

OLDSMOBILE

Six and Eight



OLDSMOBILE SIX

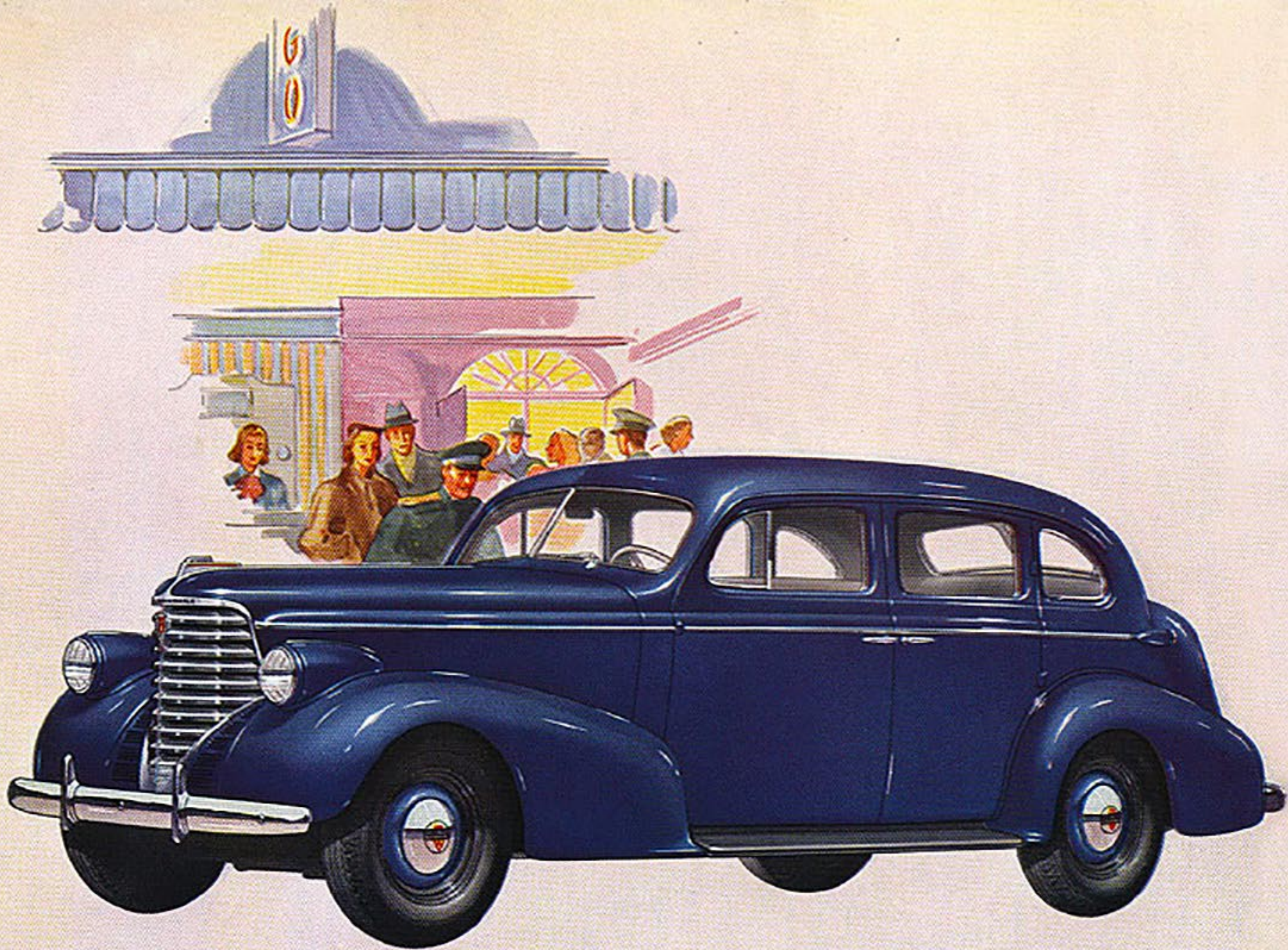
*Recognized Style Leadership... Surpassing
Performance... a Value Sensation
among Quality Cars*



Over the entire forty years of its fine-car manufacturing, Oldsmobile has repeatedly advanced the art of automotive design and time and again raised new standards of automobile performance, usefulness and value.

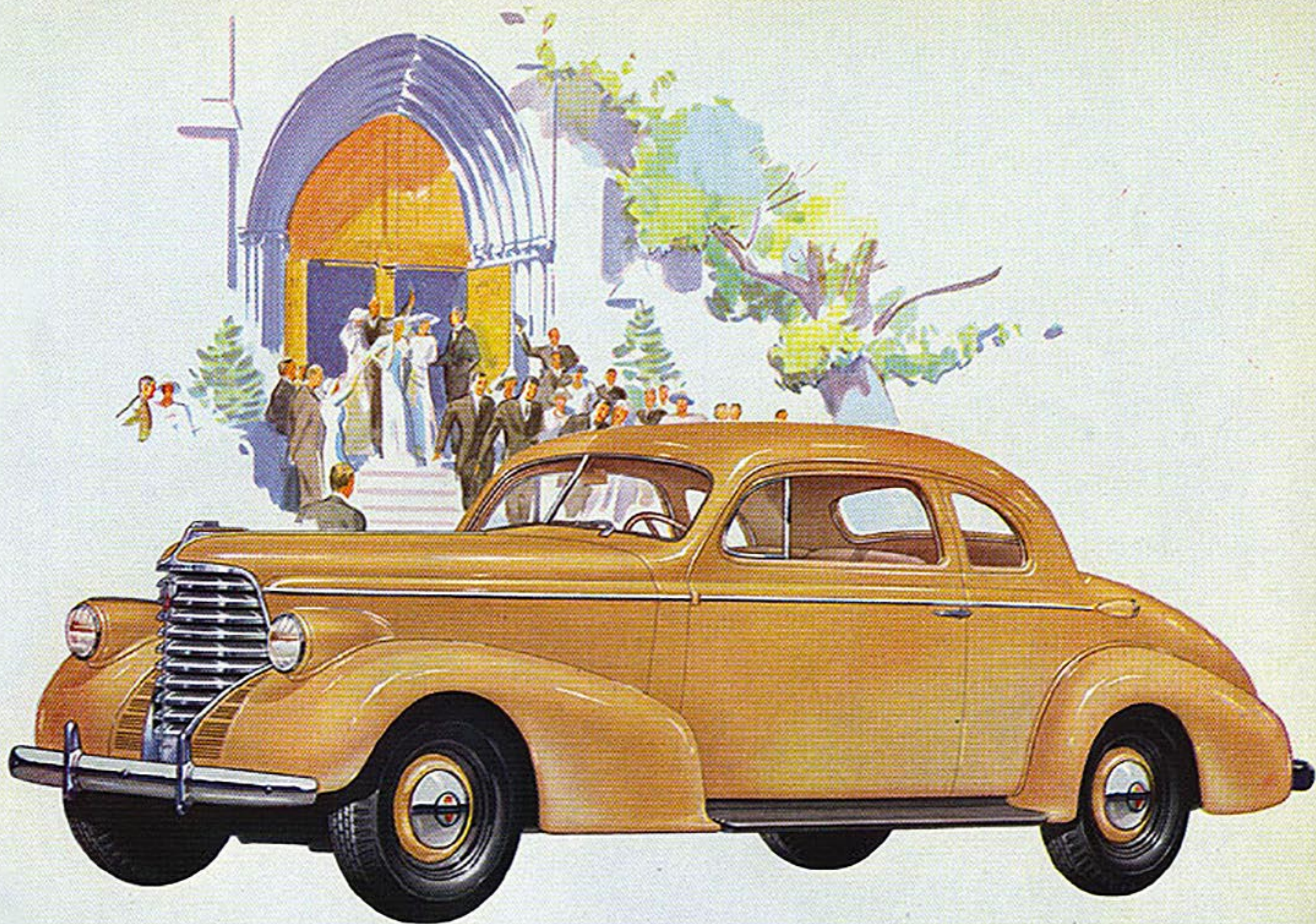
Today, Oldsmobile presents in the Style-Leader Six the full measure of that rich experience, now given even greater scope by Oldsmobile's modern engineering resources and

greatly expanded production facilities. This present-day Oldsmobile Six is more than a car of singular beauty. It is engineered to deliver a type and kind of performance that is powerful, dependable, smoothly responsive and lastingly economical. It is large, spacious and replete with the latest features for your greater safety and comfort. Priced but a little above the lowest-priced cars, the Oldsmobile Six is a Quality Value of which Oldsmobile is justly proud.



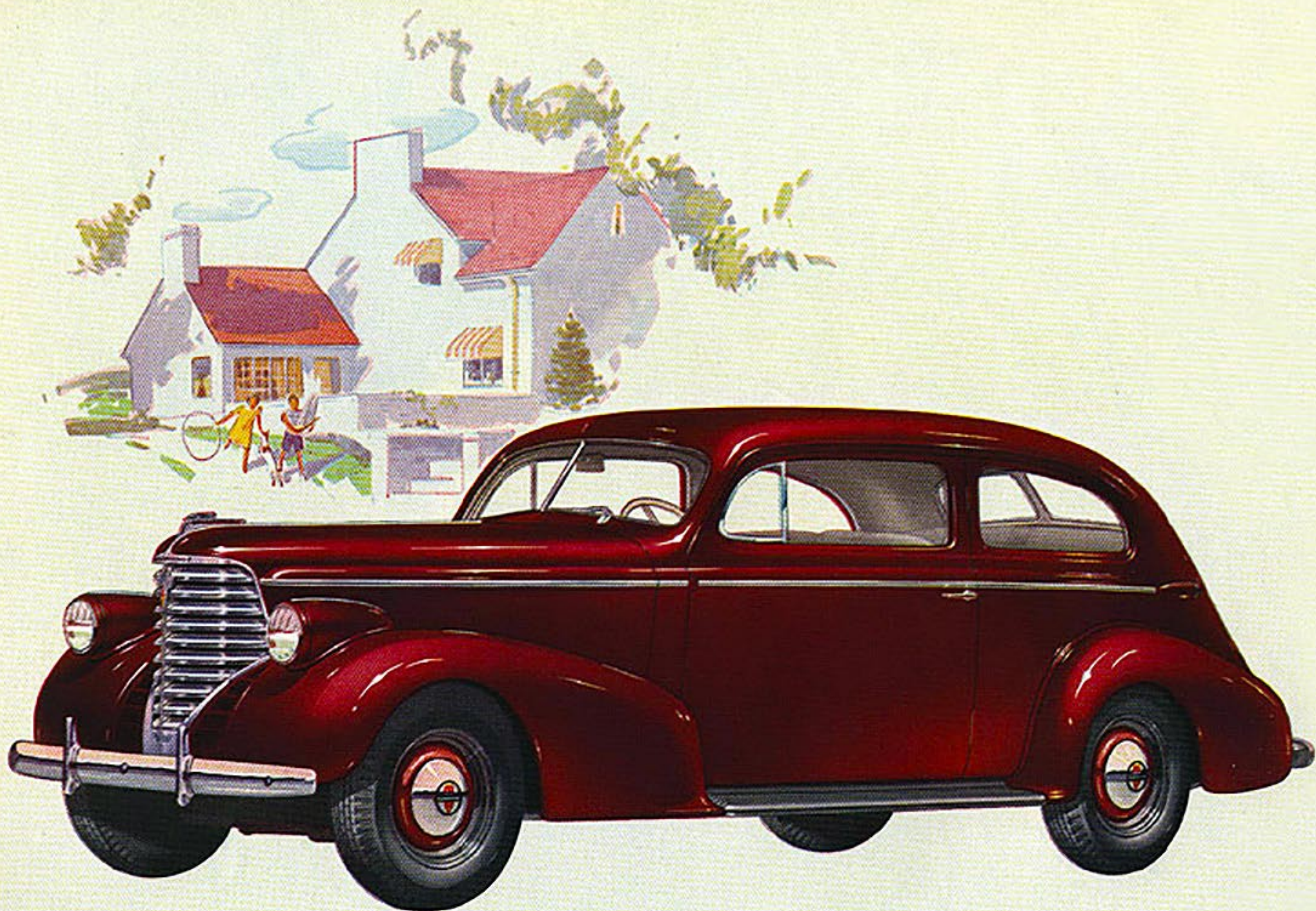
THE OLDSMOBILE SIX FOUR-DOOR TOURING SEDAN

First-choice family car of the Oldsmobile Six line. First choice for roominess, convenience and style. Powered with the economical six-cylinder engine. Has a big, built-in trunk for extra luggage space.



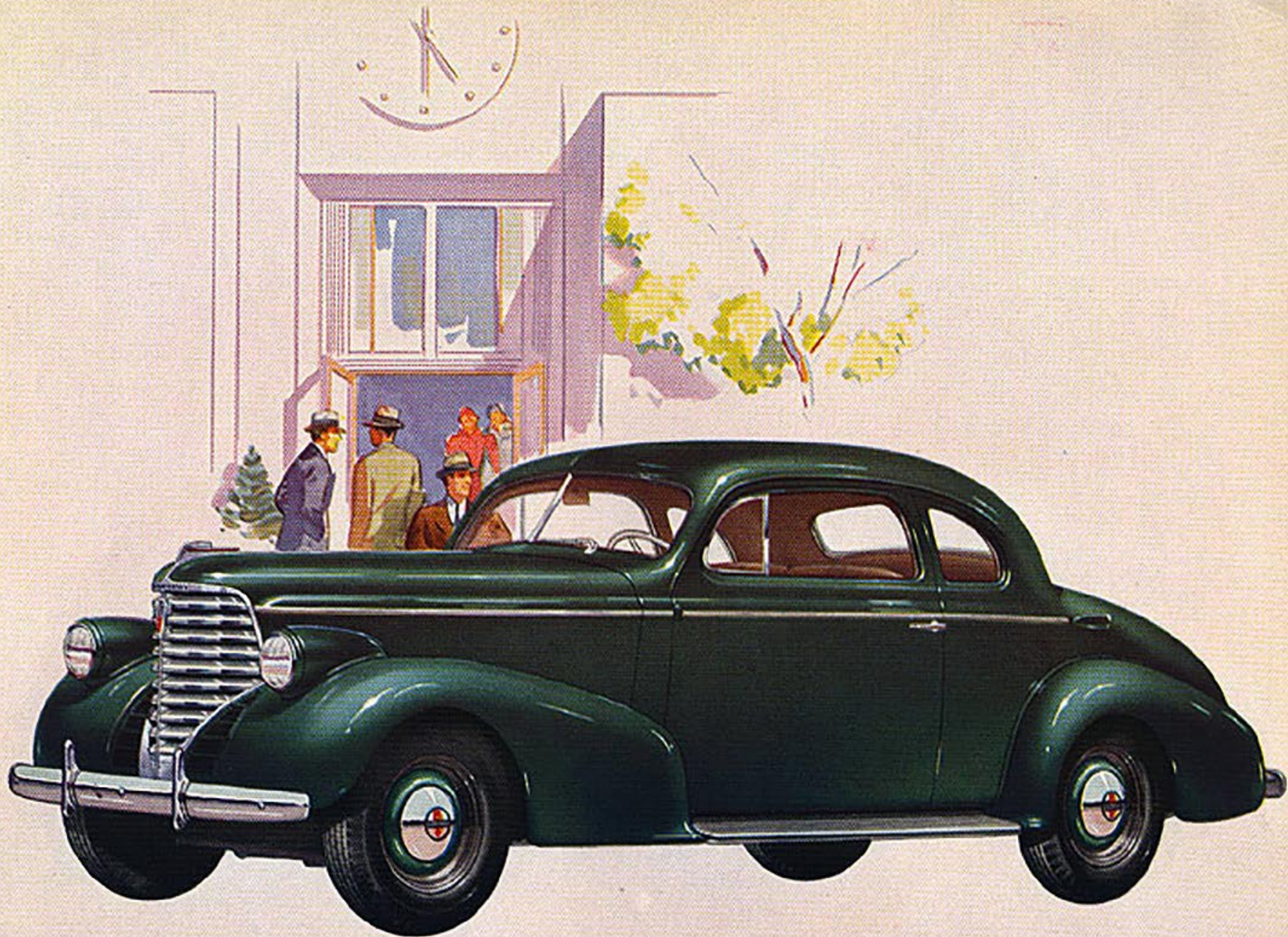
THE OLDSMOBILE SIX CLUB COUPE

A model with a variety of uses. A personal car, with two auxiliary interior seats. Folded back, they give extra space for baggage. The large rear deck holds additional luggage, spare tire and wheel.



