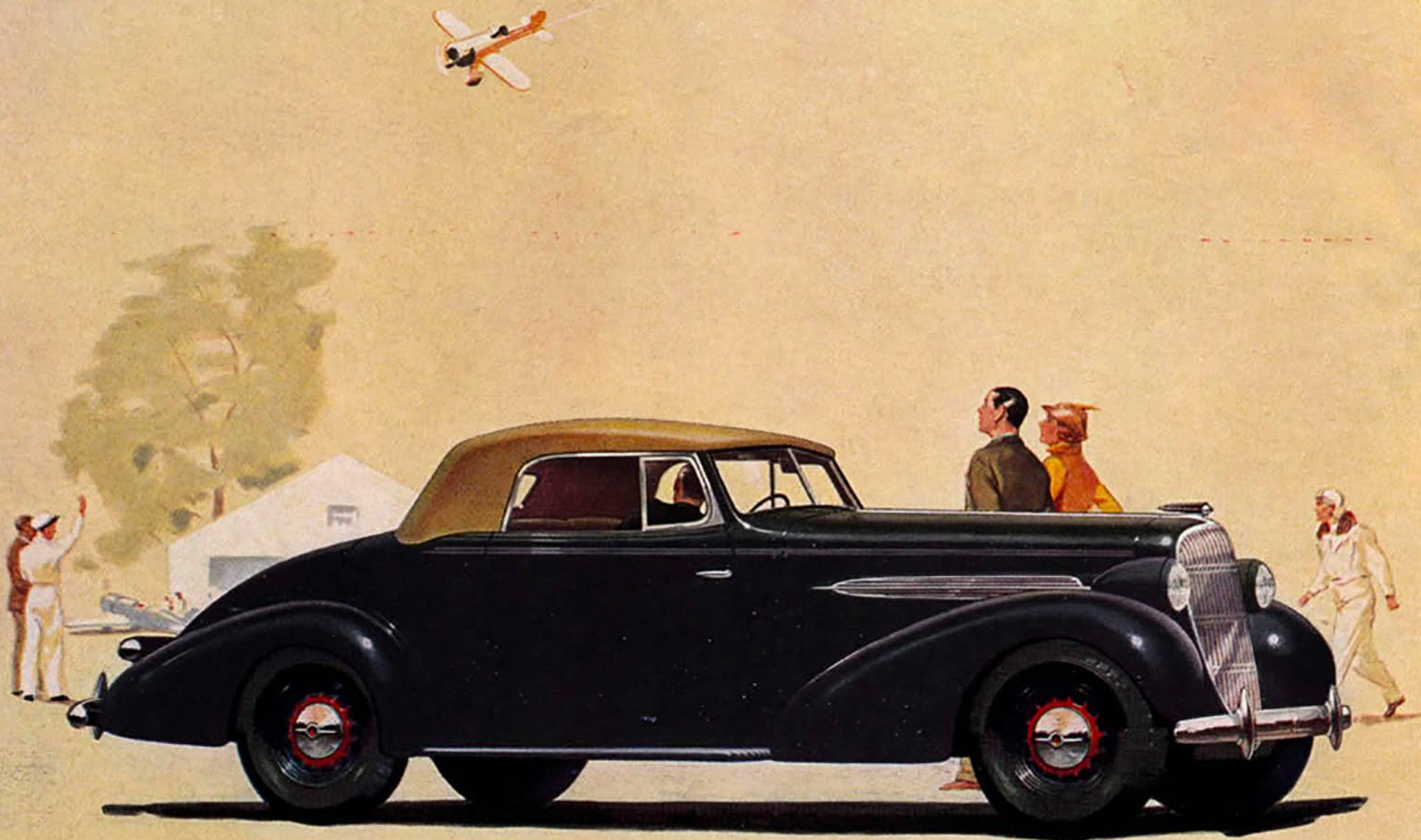
intervals on the clear, well-illuminated instrument panel, or relax in the drawing-room ease of the rear compartment—you have the ease of mind, sense of well-being, that this Oldsmobile Eight provides.