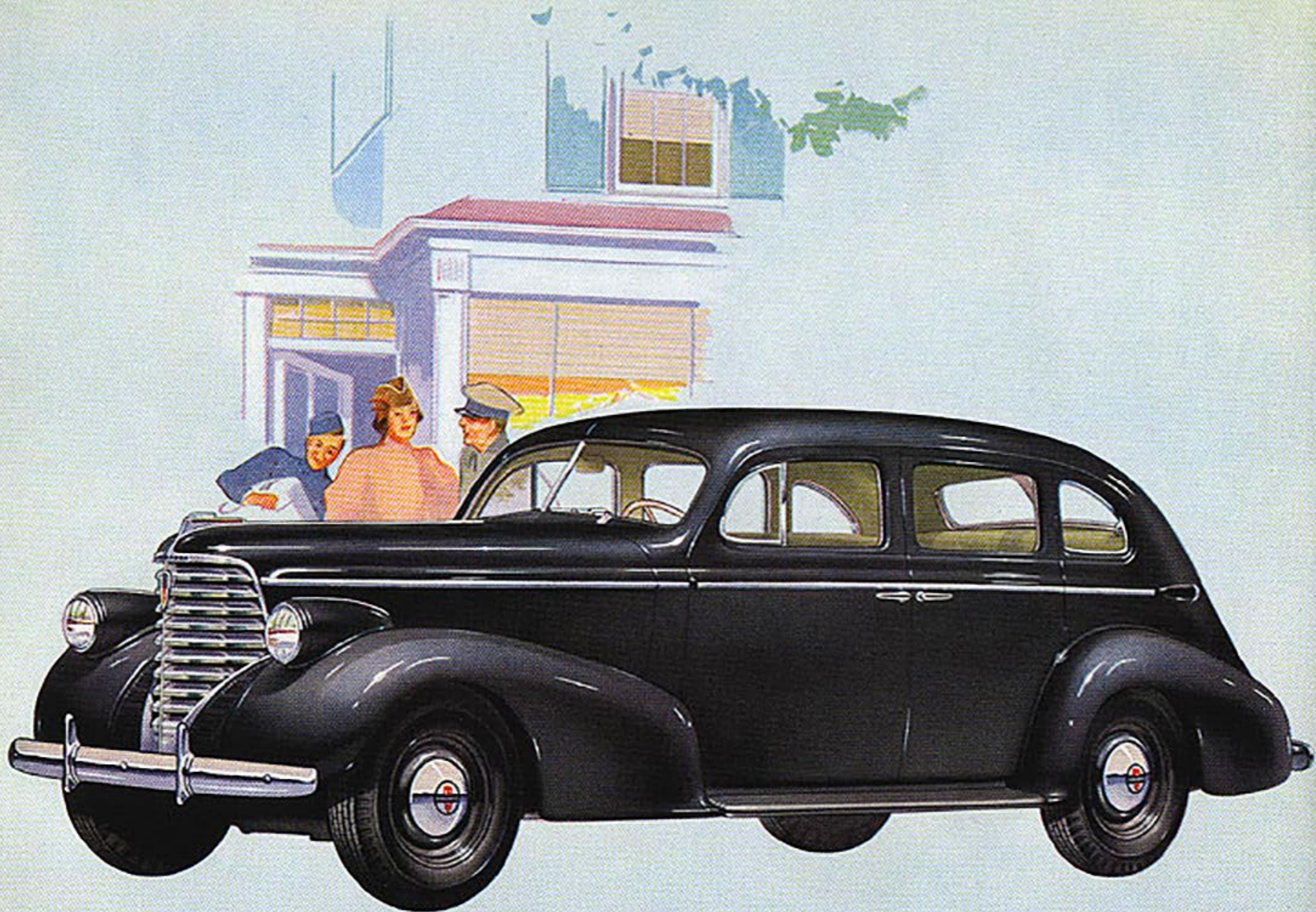
THE OLDSMOBILE SIX TWO-DOOR SEDAN

Strikingly handsome and highly practical is this roomy, popular model. Full-width, sedan-type front seats fold forward for easy access to rear compartment. Commodious luggage space in rear deck.



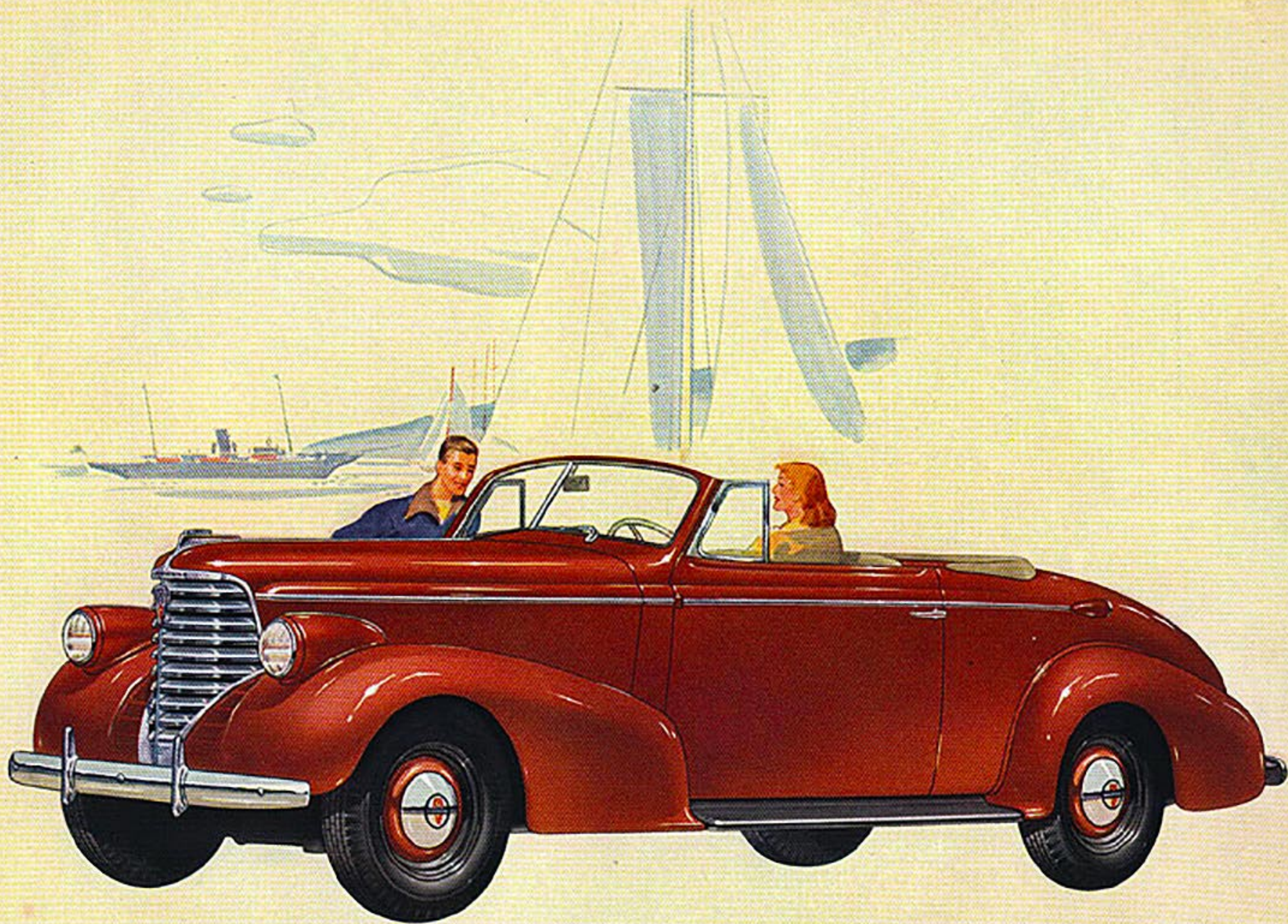
THE OLDSMOBILE SIX BUSINESS COUPE

This model is greatly favored for business use because of its generous room and extra luggage space. Spare wheel, tire and tools in special compartment behind front seat to provide extra space in rear deck.



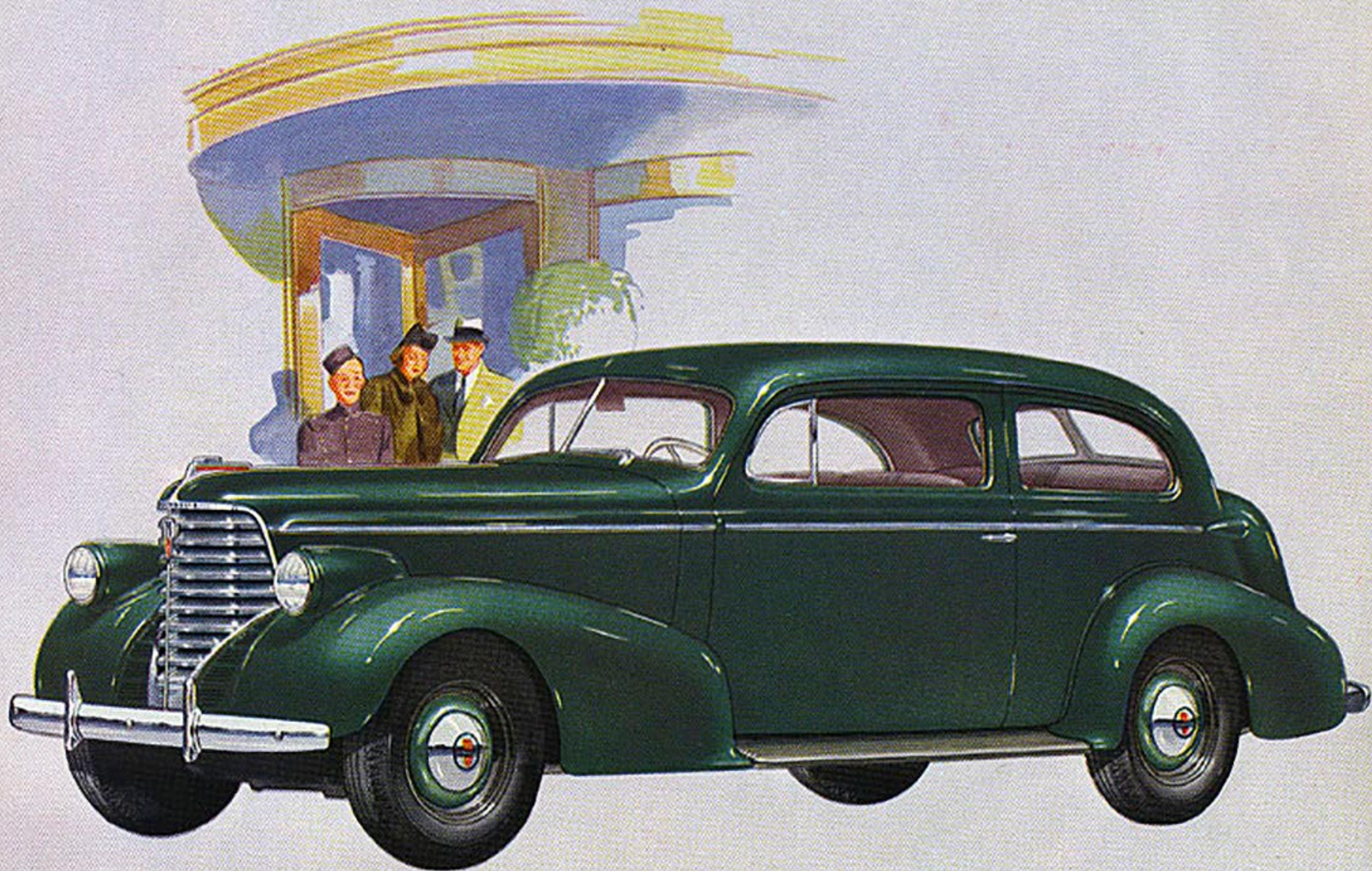
THE OLDSMOBILE SIX FOUR-DOOR SEDAN

Its completeness and roominess, large, built-in rear compartment for luggage, ninety-five horsepower engine, luxurious appointments—all combine to make this one of the most popular Oldsmobile models.



THE OLDSMOBILE SIX CONVERTIBLE COUPE

One of the smartest models for smart occasions and personal use. Easily converted to either open or closed car simply by raising or lowering the top. There is a wide rear-deck seat for extra passengers.



THE OLDSMOBILE SIX TWO-DOOR TOURING SEDAN

This big, roomy model is deservedly popular. Its built-in trunk is 12 cubic feet in capacity. Sedan-type front seats fold forward for easy access to rear. Full width, they accommodate three comfortably.

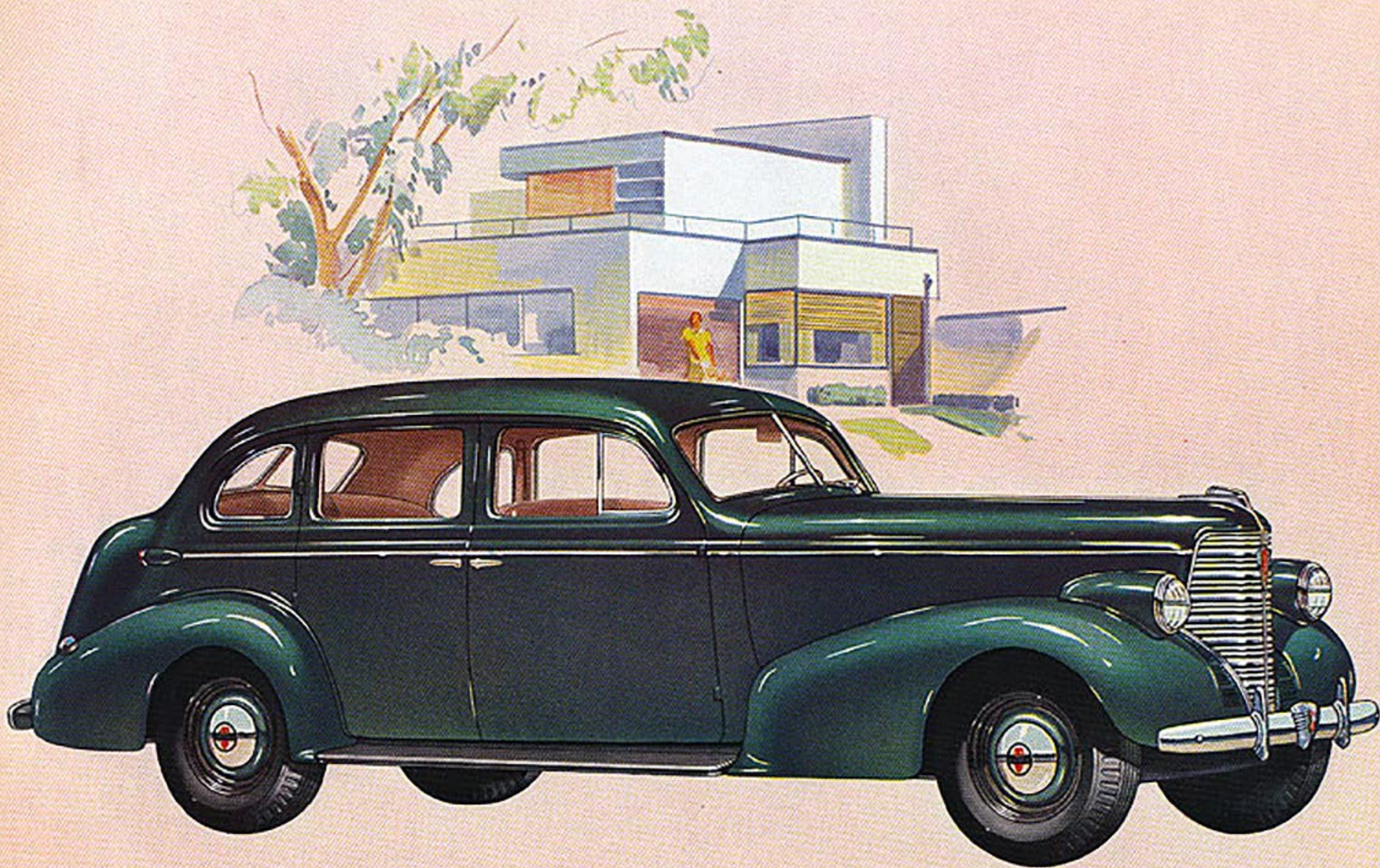
OLDSMOBILE EIGHT

*Big, Luxurious, Distinguished... Proved in
Performance and Value.... Favorite of
Those who Demand Fine Things*