And (every sensible person being thrifty-minded on this score) you may have it all at both a first cost and an operating cost which put a negligible premium on having a car so fine.

Always superbly smooth and silent, the Oldsmobile Eight power plant adds both higher capacity and greater economy. The engine is a 100-horsepower Eight. It accelerates from 10 to 60 miles in 22 seconds. It registers a top speed of 85 to 90 miles an hour. And it does 15 miles per gallon at 50

SOLID-STEEL "TURRET-TOP" BODY BY FISHER (above). Safest, sturdiest body ever built. Steel on all sides. Steel below. Steel above. FISHER NO DRAFT VENTILATION (below left) provides fresh air without drafts. FRONT BODY SECTION (below right). Instrument panel, windshield pillars, cowl and body sills, are one super-rigid unit.



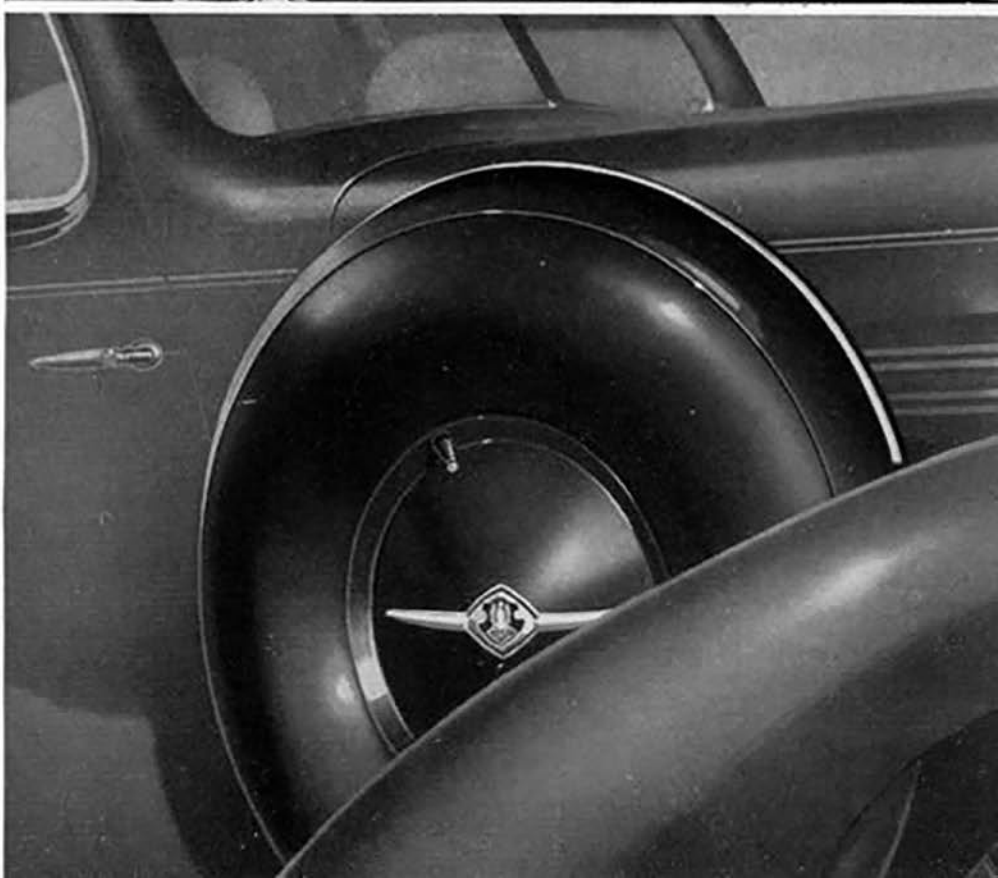


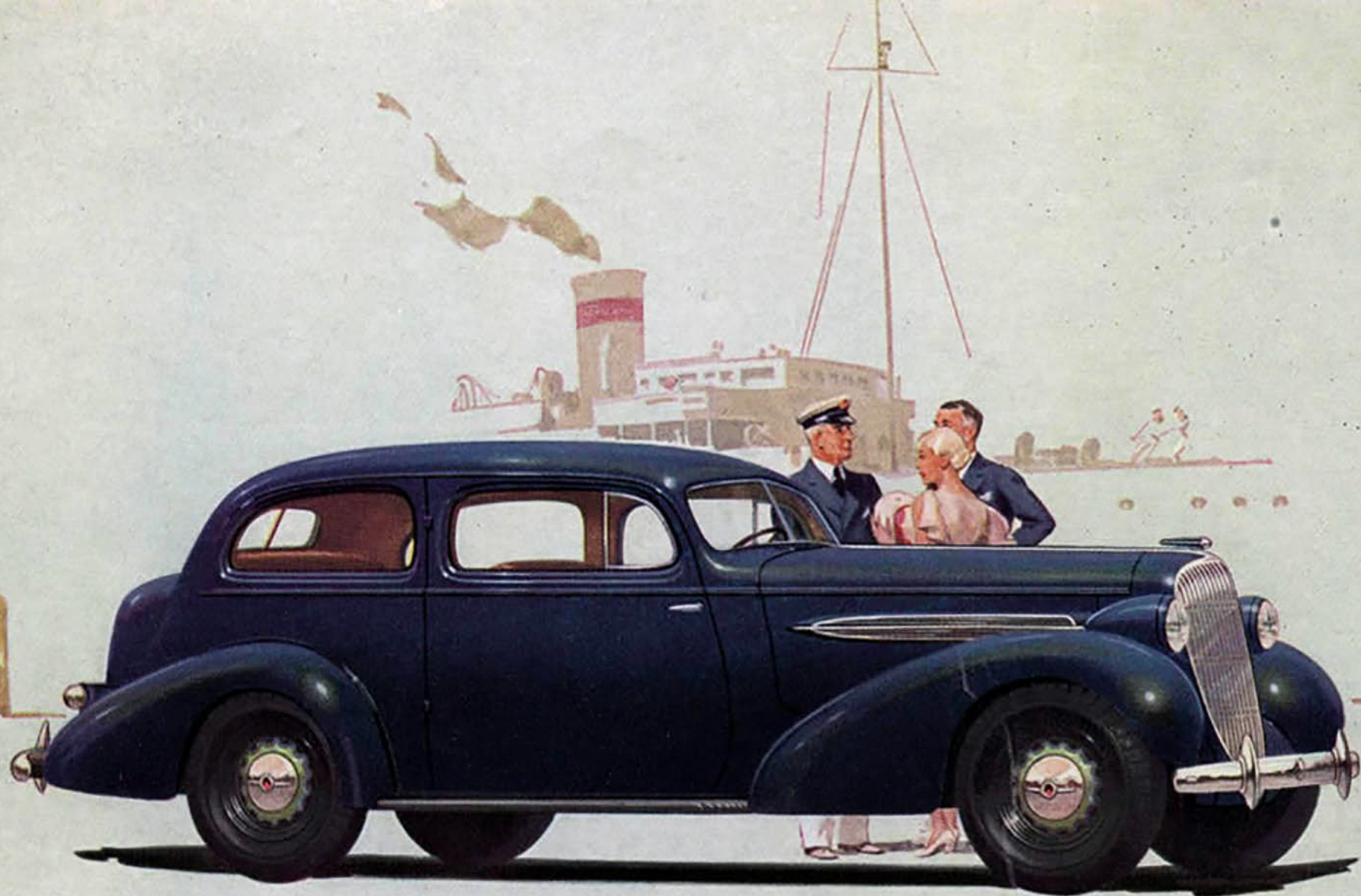
THE OLDSMOBILE EIGHT CONVERTIBLE COUPE . . . Two- or Four-Passenger . . . This spirited Oldsmobile 8 Coupe is at home wherever smart people gather. And you can make it a foursome with the wide and comfortable rumble seat for two. Rakish as a corsair in its streamline beauty—yet always dependable and safe.

miles per hour—*amazingly economical operation* for any Eight.

Though its price is kept surprisingly low, there is not a fine-car feature, not a single advanced and tested refinement omitted from the Oldsmobile Eight. Its design and structural character reflect the very best that Oldsmobile experience and ideals, General Motors resources in research and proving, can develop. Note the attention given to such details as more efficient cooling, contributing to power development, durability and economy; uniform valve cooling, with special systems each for the Eight and the Six, due to their difference in capacity and needs; refined down-draft carburetion for quick starting, greater acceleration, improved hill climbing. The Eight has dual

"TURRET-TOP" (above). One solid sheet of seamless steel, built as an integral part of the body and sound-proofed for silence. "Ties up" entire body in one solid structure. Provides complete protection, and neater appearance. SIDE-MOUNTED WHEEL (below). All models available with six wheels and fender wells at slight added cost.



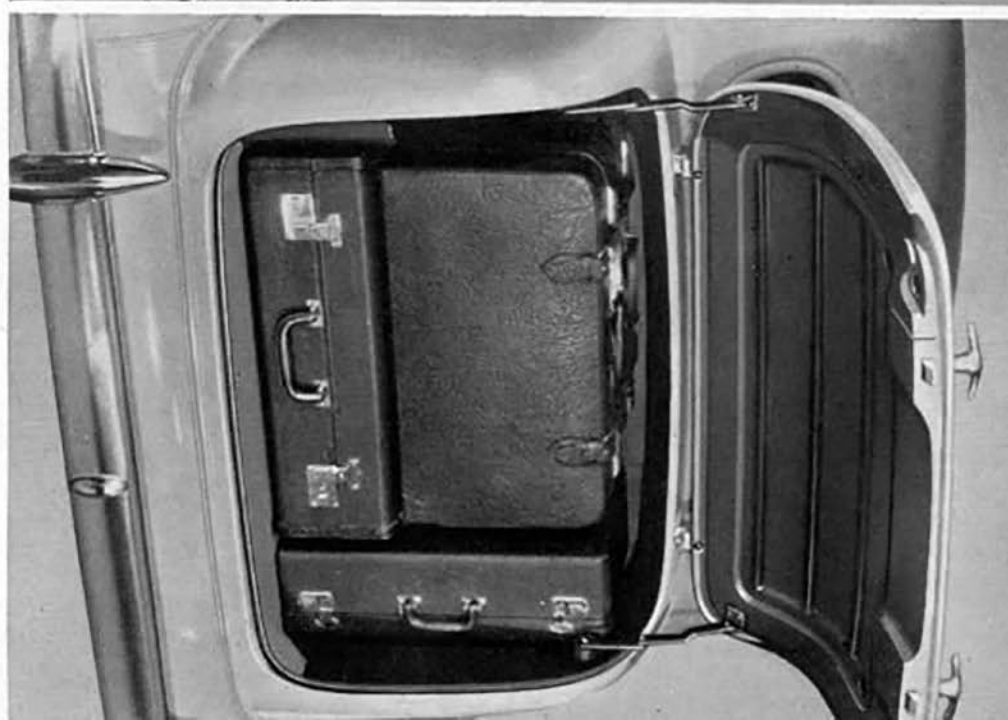


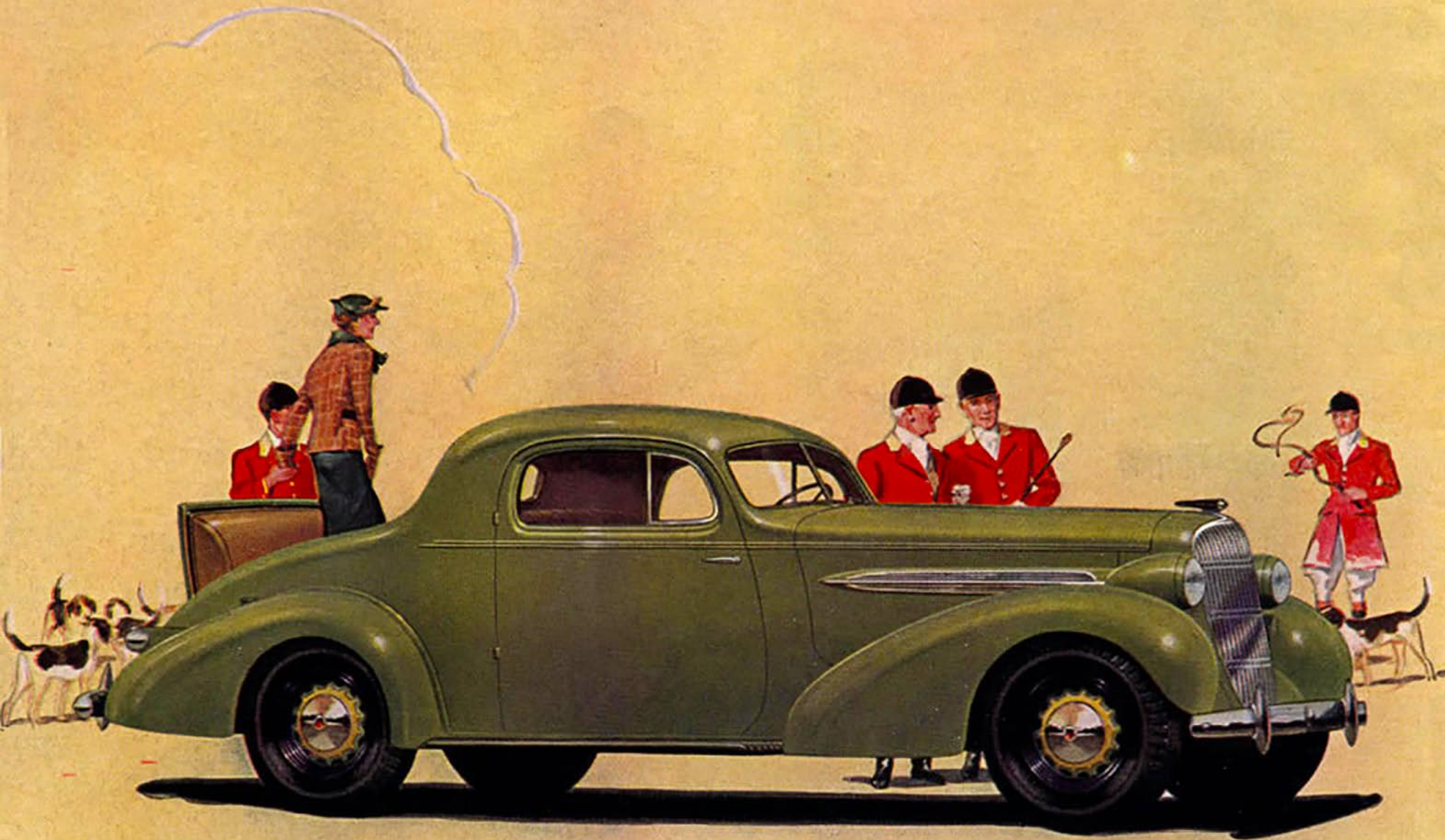
THE OLDSMOBILE EIGHT 5-PASSENGER TOURING COUPE . . . Chances are this car will see much boulevard travel, but you will also want to go touring. So here is ample room . . . leg room, head room, shoulder room . . . Plentiful power . . . thrilling speed . . . and the smartness and brightness of "Oldsmobile streamline beauty!"

carburetion and full automatic choke control.

Prominent among the values which should by all means decide in favor of *Oldsmobile* is the *solid-steel* "Turret-Top" Body by Fisher. Give yourself safety! Here, with big Super-Hydraulic Brakes, with Center - Control Steering, Ride Stabilizer and Knee-Action, is *body* safety never known before. Steel-panel walls. Steel floor and foundation. And a roof of solid seamless steel overhead! It is the most protection of steel ever built into any motor car body. Fittingly, with *Oldsmobile's* habitual care for safety, the world's safest body comes to you on *Oldsmobile*! With good reason, *Oldsmobile* is called "The Car That Has Everything!"

Oldsmobile has made liberal provisions for luggage on all models. (Above). A typical "5-wheel" touring sedan. Spare tire carried in lower compartment, along with tools. Abundant space for luggage above it. (Below). A "6-wheel" model with trunk, showing the amount of space available when two spare wheels are carried in fender wells.