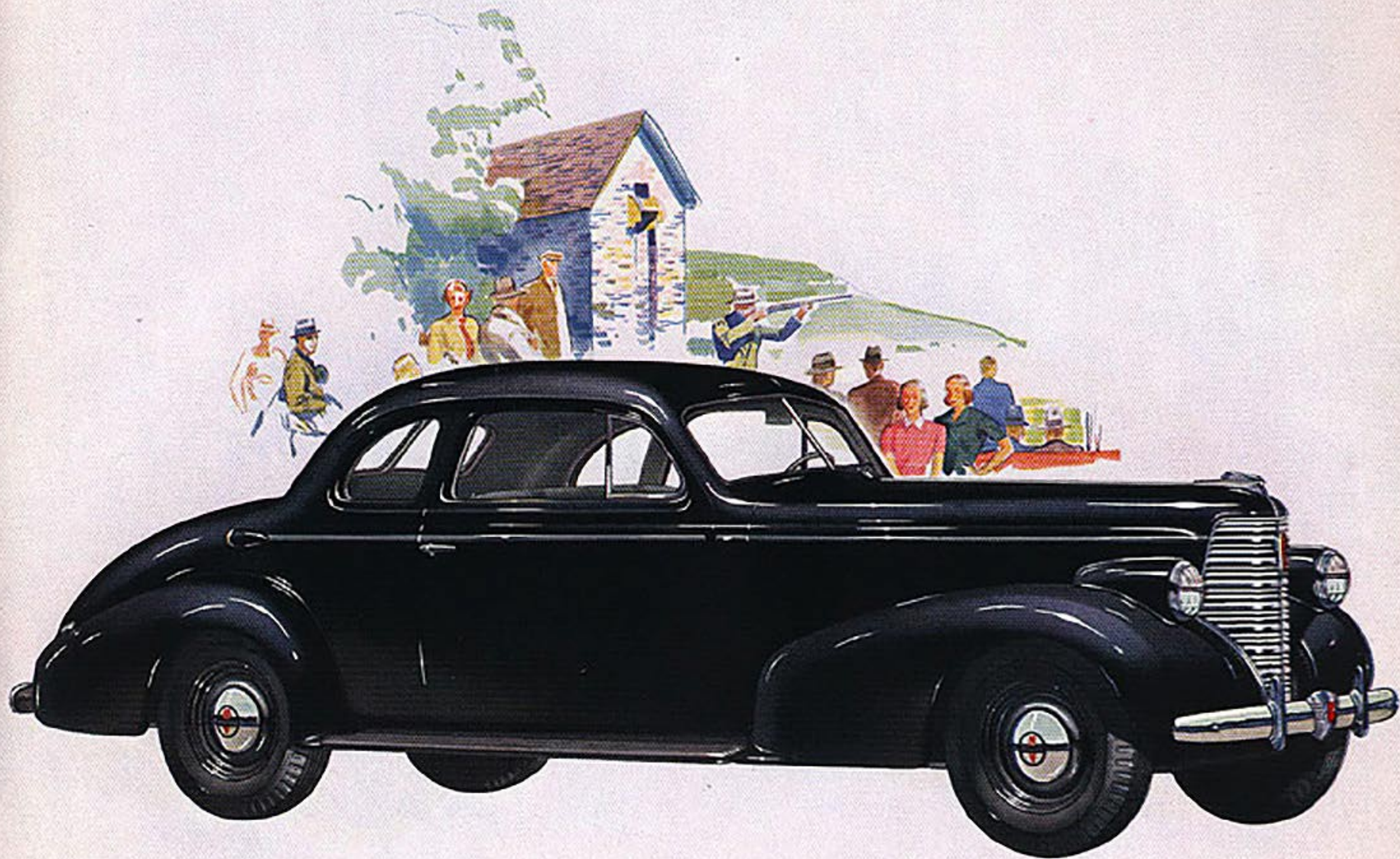
The Oldsmobile Eight is known to hundreds of thousands of owners as one of America's finest cars. Its outstanding value is appreciated particularly by those who have long been accustomed to paying a great deal more for their motor cars. An aristocratic distinction marks its long, free-flowing lines and contours. Tasteful luxury distinguishes its large and spacious interiors, with

their complete complement of quality features, including new and exclusive provisions for more comfortable and safer travel. Particular pride of the engineers whose genius created it is the eight-cylinder engine of this Oldsmobile—full 110-horsepower, silken-smooth and silent in action, and especially notable for its operating economy. Feature for feature, point for point, the Oldsmobile Eight at its moderate price stands out as a unique value among America's fine-quality cars.



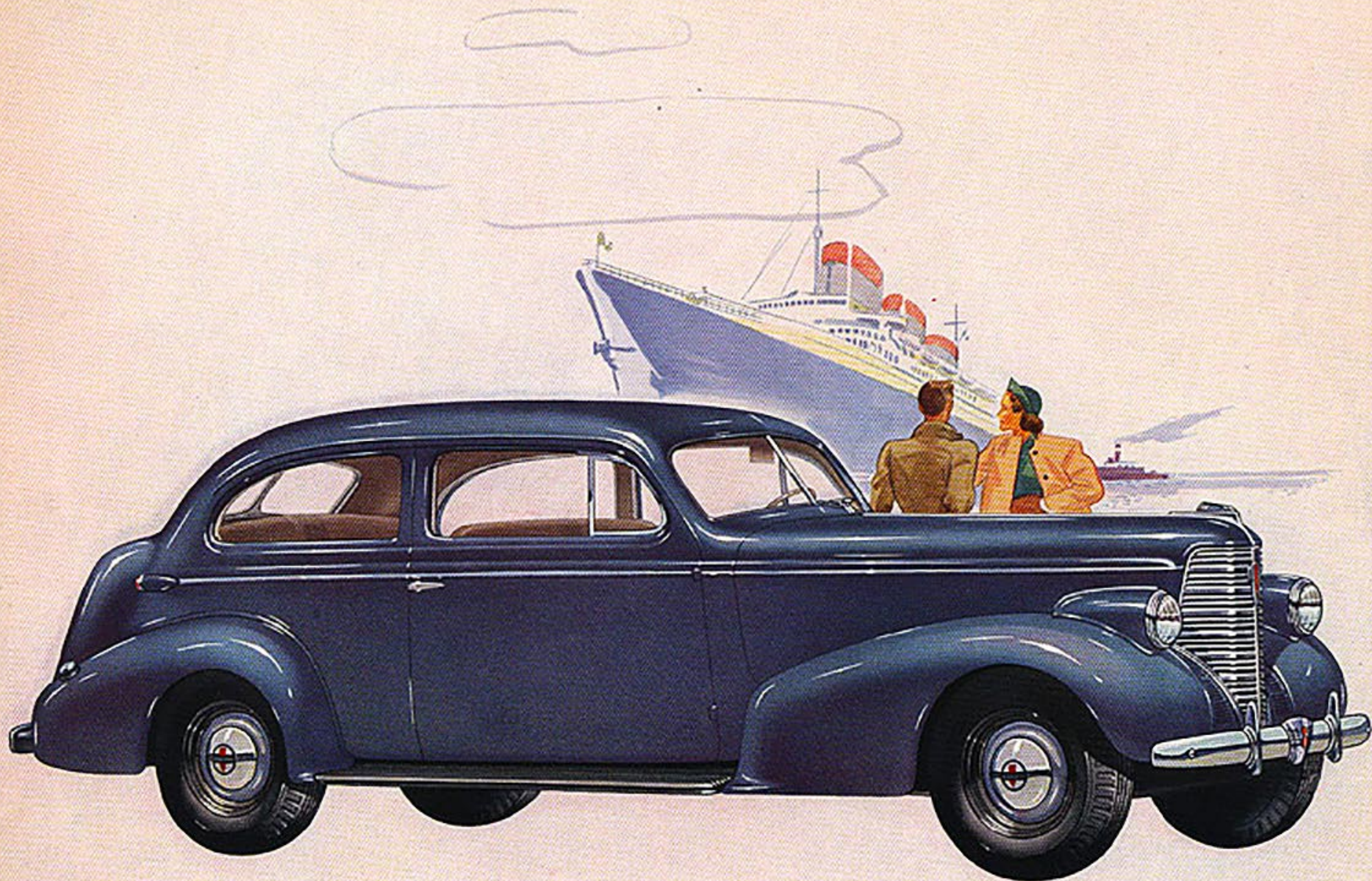
THE OLDSMOBILE EIGHT FOUR-DOOR TOURING SEDAN

Commandingly beautiful—large and luxurious—powered with an incredibly smooth, silent and economical 110-horsepower engine. Spacious built-in trunk holds a spare tire and lots of luggage space.



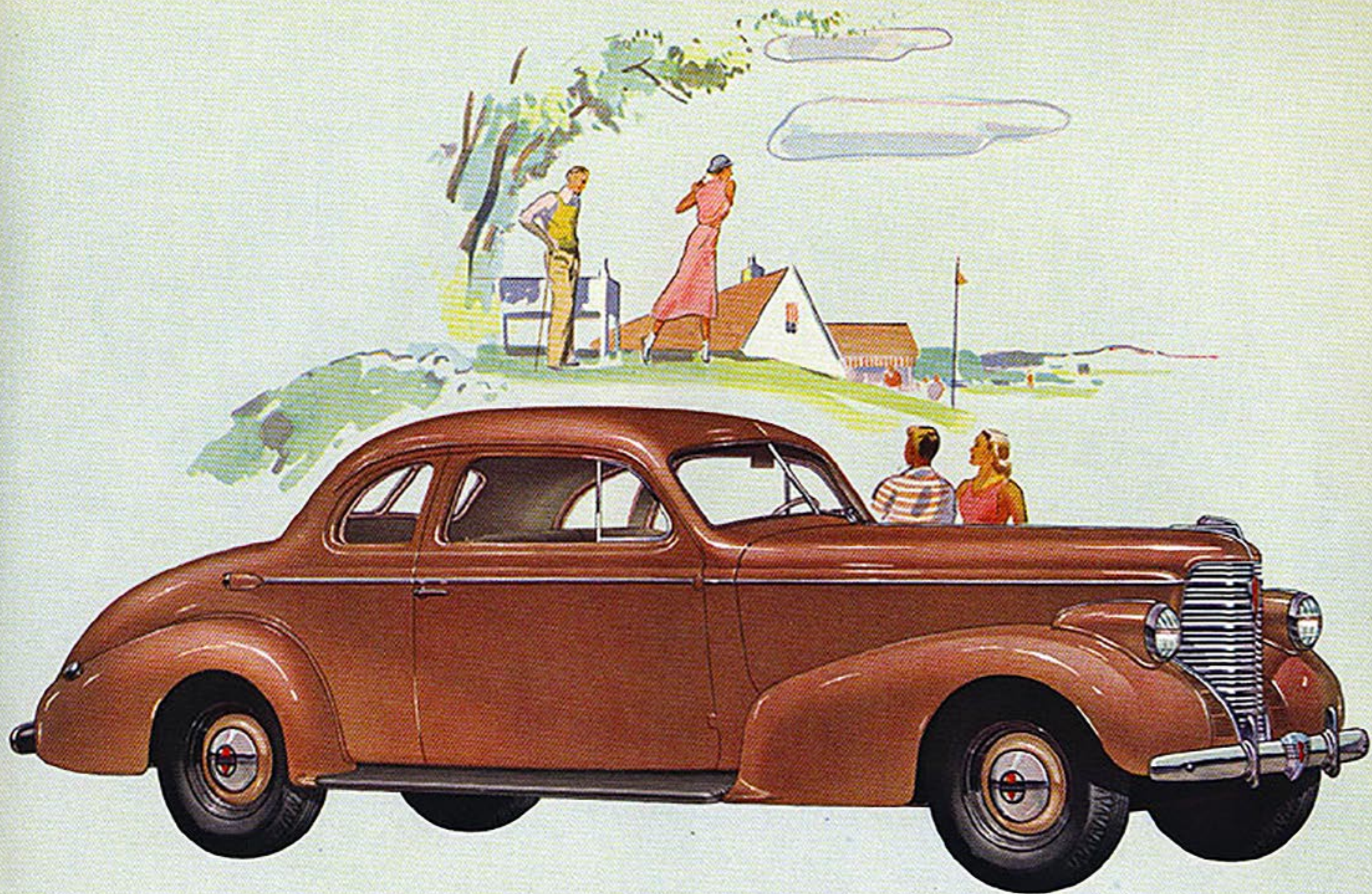
THE OLDSMOBILE EIGHT BUSINESS COUPE

A very practical business car . . . large, powerful and impressive in appearance. To provide maximum luggage space in the rear deck, the spare tire and tools are all located behind the wide front seat.



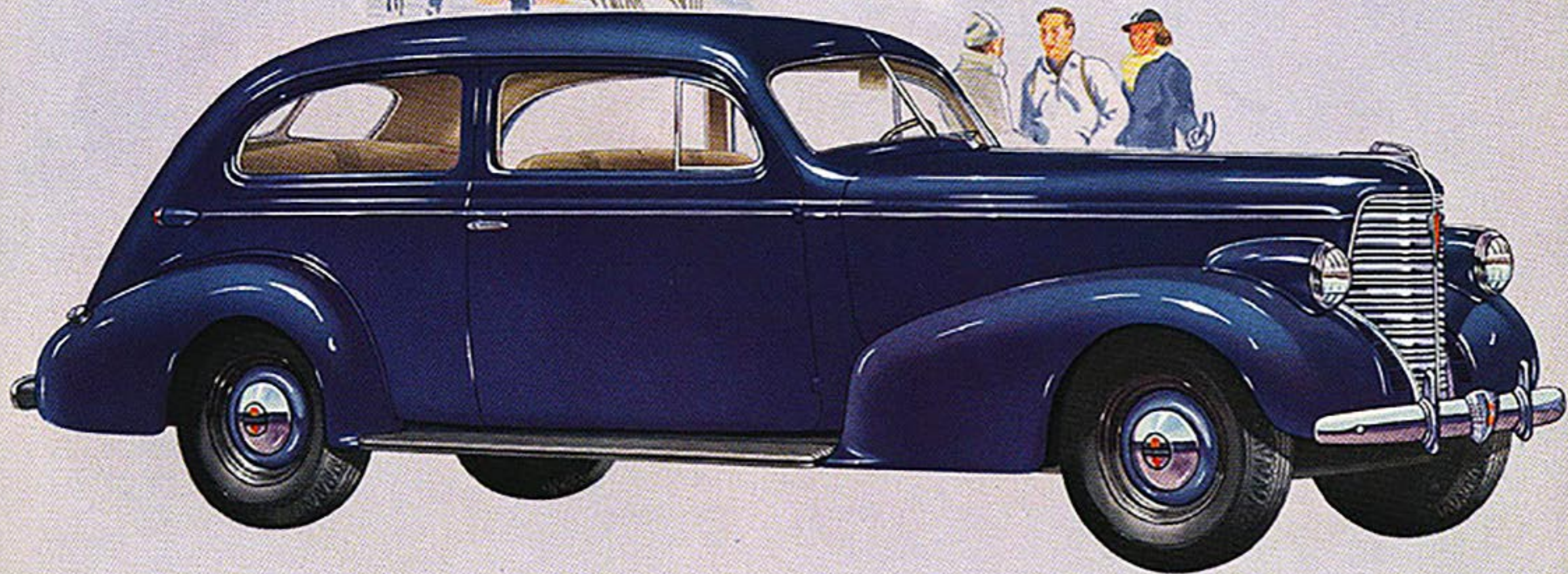
THE OLDSMOBILE EIGHT TWO-DOOR TOURING SEDAN

The roominess and convenience of this model with built-in trunk make it a general favorite. There is comfortable space in the wide rear seat...extra room, too, in the full-width, sedan-type front seat.



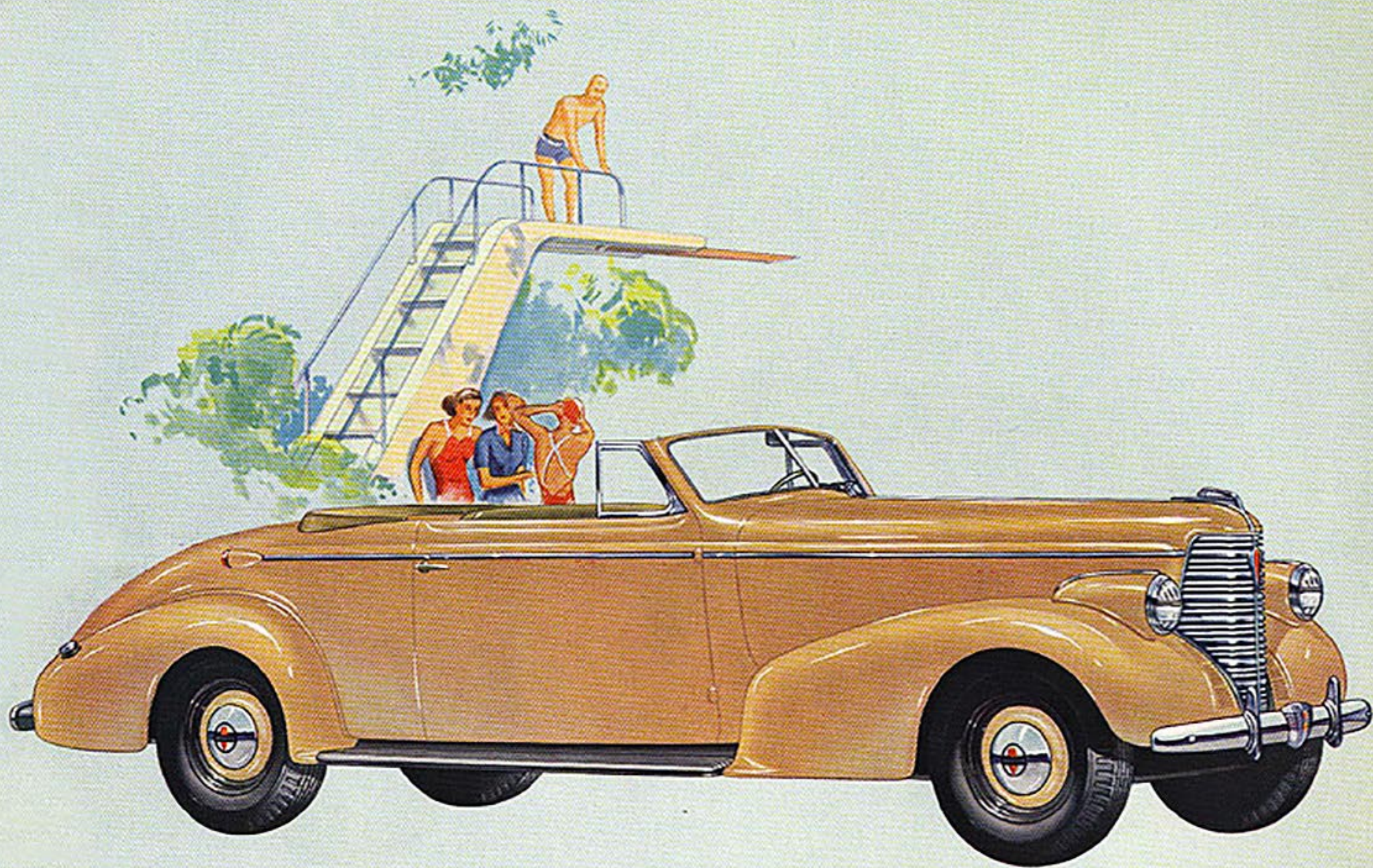
THE OLDSMOBILE EIGHT CLUB COUPE

One of the smartest of all Oldsmobile Eight models is this Style-Leader Club Coupe with its inside fold-away seats for two extra passengers, and roomy, rear-deck compartment for spare tire and luggage.