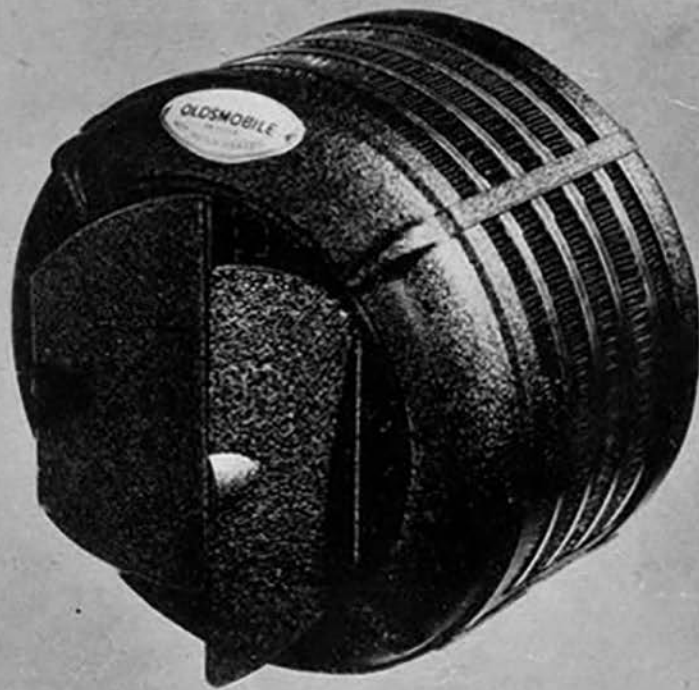
THE OLDSMOBILE EIGHT SPORT COUPE . . . *Two- or Four-Passenger . . . The all-weather coupe "that has everything!" Interior matches exterior Oldsmobile streamline beauty. Fisher No Draft Ventilation and the solid-steel "Turret-Top" Body by Fisher. The friends who go along? Always comfortable in that wide and roomy rumble seat.*

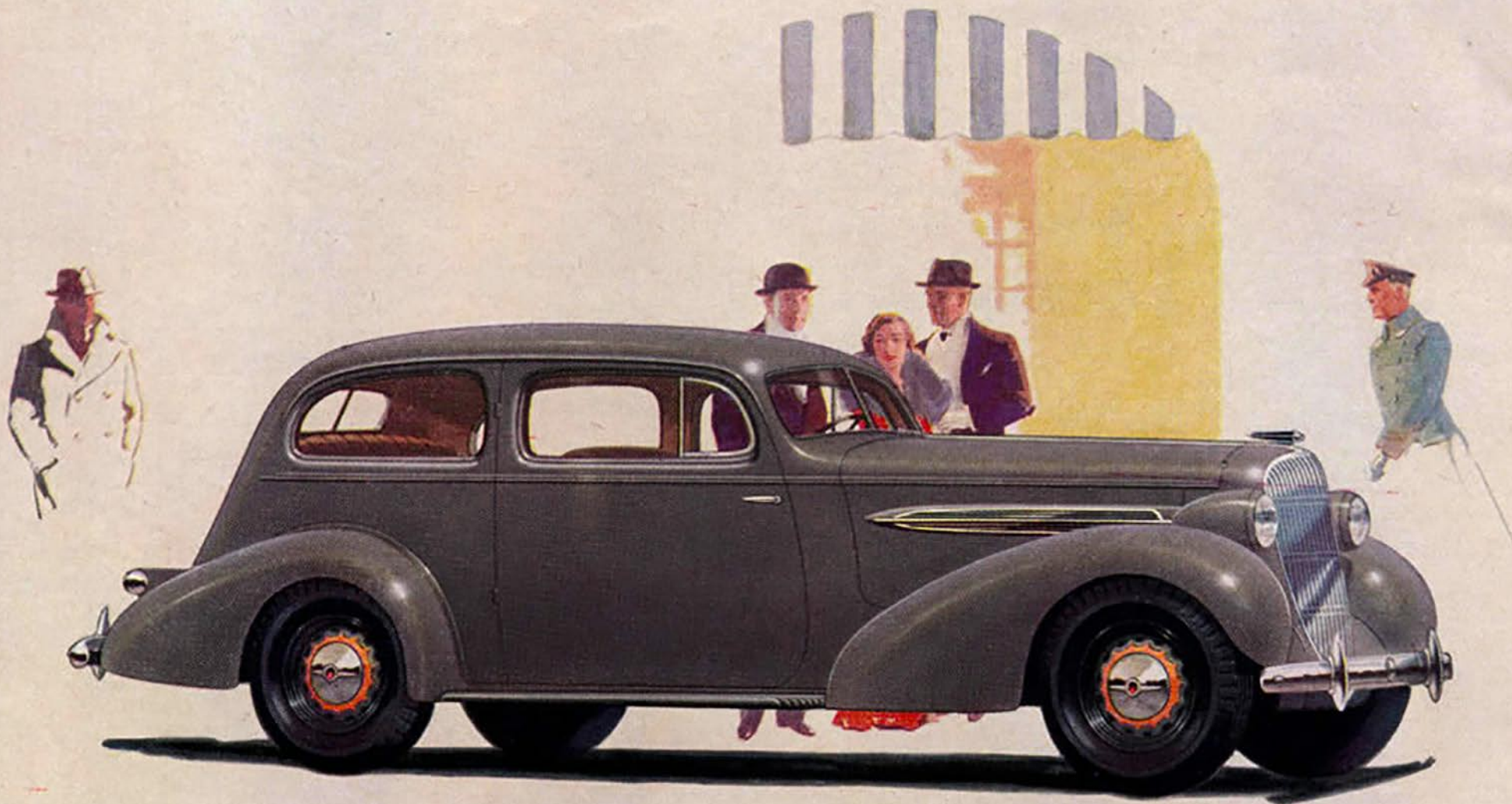
A Complete Line of Oldsmobile factory-approved Accessories

Available to Oldsmobile owners, at extra cost is an unusually complete array of factory-approved accessories, designed to harmonize with the style of the car and add to the comfort of the occupants. All of these articles have been carefully tested and *approved* by the Oldsmobile engineering department. Owners may purchase them with full assurance that they will give complete satisfaction.

Limitations of space prevent a complete showing of all accessories in this catalogue. Two of the more popular items are illustrated here—the Oldsmobile De Luxe Radio and De Luxe Hot Water Heater.

THE OLDSMOBILE DE LUXE SIX-TUBE RADIO (above) with super heterodyne circuit and dynamic speaker. The control panel is specially designed to fit into the instrument panel. A standard Oldsmobile radio available at lower cost. (Below). DE LUXE HOT WATER HEATER, with adjustable deflectors. Standard hot water heater available at lower cost.





THE OLDSMOBILE EIGHT 5-PASSENGER COUPE . . . Everything ship-shape for either town or country! Long and roomy, but still compact, easy to handle and park. Luggage space for the extras that you want to take along. And it is more than gratifying, too, when you drive up in all the style of Oldsmobile's streamline beauty.

SPECIFICATIONS

OLDSMOBILE SIX

ENGINE—Bore, 3 $\frac{1}{8}$ " ; stroke, 4 $\frac{1}{8}$ " ; displacement, 213.3 cu. in. Taxable horsepower, 26.3. Brake horsepower, 90 at 3400 r.p.m.

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

CRANKSHAFT—Fully counterweighted and fitted with vibration damper.

CONNECTING RODS—Drop-forged of carbon steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins.

PISTONS—Light-weight cast-iron, electroplated to permit close fit and reduce break-in period.

LUBRICATION SYSTEM—Pressure feed to all main, connecting rod and camshaft bearings, and to piston pins, with spray to other parts.

COOLING SYSTEM—Harrison radiator with thermostatic control and recirculation system. Capacity, 12 $\frac{3}{4}$ quarts.

CARBURETION—Single down-draft with manual choke, automatic throttle advance and automatic heat control.