THE OLDSMOBILE EIGHT TWO-DOOR SEDAN

Attractive, smartly appointed and exceptionally roomy, is this Oldsmobile Eight Two-Door Sedan. It has a full-width, sedan-type front seat and a large, rear-deck space for tire, tools and luggage.



THE OLDSMOBILE EIGHT CONVERTIBLE COUPE

Youthful swank and comfortable utility. By raising or lowering the neatly fitting top, it is easily converted into a weather-tight closed car or open-air roadster. Wide, rear-deck seat for extra passengers.



THE OLDSMOBILE EIGHT FOUR-DOOR SEDAN


Oldsmobile's extra value is everywhere evident in every detail of this big, beautiful, Style-Leader Eight Sedan. Six-wheel equipment as illustrated here is offered on all eight-cylinder models at extra cost.



Safety Interiors... Beautifully Furnished - Luxuriously Comfortable

Oldsmobile interiors are designed for luxurious comfort. But they also evidence a very deep thoughtfulness for other qualities. They are fashioned in the best of good taste, in every detail of their appointments. Deep, pillow-type cushions are smartly tailored and form-conformed. Hardware is designed in harmony with Style-Leader styling. Most important of all,


they feature new and exclusive provisions for greater safety. The backs of the front seats are rounded and softly cushioned. All instruments are grouped in a single eye-level Safety Instrument Unit on a Safety Dash, on which there are no protruding knobs or buttons. Floors are smooth and unobstructed. You have your choice of fine-quality cloth or mohair upholstery.



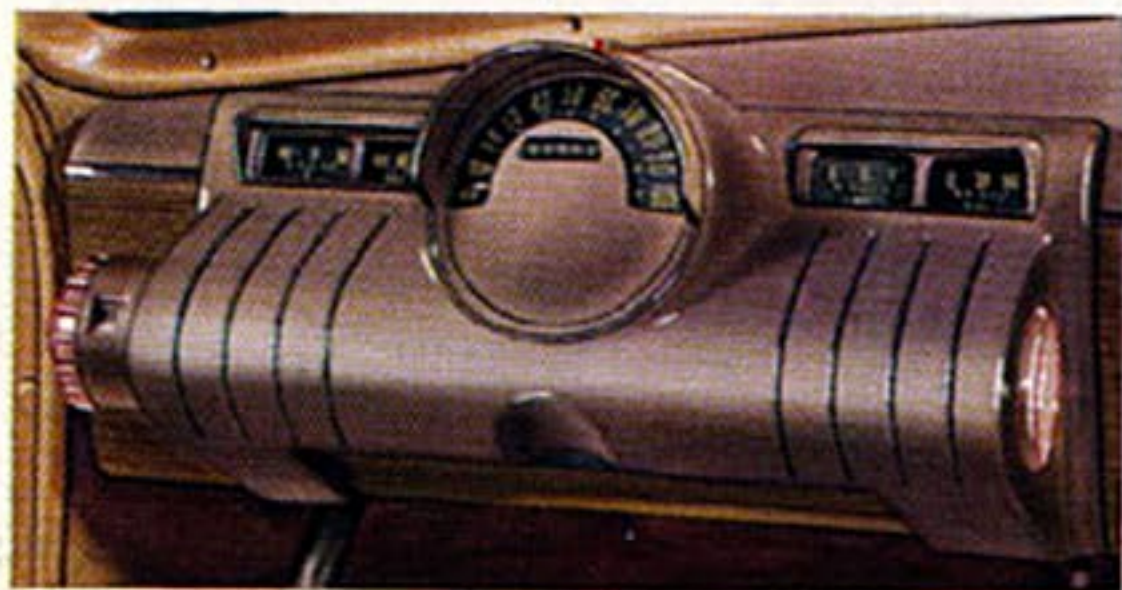
*Fine-Car Quality
is Evident in
Every Detail*

Oldsmobile excels in both the number and the tastefulness of its many interior arrangements for greater comfort, beauty and safety. Note especially the ingenuity and care with which they are designed for your greater convenience. In both Six and Eight, Oldsmobile abounds in special provisions which give so much genuine pleasure throughout months and years of ownership.

TWO-DOOR MODELS HAVE FULL WIDTH SEDAN-TYPE FRONT SEATS



Interior of the Six-Cylinder Club Coupe

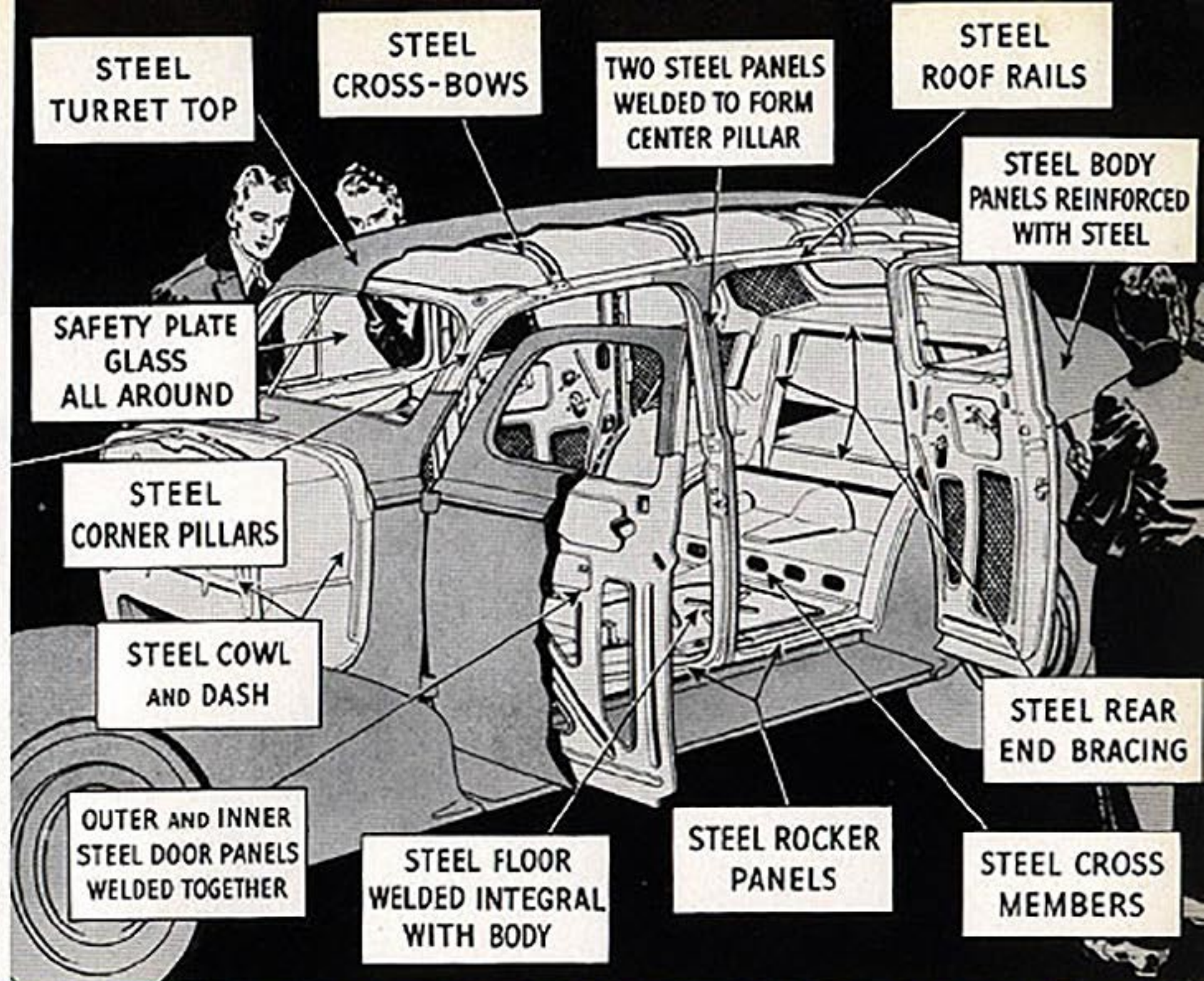


*The Safety
Instrument Unit
with
Safety Dash*



OLDSMOBILE'S UNISTEEL TURRET TOP BODIES BY FISHER GIVE YOU THE PROTECTION OF STEEL ABOVE, STEEL BELOW AND STEEL ON EVERY SIDE . . .

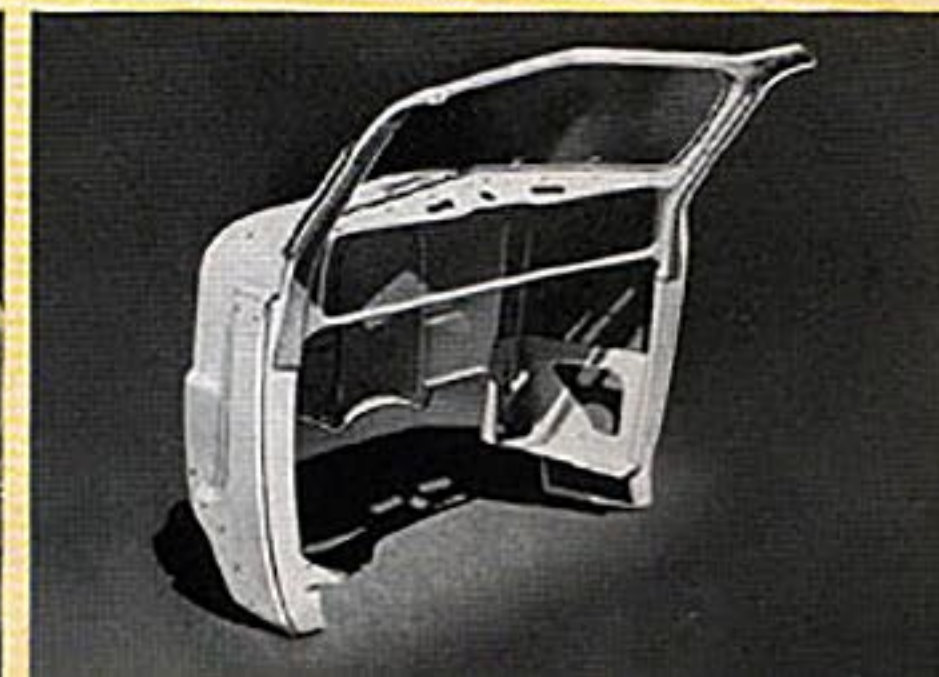
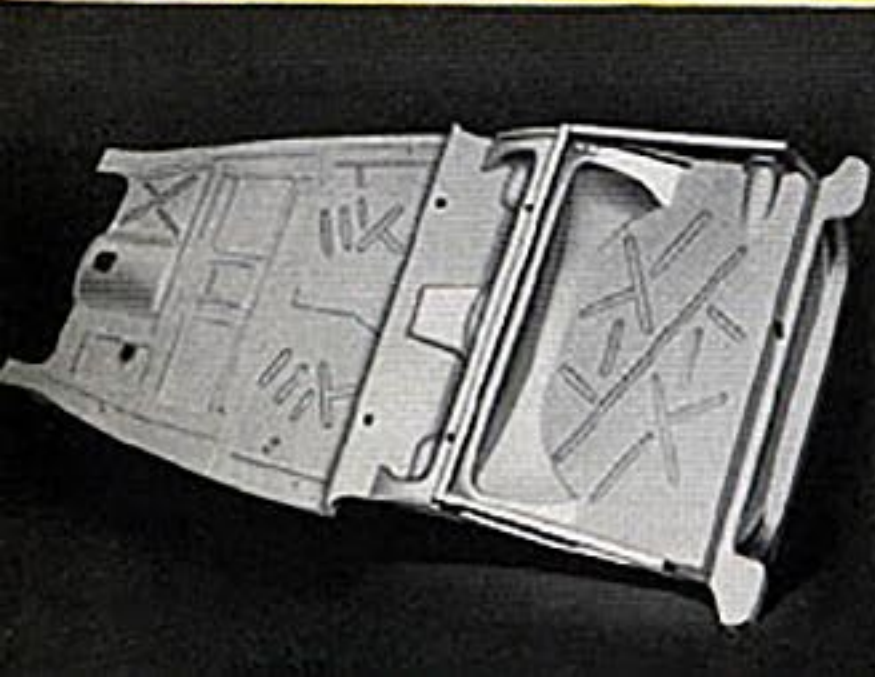
Steel is the structural safety note of the big, comfortable Oldsmobile Unisteel Bodies by Fisher. Framework, heavy-gauge panels, cowl, pillars, floor and roof—all are fused and welded into a single unit of solid steel. You ride surrounded by steel, overhead, underfoot, on all sides—in bodies scientifically sound-proofed and weather-insulated—as safe as safety steel can keep you. Your comfort is further enhanced in the Oldsmobile by the famous Fisher No Draft Ventilation system, whereby fresh air is admitted without drafts, and interiors kept free of smoke. You also have the protection of Safety Glass all around at no extra cost.

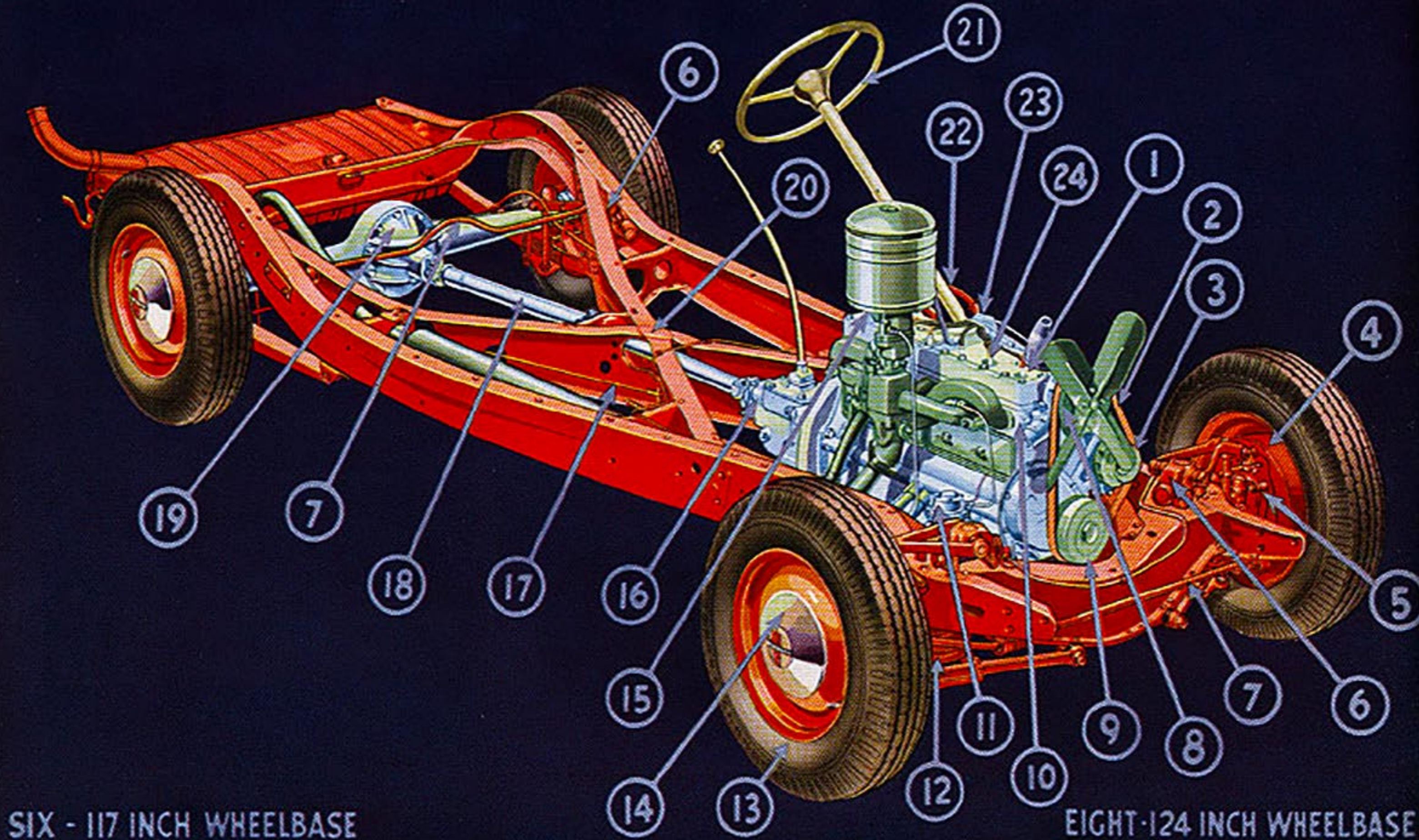


Oldsmobile Floors are heavy-gauge steel units welded into one solid piece; ribbed to prevent vibration and to insulate against body noises.

The Solid Steel Turret Top is stamped from a single piece of steel. It is then welded to heavy-gauge steel side panels, making an extra strong, one-piece, all-steel body. Rubber insulated steel crossbows welded to the steel inner body frame reinforce the top.

The Solid Steel Cowl Assembly is welded into the complete body. Unisteel bodies are weave-proof, shock-resistant and are specially insulated against sound and weather.





A BIG, DEPENDABLE CHASSIS... QUALITY-BUILT THROUGHOUT

1. High-Efficiency, L-Head Engine. 2. Under-Hood, Air-Cooled Battery. 3. Air-Cooled, Heavy-Duty Generator. 4. Cast-Iron Braking Surfaces. 5. Completely Sealed, Super-Hydraulic Brakes. 6. Double-Action Hydraulic Shock Absorbers, Front and Rear. 7. Ride Stabilizers, Front and Rear. 8. Leak-Proof,

Ball-Bearing Water Pump. 9. Tri-Cushion Engine Suspension. 10. Valves and Cylinders Completely Water-Jacketed. 11. Air-Cooled Fuel Pump. 12. Knee-Action Wheels. 13. Big, Low Pressure Tires (16 x 6.50 on the Six...16 x 7.00 on the Eight). 14. Safety-Steel Wheels. 15. Built-in Automatic Choke. 16. All-Silent,

Syncro-Mesh Transmission. 17. Mechanical Emergency Braking System. 18. Stabilized Propeller Shaft. 19. Seven-Bearing Rear Axle. 20. I-Beam, X-Type Frame. 21. Center-Control Steering. 22. Positive Pre-engagement Starter. 23. Vacuum Spark Control and Fuel Saver. 24. Light Weight, Long Life Pistons.

OLDSMOBILE'S AUTOMATIC SAFETY TRANSMISSION

The New Driving Sensation



Automatic Operation: Gears shift themselves automatically in both forward speed ranges. They operate so quietly you hardly notice the shift.

The most significant development in motor cars in the last twenty-five years is Oldsmobile's Automatic Safety Transmission—latest of Oldsmobile's many "firsts."

This great new engineering contribution—more than just a gear shifter—opens a whole new realm of performance, safety and economy. You can read the proof of this in the enthusiastic reception and satisfaction of thousands of Oldsmobile owners. It is a real success and a new driving sensation!

You have nothing new to learn in driving with Oldsmobile's Automatic Safety Transmission. Taking over the ordinary routine of gear shifting for you, it reduces driving to its simplest, easiest, safest and most enjoyable terms.

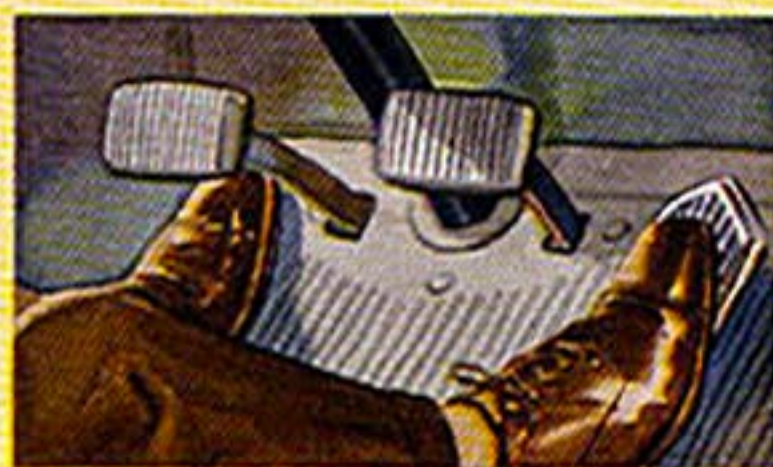
Oldsmobile's Automatic Safety Transmission is available on all models of both Oldsmobile Six and Eight—offered as optional equipment, built in at the factory, at extra cost.



Safe, Two-Handed Steering: Both hands are left free for the steering wheel at all times, which means better car control under every condition.



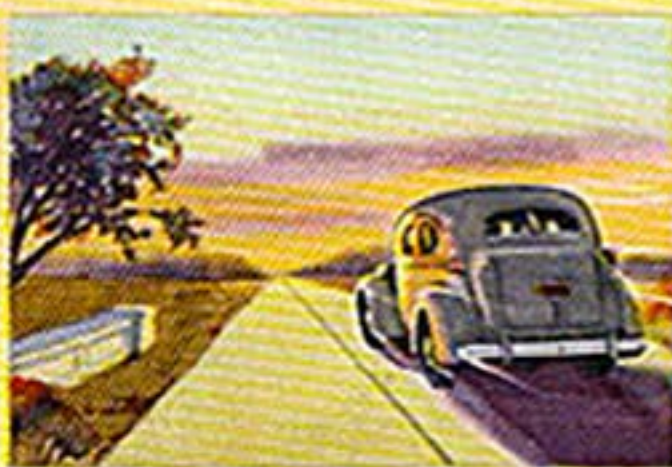
No Conventional Gear-Shift Lever: The conventional gear-shift lever is eliminated. You have much more room in the driving compartment.



Minimum Use of Clutch: The use of the clutch is entirely unnecessary except to start and to stop. This saves you footwork as well as handwork.



New Super-Performance: No driving so smooth, so flexible, so responsive as with the Automatic Safety Transmission. Every road and traffic requirement is met with an extra reserve of eager power—Super-Performance!



New Super-Drive: A special fourth gear, or cruising speed, comes into effect at normal speeds. It reduces the number of engine revolutions, saving gasoline and oil and cutting engine wear. You save money every mile!



Special "Pick-up" Gear: Supplies extra acceleration for passing other cars or to gain power for hill climbing. Another remarkable safety advantage of the Automatic Safety Transmission, and a new acceleration thrill!



Saves Money on Gas and Oil: Actual tests show 18% to 20% savings on gasoline and considerably greater mileage on oil. Engine wear and upkeep are substantially lowered. Longer life and lower maintenance costs!

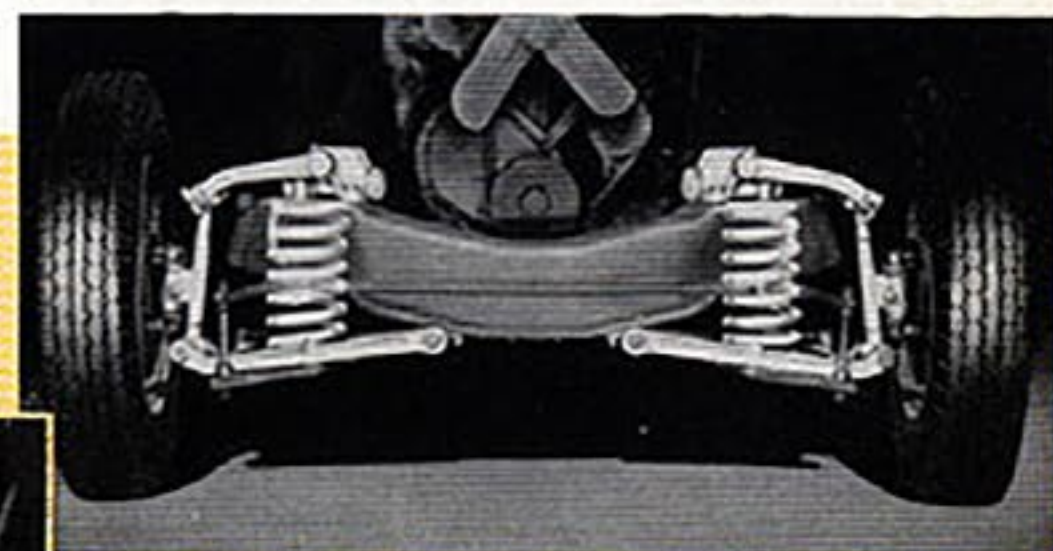


EVERY MODERN SAFETY FEATURE FOR YOUR PROTECTION



Long Life Brake Linings: Oldsmobile's Super-Hydraulic Brakes are fitted with extra durable, extra effective, high quality and long life brake linings.

Completely Sealed Brakes: Special seals keep dirt and water out of Oldsmobile's Super-Hydraulic, Self-Energizing Brakes.



Knee-Action Wheels and Balanced Springing: Oldsmobile's Knee-Action Wheels "step over" bumps and holes. Independent, free-acting coil-springs "float" you along with an easy, gliding ride.



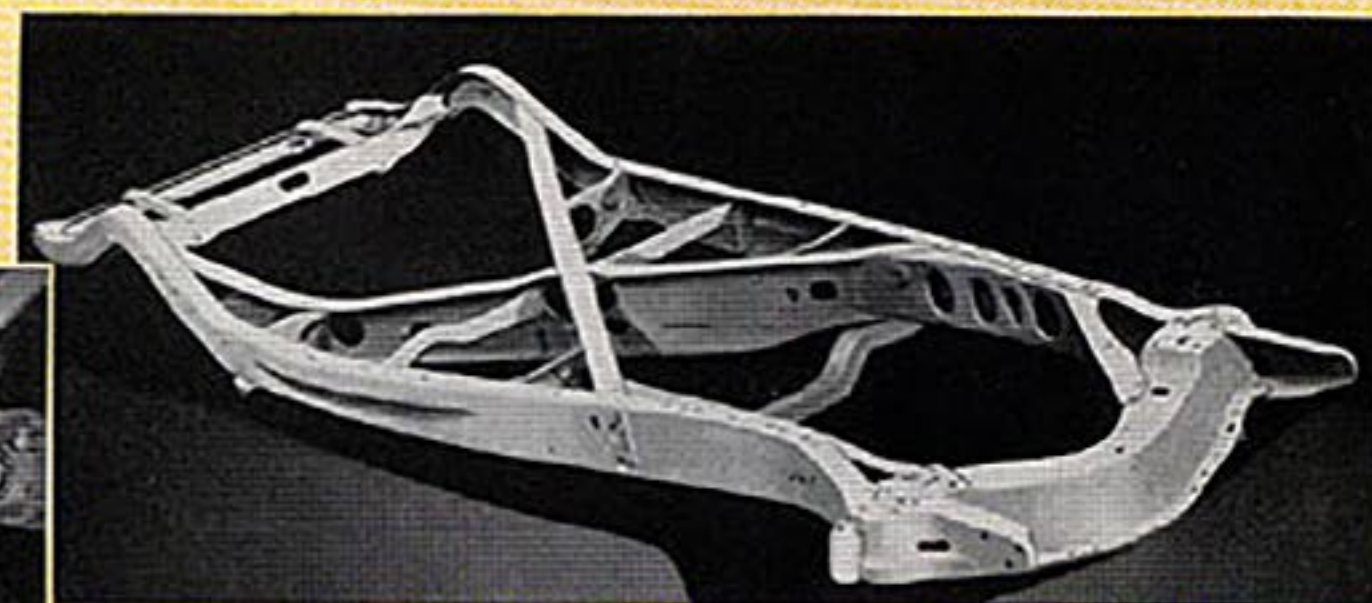
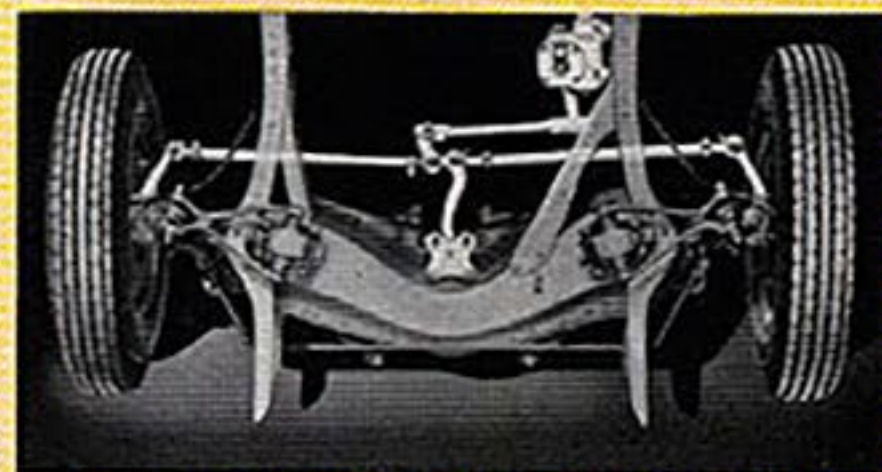
Dual Ride Stabilizers: One at the front and one at the rear. They steady the car on curves and turns; eliminate sideways. (Above)

Heavy-Duty Axle Shafts: Integral flange type axle shafts add to the strength and durability of Oldsmobile's seven-bearing rear axle. (Right)



Stabilized Propeller Shaft: This construction gives the propeller shaft remarkable sturdiness and freedom from vibration or whip. The three roller-bearing universal joints are pre-lubricated; completely sealed to last the life of the car. (Below)

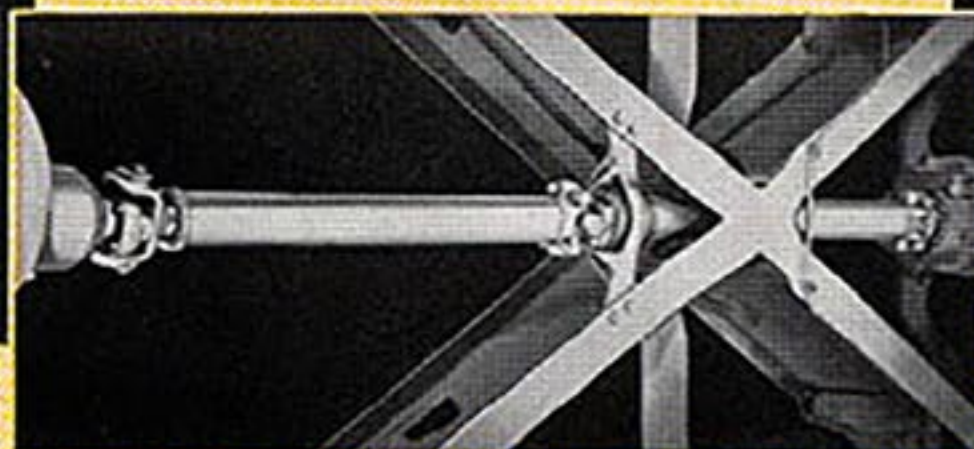
Center-Control Steering: An outstanding factor in Oldsmobile's safer, easier roadability is Center-Control Steering. The steering force is applied from a central point. (Right)



I-Beam, X-Member Frame: "Skyscraper" type I-Beam, X-Member construction gives great rigidity to Oldsmobile frames. Three sets of sturdy cross-members between side rails and X-member, together with additional diagonal corner braces, reinforce the frame.