GENERATOR—Air-cooled type. Maximum charging rate—cold, 22 amps; hot 19 amps.

STARTER—Positive shift type with over-running clutch.

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

BATTERY—Delco-Remy 6-volt, 15-plate, 100-ampere-hour capacity.

LIGHTING—Multi-beam headlights with toe board button for passing beam.

FRONT WHEELS—Knee-Action wheels; independent front wheel spring suspension. Each front wheel has its own large, resilient coil spring.

BRAKES—Super-Hydraulic. Self-energizing, fully-enclosed, internal-expanding type.

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

PROPELLER SHAFT—Tubular type, 2 $\frac{1}{2}$ inches in diameter.

REAR SPRINGS—Semi-elliptic of silicon manganese steel.

STEERING GEAR—Center-Control type.

FRAME—Rigid girder X-type construction. Steel channels inside side rails over rear axle pickup form sturdy box section structure.

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

TIRES—Low-pressure, large section, 16 x 6.25 inches, special tread eliminates squeal on sharp corners. Recommended pressures: front 25 lbs. minimum; rear, 30 lbs. minimum.

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

SAFETY-GLASS—Standard in windshields and No Draft Ventilators.

OLDSMOBILE EIGHT

ENGINE—Bore, 3 inches; stroke, 4 $\frac{1}{4}$ inches; displacement, 240.3 cubic inches. Taxable horsepower, 28.8. Brake horsepower, 100 at 3400 r.p.m.

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

CRANKSHAFT—Fully counterweighted and fitted with vibration damper.

CONNECTING RODS—Drop-forged of carbon steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins.

PISTONS—Light-weight cast-iron, electroplated to permit close fit and reduce break-in period.

LUBRICATION SYSTEM—Pressure feed to all main, connecting rod and camshaft bearings, and to piston pins, with spray to other parts.

COOLING SYSTEM—Harrison radiator with thermostatic control and recirculation system. Capacity 15 quarts.

CARBURETION—Duplex down-draft with automatic choke, automatic throttle advance and automatic heat control.

GENERATOR—Air-cooled type. Maximum charging rate—cold, 22 amps; hot, 19 amps.

STARTER—Positive shift type with over-running clutch

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

BATTERY—Delco-Remy 6-volt, 17-plate, 114-ampere-hour capacity.

LIGHTING—Multi-beam headlights with toe board button for passing beam.

FRONT WHEELS—Knee-Action Wheels; independent front wheel spring suspension. Each front wheel has its own large, resilient coil spring.

BRAKES—Super - Hydraulic, self - energizing, fully-enclosed, internal-expanding type.

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

PROPELLER SHAFT—Tubular type, 2 $\frac{1}{2}$ inches in diameter.

REAR SPRINGS—Semi-elliptic of silicon manganese steel.

STEERING GEAR—Center-Control type.

FRAME—Rigid girder X-type construction. Steel channels inside side rails over rear axle pickup form sturdy box section structure.

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

TIRES—Low-pressure, large section, 16 x 7.00 inches. Special tread eliminates squeal on sharp corners. Recommended pressures: front and rear, 25 lbs. minimum.

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

SAFETY-GLASS—Standard in windshields and No Draft Ventilators.

Oldsmobile Owner Service Policy



It is typical of Oldsmobile that the nationwide service provisions for Oldsmobile cars should be complete, accessible, and in good hands . . . Every Oldsmobile owner is supplied with a Service Identification card, entitling him to receive full service under the terms of one of the most liberal and comprehensive service policies in the entire history.

Identified by this card and assured by this policy, you will find a real welcome and prompt, courteous, skilled attention to your needs wherever you see the Oldsmobile Service Sign.

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One of the valuable advantages which Oldsmobile Dealers are able to offer you is the General Motors Acceptance Corporation plan. If you wish to buy, as the great majority do, out of current income, General Motors Acceptance Corporation is prepared to finance your purchase.



THE SIGN OF QUALITY SERVICE

*Wherever you see this sign displayed,
you may rely on getting prompt,
efficient and reasonably priced service.*

OLDSMOBILE



Six and Eight