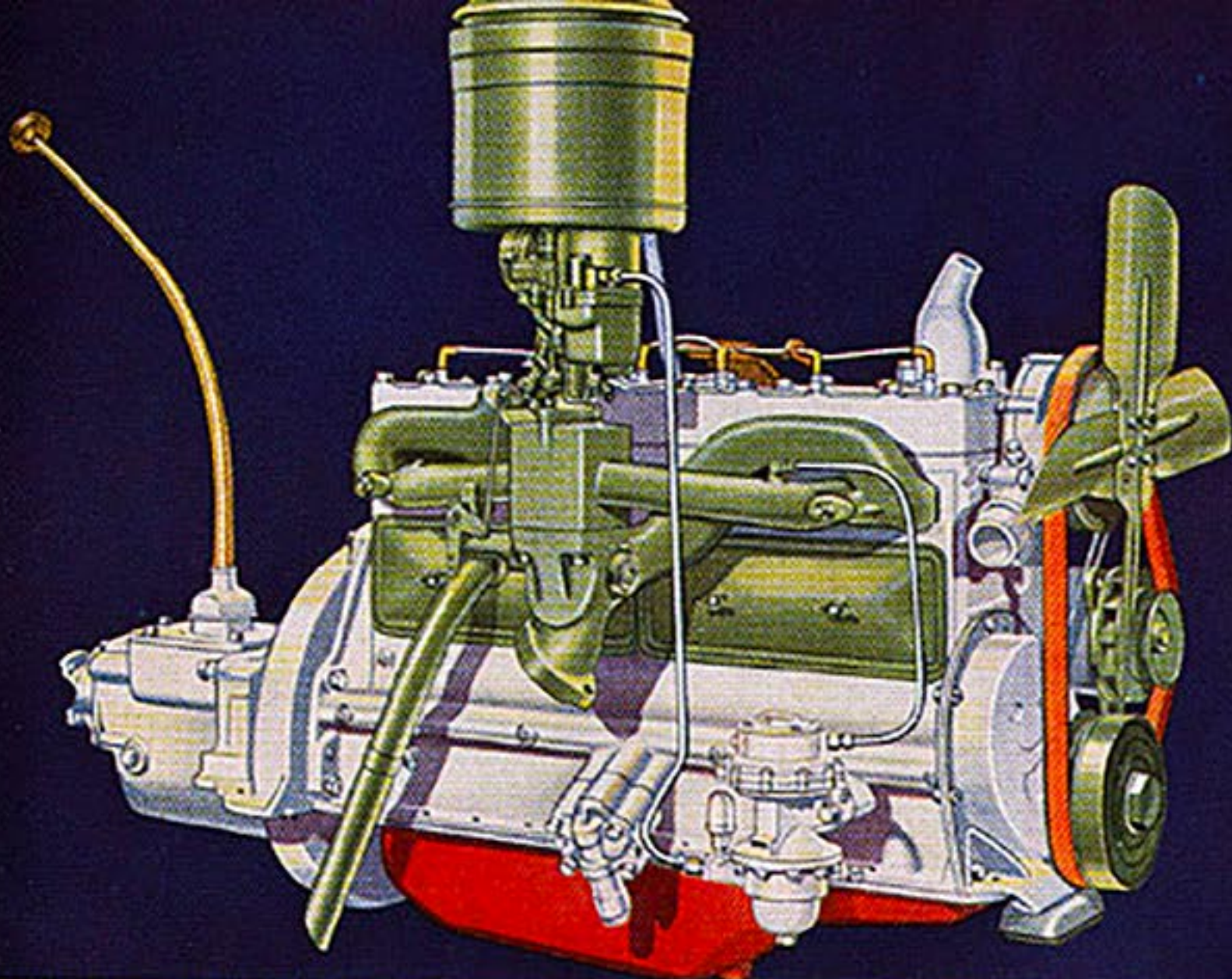


Hand Brake Lever: Conveniently and naturally located under the dash with in easy reach of the driver's left hand.

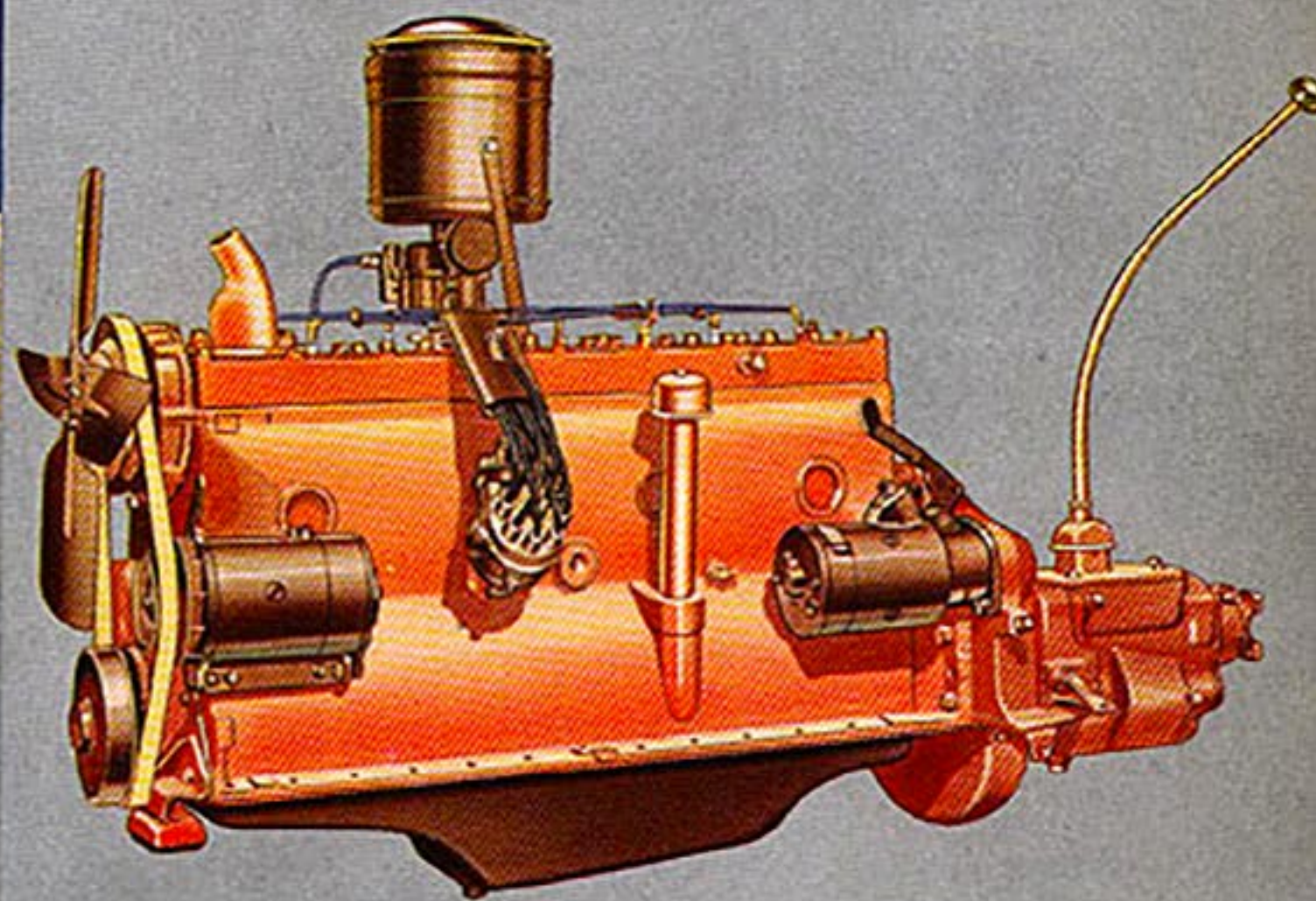


ALL-ROUND ECONOMY THAT SAVES YOU MONEY EVERY MILE...

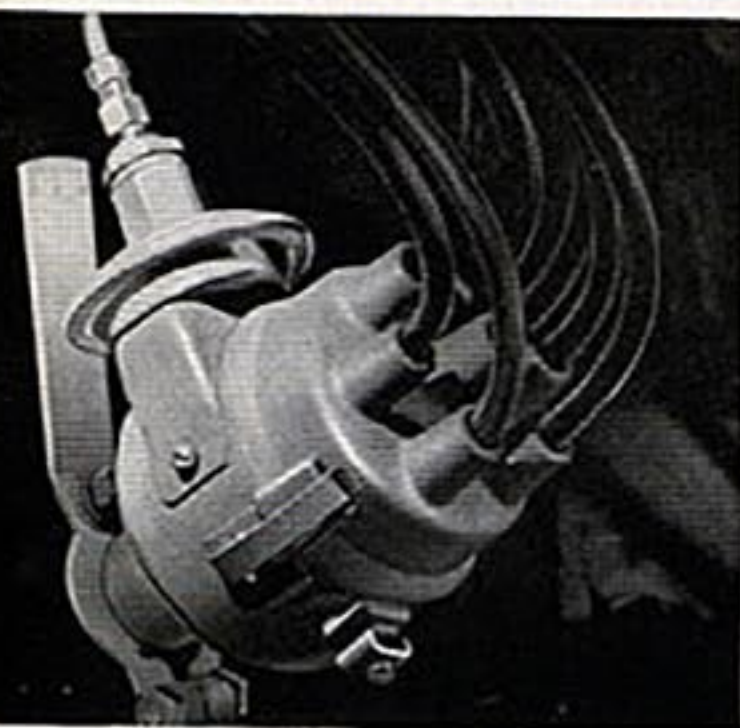
Major factors in Oldsmobile's all-round and year-round economy are the precision-built Oldsmobile Six and Oldsmobile Eight engines. Oldsmobile power plants are designed primarily for high efficiency and a true balance of operating economy, low-cost upkeep and maintenance, and long life. As a consequence, Oldsmobile engines perform with uniform smoothness and responsiveness and maintain their peak efficiency with remarkable freedom from wear, adjustment and repairs.



The Engine of the Oldsmobile Six is designed to be the top-quality six-cylinder engine on the road today. Full ninety-five horsepower, it is ruggedly powerful, yet so precisely and finely designed that it is amazingly alert and smooth. Flexible and responsive, free from vibration throughout the entire range of performance, it is notably economical to operate and its long life is proverbial. It is an engine you can always depend on.



A triumph of the engineer's science and art is the perfectly balanced L-head engine of the Oldsmobile Eight. Delivering full 110 horsepower with matchless ease, smoothness and quietness, yet it produces that flood of power with astonishing economy of gasoline and oil. That economy is sustained with a minimum cost for upkeep, year after year. A magnificent power plant for a quality car!



Vacuum Fuel Saver: The ignition distributor includes a vacuum fuel saver and automatic control of spark advance, assuring most efficient operation.



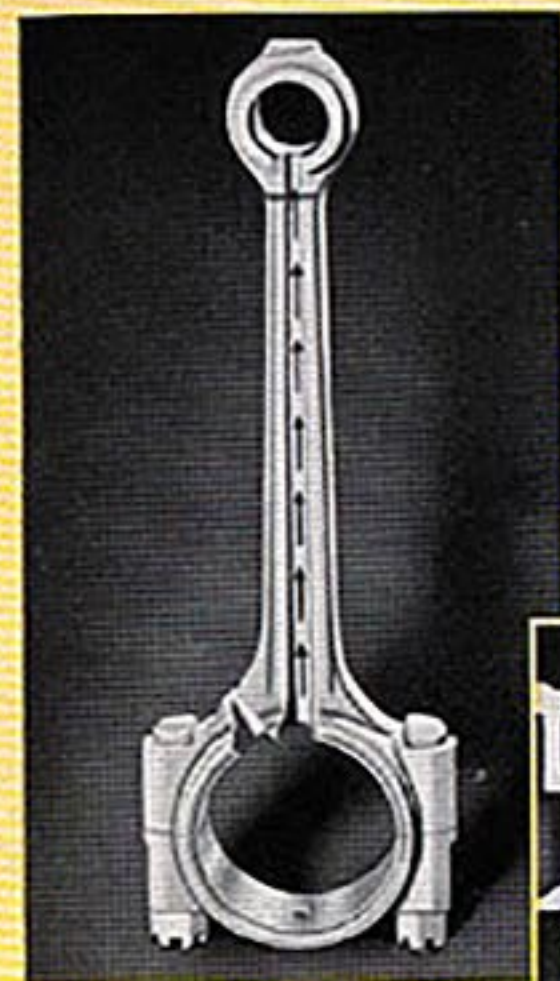
Down-Draft Carburetion: Dependable starting, flashing acceleration, exceptional performance and economy. Oil-bath air cleaner keeps out dust.



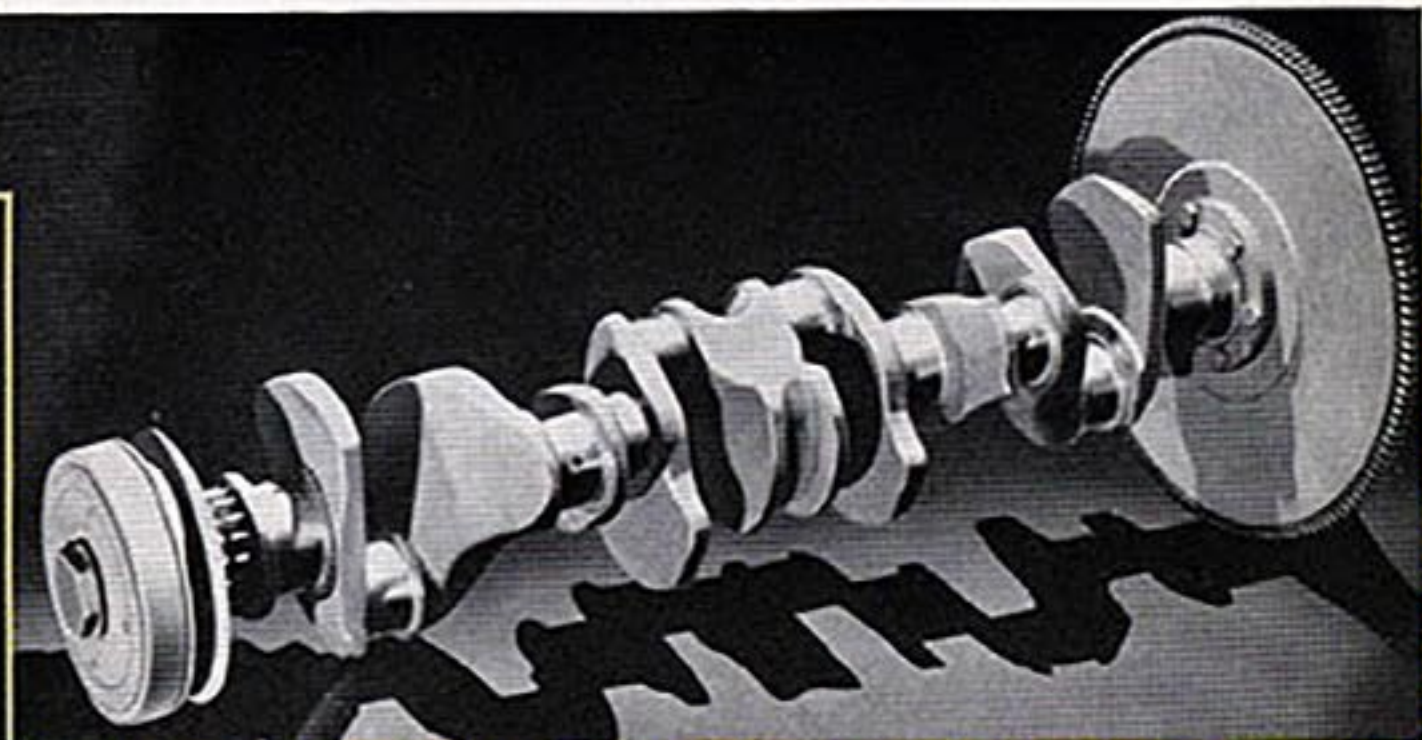
PRECISION ENGINEERING IN EVERY ENGINE DETAIL

Rifle-Drilled Connecting Rods: Carry oil under pressure to piston pins, also drilled to spray cylinder walls, adding greatly to life of pistons, rings and cylinders. (Left)

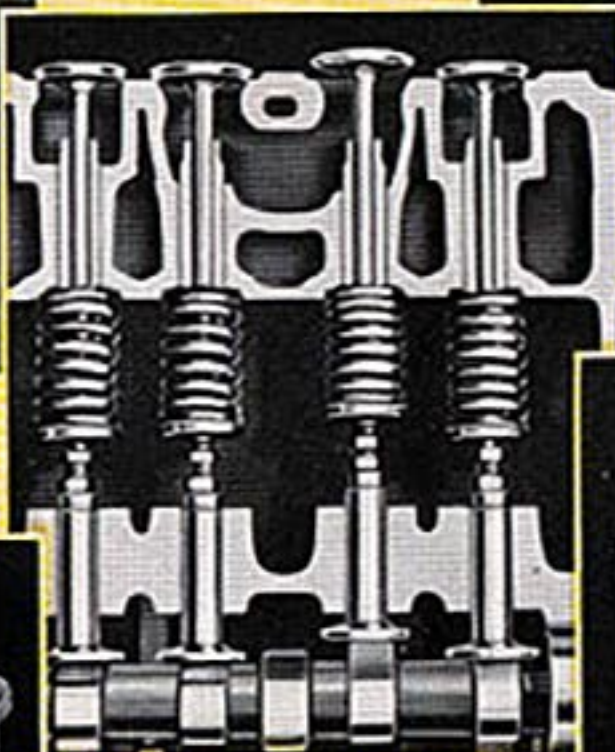
Long-life Valves: Oldsmobile's L-head engines are very quiet and efficient, with mushroom-type valve lifters, extra long valve guides and exhaust valves of specially forged steels. (Below)



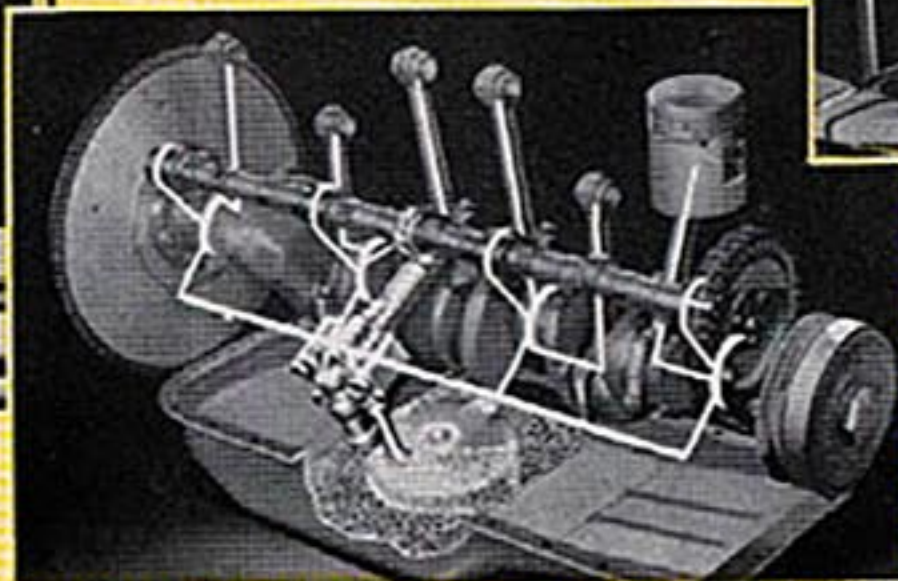
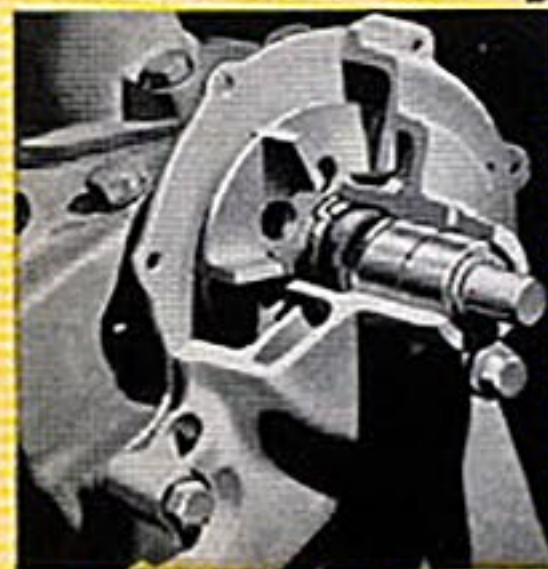
Electro-Hardened Aluminum Pistons: This type of construction reduces weight of reciprocating parts and helps lengthen the life of main and connecting rod bearings. Piston shape is maintained by top ribbing and reinforcement. (Above)



Fully Counter-weighted Crankshaft: Scientifically balanced both statically (at rest), dynamically (in motion) to insure operating smoothness, maximum bearing life and greater durability. The crankshaft vibration damper effectively neutralizes torsional vibration.



Water Pump Permanently Lubricated: Oldsmobile's leak-proof, ball-bearing water pump is permanently lubricated and sealed. It is capable of supplying 55 gallons of water per minute at high speeds. (Left)



Full Pressure Lubrication: Camshaft, crankshaft and connecting rod bearings, piston pins and cylinder walls are all pressure-lubricated. Oil thrown off connecting rod bearings furnishes lubrication to valve mechanism.



Automatic Choke Control: Eliminates over-choking or under-choking, promotes easy starting in cold weather, smoother operation during the warm-up period. (Above)

Pressure Cooled Valves: Intake and exhaust valves are cooled by complete water jacketing of the valve seats. Water also circulates around exhaust valve ports. (Right)

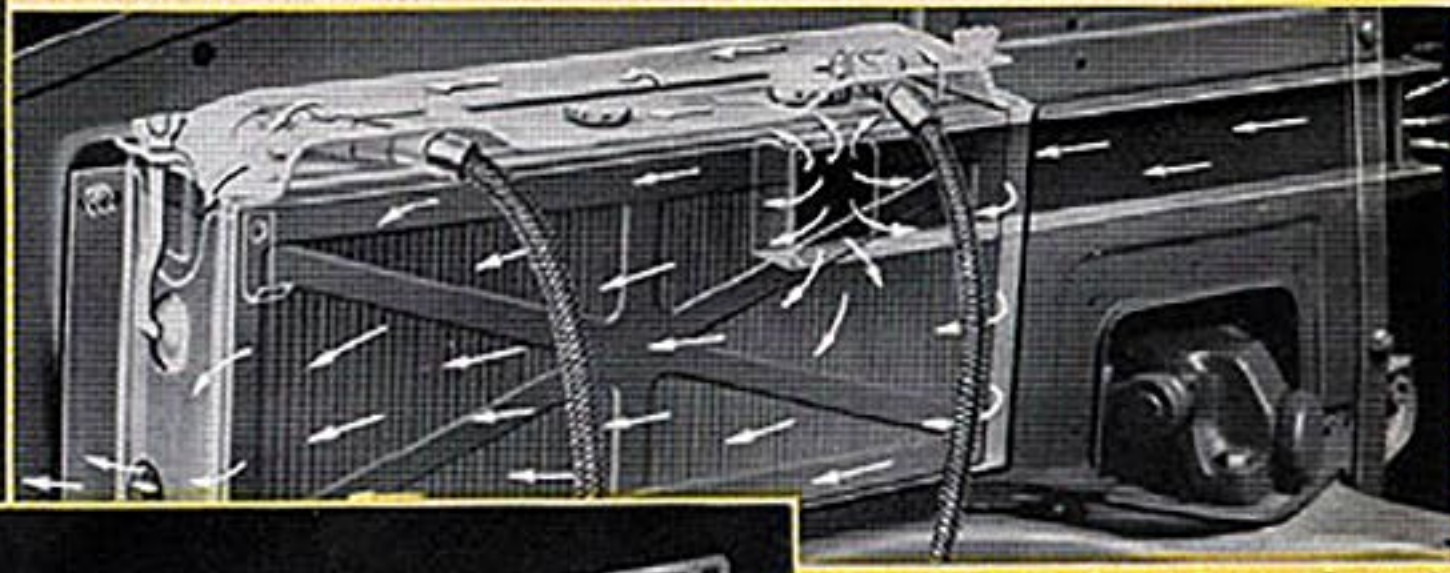
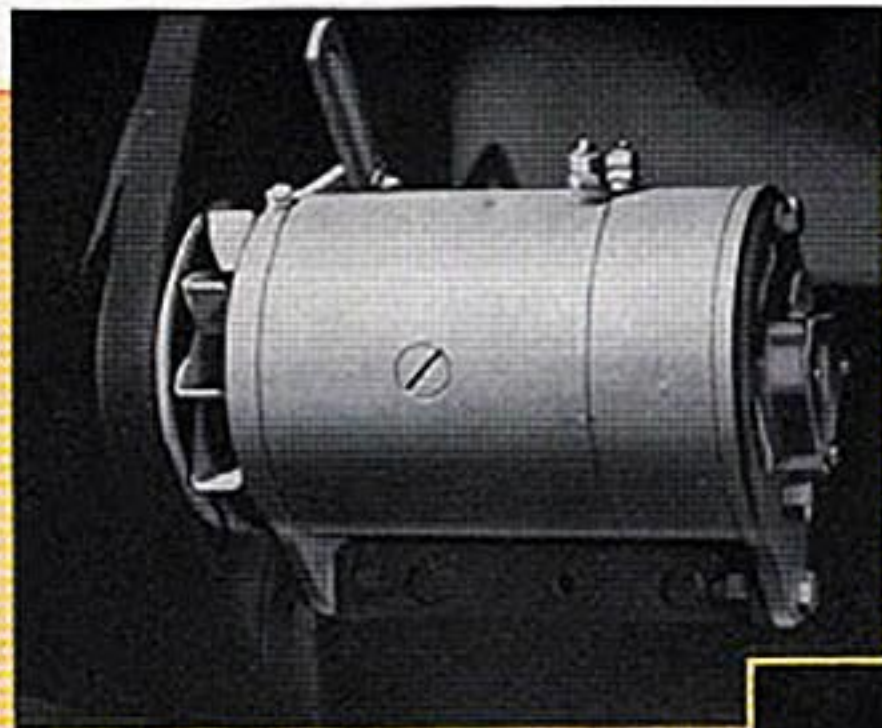


BUILT FOR THOUSANDS OF MILES OF CAREFREE TRAVEL



Positive Shift Starter: Starter gear meshes positively with engine flywheel before the sturdy starter begins cranking. Plunger-type starter pedal is isolated from the engine. (Above left)

Heavy-Duty, Air-Cooled Generator: A constant stream of air internally cools the big dependable generator for all demands such as starting, lighting, radio and heater. The charging rate is automatically regulated. (Above right)

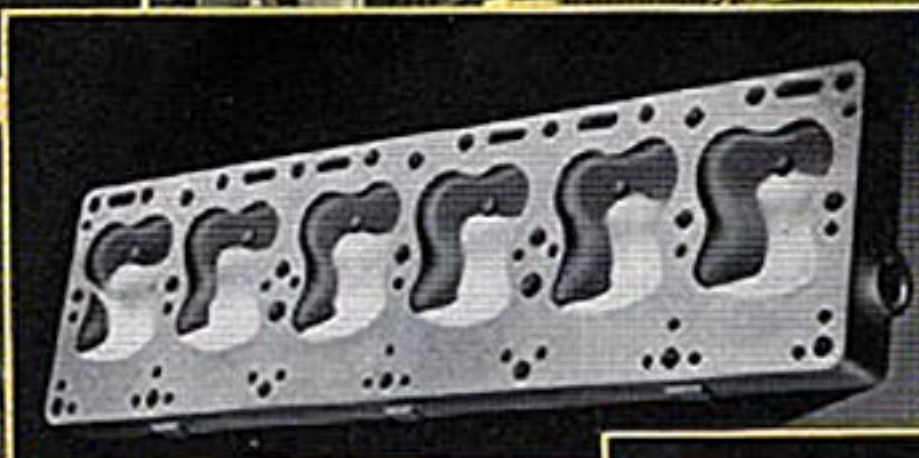


Under-Hood, Air-Cooled Battery: Located under the engine hood in an enclosed compartment making it accessible for service. A special duct assures circulation of cool air around the battery. (Above)

Completely Cooled Cylinders: In the large capacity cooling system, the cylinders are completely surrounded by water the full length of the cylinder barrels. (Below)

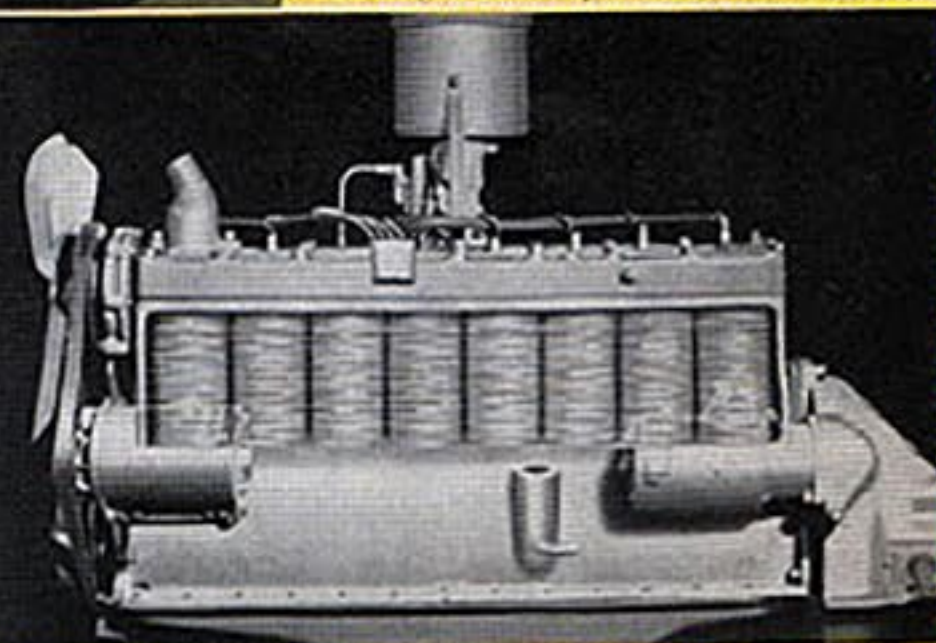
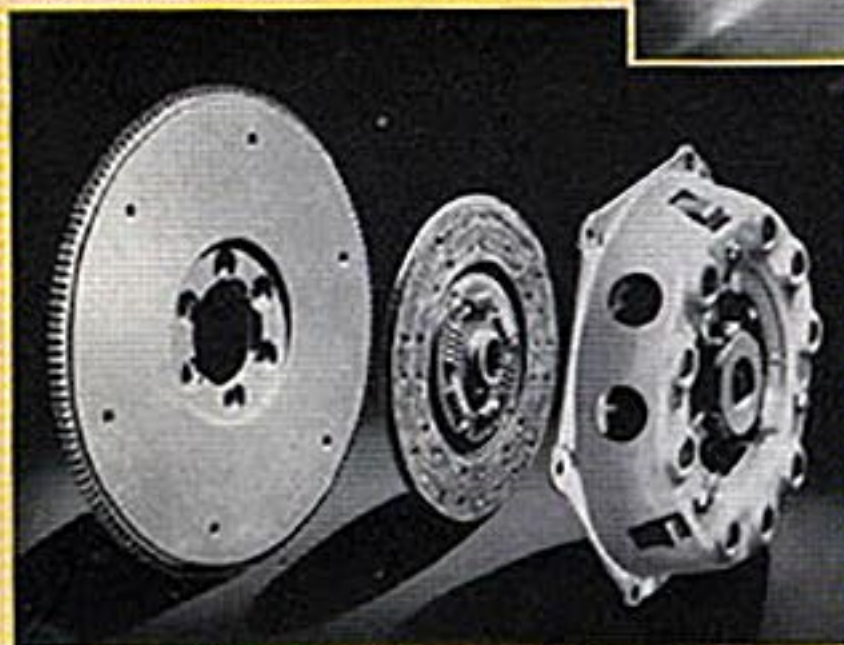


High Compression Cylinder Head: This efficient design permits a high combustion ratio for dashing performance and economy.



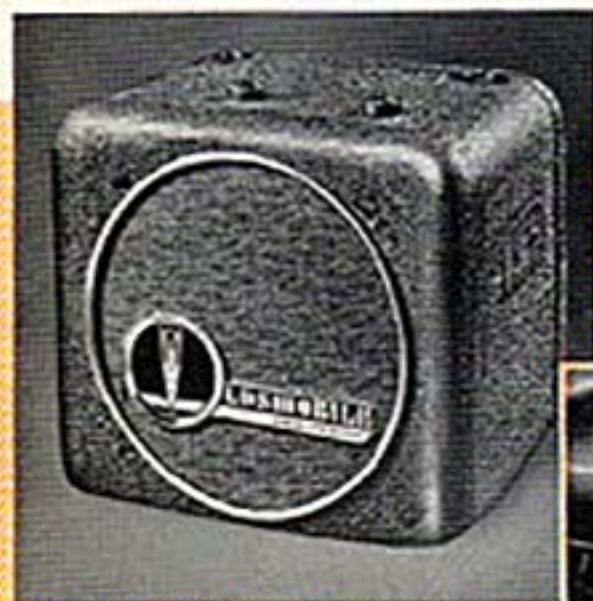
Double-Action Hydraulic Shock Absorbers: Durable, leak free, lever design; standard equipment both front and rear. They control spring action and promote comfortable riding. (Above)

Single Dry Disc Clutch: Spirally-wound facing in Oldsmobile's big, sturdy clutch provides uniform, long-wearing surface. Quiet and dependable. (Left)



Tri-Cushion Suspension: Flexible three-point engine mountings on cushions of live, resilient rubber absorb engine movement, protect body and chassis from vibration. (Left)

Specially Designed Accessories for Your Oldsmobile Six and Eight



Deluxe Radio: Beautiful 8-tube set of finest quality, with remarkable fidelity of tone. Controls fit into Safety Instrument Unit. Aerial built into the running board.

Standard Radio: A powerful 6 tube, single-unit set, with built-in 8-inch speaker. Clear reception; quality tone. Aerial is built into running board. Controls fit into Safety Instrument Unit.



Electric Panel Clock: A modern-design, quality timepiece, mounted in the Safety Instrument Unit. Operates from battery, and requires no winding.



Initials: Identify your Oldsmobile with your initials, in smart, artistic, chrome-plated letters, mounted on the license plate frame or the hood sides. Besides their identification value, they also add a very definite touch of distinction.



Seat Covers: Give added life and protection to the upholstery of your car. These seat coverings are of fine-quality, extra-durable fabrics and are smartly tailored to the exact contours of the seats.

to your enjoyment of motoring and to your pride in your Oldsmobile car. The volume demand for them makes it possible for Oldsmobile to offer them at very moderate prices. Besides the few shown here, there are many others, all available from your Oldsmobile dealer.



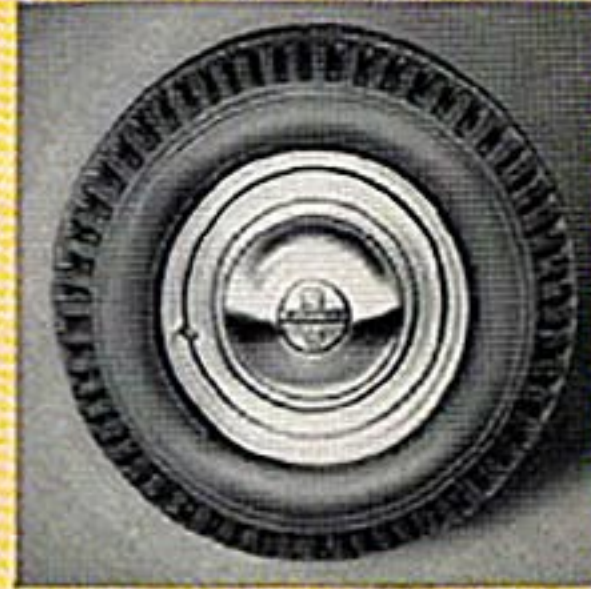
Wheel Trim Rings and Discs: Smart chrome trim moldings and discs add distinctly to car's appearance. Can be purchased separately.

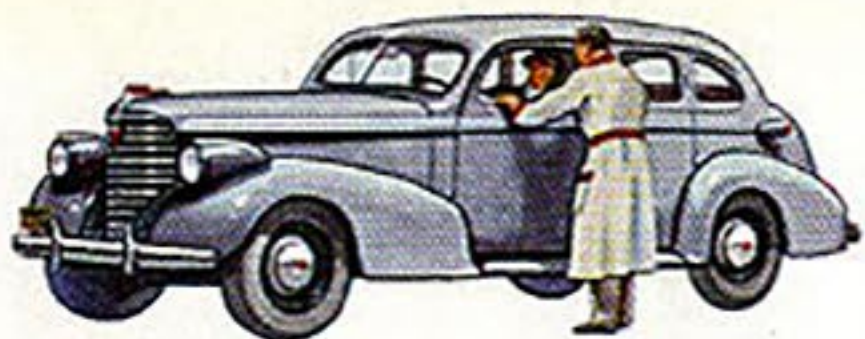


Deluxe Heater: Oversize hot water heater, with variable-speed switch. Notably low current consumption.

Dual Windshield Defroster: Built in, to operate with the heater. Directing two separate streams of warm air against the inside of the glass, it clears the entire field of windshield vision.

Standard Heater: Efficient hot water heater. Volume-tested. Moderate price. Low current consumption.





Wherever you go, you will find. . .

DEPENDABLE, ECONOMICAL
AUTHORIZED
OLDSMOBILE SERVICE



The Oldsmobile Owner Service Policy has been a source of satisfaction and usefulness to many thousands of Oldsmobile owners for years. It is one of the most liberal and comprehensive policies in the entire industry. Every Oldsmobile owner upon the purchase of a new Oldsmobile is entitled to full service under the terms of this policy, at the service station of any authorized Oldsmobile dealer. Complete and easily accessible, Oldsmobile service is available throughout the nation. Wherever you see the Oldsmobile Service Sign, illustrated above, you may be certain of real service satisfaction and a ready welcome with prompt, skilled and courteous attention to your needs.



LIBERAL G.M.A.C. TERMS
make it easy for you to pay for
YOUR OLDSMOBILE

If you wish to finance your car out of current income, as many people do, Oldsmobile dealers offer you the General Motors Instalment Plan—a service of the General Motors Acceptance Corporation. This plan offers many of the most valuable advantages in buying today, for the General Motors Acceptance Corporation is in position to finance the purchase of Oldsmobile cars on the most favorable, convenient and economical terms. Through the General Motors Instalment Plan, purchasers receive the benefit of low rates and prompt and courteous treatment. Furthermore, the General Motors Instalment Plan makes it possible for you to enjoy the pleasure and satisfaction of immediate Oldsmobile ownership with a moderate initial outlay and monthly payments to suit your purse. Proper insurance coverage is available at most reasonable charges.

OLDSMOBILE APPROVED ACCESSORIES

GROUP A—(1) Automatic Safety Transmission, including De Luxe Steering Wheel on 6-cylinder models, De Luxe Steering Wheel standard equipment on all 8-cylinder models.
GROUP B—(1) 6-cylinder models: Dual Trumpet Horns, Double Windshield Wiper, Booster Pump, Right Hand Sun Visor. (1) 8-cylinder models: Dual Trumpet Horns, Double Windshield Wipers and Booster Pump. (Right Hand Sun Visor standard on all 8-cylinder models).
GROUP C—(1) White Sidewall Tires, for 5 and 6 wheel equipment.
GROUP E—(1) De Luxe Steering Wheel. Optional equipment on 6-cylinder models equipped with standard transmissions. (De Luxe

steering wheel standard equipment on all 8-cylinder models and on 6-cylinder models equipped with Automatic Safety Transmission).
GROUP G—(*) Standard Heater.
GROUP H—(*) De Luxe Heater.
GROUP J—(*) Dual Windshield Defroster.
GROUP M—(*) Luggage Compartment Mat; Luggage Compartment Light; Visor Vanity Mirror and Front Grille Guard. For 5-passenger models only.
GROUP R—(*) Standard Radio.
GROUP S—(*) De Luxe Radio—with Dash Speaker.

GROUP W—(*) Cigar Lighter; Dash Compartment Lights; Gear Shift Ball; Exhaust Deflector; License Plate Frames.
GROUP X—(*) Cigar Lighter; Dash Compartment Lights; License Plate Frames; Gear Shift Ball; Exhaust Deflector; Header Clock.
GROUP Y—(*) Cigar Lighter; Dash Compartment Lights; License Plate Frames; Gear Shift Ball; Exhaust Deflector; Electric Clock.
GROUP Z—(*) Cigar Lighter; Dash Compartment Lights; License Plate Frames; Gear Shift Ball; Exhaust Deflector; Electric Clock; Wheel Moldings (set of 5).
(1) Installed at factory only when specified on dealer's wholesale order.
(*) Installed by dealer. Installation charge added.

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.

Specifications OLD SMOBILE Six

Standard equipment on all models includes bumpers, bumper guards, spare tire and tube, and rear spring covers . . . at no extra cost.

ENGINE—Bore, $3\frac{1}{4}$ inches; stroke, $4\frac{1}{2}$ inches; displacement, 229.7 cubic inches. Taxable horsepower, 28.4. Brake horsepower, 95 at 3400 r.p.m. Cushioned in rubber at three points. Electro-hardened aluminum pistons. Full pressure lubrication to all main connecting rod and camshaft bearings and to piston pins, with spray to other parts. Fully counterweighted crankshaft, with torsional balancer, balanced both at rest and in rotation. Drilled passages provide pressure oil distribution to connecting rod bearings. Built-in cylinder wall lubricators. Gear-type oil pump driven from camshaft. Oil capacity, 6 quarts.

FUEL AND COOLING SYSTEM—Single down-draft carburetion with built-in automatic choke and automatic throttle advance, automatic heat control, oil-bath air cleaner and intake silencer. Thermostati-

cally controlled cooling and recirculation system. Forced circulation by ball-bearing, leak-proof, centrifugal-type pump. Capacity, 17 quarts.

CLUTCH AND TRANSMISSION—Single-plate, $9\frac{1}{2}$ -inch dry-plate clutch. All-silent Synchromesh transmission non-clashing type, with all gears helically cut for silence in all three forward speeds and reverse.

ELECTRICAL SYSTEM—6-8 volt type. Air-cooled, 15-plate, 6-volt battery with 94 ampere hour capacity. Generator air-cooled, with charging rate automatically regulated by battery requirements. Positive shift starter with over-running clutch. Foot pedal control. Multi-beam headlights with toe-button control for passing, clear road and curved road beams.

SUSPENSION—Knee-Action front suspension, each front wheel with heavy, silicon man-

ganese coil springs. Long, rear, leaf-type springs, silicon manganese, semi-elliptic. Rear springs equipped at factory with steel spring covers and fitted with threaded spring shackles at rear. Dual ride stabilizers, front and rear. Double-action, hydraulic shock absorbers at front and rear.

FRAME—Rigid-girder type, with I-beam X-member construction. All exposed steel parts rust-proof.

STEERING—Center-Control type, with equal length tie-rods linked to intermediate steering arm at center of the frame front cross member. High efficiency worm and double roller design. Ratio, 19 to 1.

BRAKES—Completely sealed, super-hydraulic, self-energizing type. Internal-expanding design, fully enclosed, 11-inch

brake drums with centrifugally cast iron braking surfaces. Cable-controlled mechanical hand brake operates on rear wheels for parking. Total foot brake area, 148 square inches.

TIRES—Low pressure, large sections, 16 x 6.59 inches. Recommended pressures: front, 24 pounds minimum and 28 pounds minimum rear. Wheelbase—117 inches; diameter of turning circle, 37 feet.

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

BODY TYPES—Two-Door Sedan; Four-Door Sedan; Two-Door Touring Sedan with built-in trunk; Business Coupe; Convertible Coupe; Club Coupe; Four-Door Touring Sedan with built-in trunk. Safety Glass standard throughout.

Specifications OLD SMOBILE Eight

Standard equipment on all models includes bumpers, bumper guards, spare tire and tube, and rear spring covers . . . at no extra cost.

ENGINE—Bore, $3\frac{1}{4}$ inches; stroke, $3\frac{3}{4}$ inches; displacement, 257.1 cubic inches. Taxable horsepower, 33.8. Brake horsepower, 110 at 3600 r.p.m. Cushioned in rubber at three points. Electro-hardened aluminum pistons. Full pressure lubrication to all main connecting rod and camshaft bearings and to piston pins, with spray to other parts. Fully counterweighted crankshaft, with torsional balancer, balanced both at rest and in rotation. Drilled passages provide pressure oil distribution to connecting rod bearings. Built-in cylinder wall lubricators. Gear-type oil pump driven from camshaft. Oil capacity, 7 quarts.

FUEL AND COOLING SYSTEM—Duplex down-draft carburetion with built-in automatic choke and automatic throttle advance, automatic heat control, oil-bath air cleaner and intake silencer. Thermo-

statically controlled cooling and recirculation system. Forced circulation by ball-bearing, leak-proof, centrifugal-type pump. Capacity, 21 quarts.

CLUTCH AND TRANSMISSION—Single-plate, 10-inch dry-plate clutch. All-silent Synchromesh transmission non-clashing type, with all gears helically cut for silence in all three forward speeds and reverse.

ELECTRICAL SYSTEM—6-8 volt type. Air-cooled, 17-plate, 6-volt battery with 110 ampere hour capacity. Generator air-cooled, with charging rate automatically regulated by battery requirements. Positive shift starter with over-running clutch. Foot pedal control. Multi-beam headlights with toe-button control for passing, clear road and curved road beams.

SUSPENSION—Knee-Action front suspension, each front wheel with heavy, silicon

manganese coil springs. Long, rear, leaf-type springs, silicon manganese, semi-elliptic. Rear springs equipped at factory with steel spring covers and fitted with threaded spring shackles at rear. Dual ride stabilizers, front and rear. Double-action, hydraulic shock absorbers at front and rear.

FRAME—Rigid-girder type, with I-beam X-member construction. All exposed steel parts rust-proof.

STEERING—Center-Control type, with equal length tie-rods linked to intermediate steering arm at center of the frame front cross member. High efficiency worm and double roller design. Ratio, 19 to 1.

BRAKES—Completely sealed, super-hydraulic, self-energizing type. Internal-expanding design, fully enclosed, 12-inch

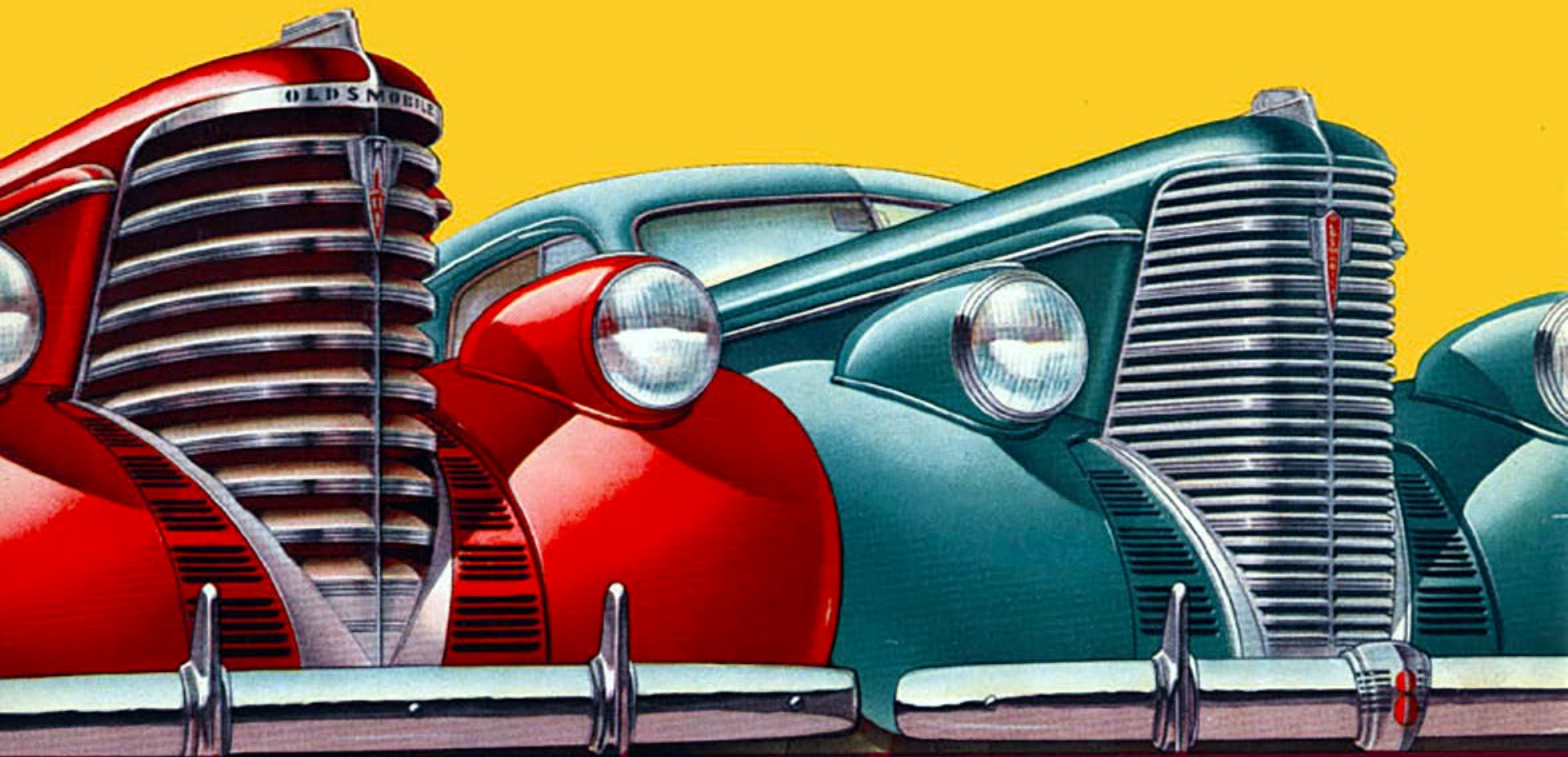
brake drums with centrifugally cast iron braking surfaces. Cable-controlled mechanical hand brake operates on rear wheels for parking. Total foot brake area, 162 square inches.

TIRES—Low pressure, large sections, 16 x 7.00 inches. Recommended pressures: front and rear, 24 pounds minimum. Wheelbase—124 inches; diameter of turning circle, 40 feet.

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

BODY TYPES—Two-Door Sedan; Four-Door Sedan; Two-Door Touring Sedan with built-in trunk; Business Coupe; Convertible Coupe; Club Coupe; Four-Door Touring Sedan with built-in trunk. Safety Glass standard throughout.





OLD SMOBILE

Six and Eight