

THE ALL-FEATURE LOW PRICE



Oldsmobile Six



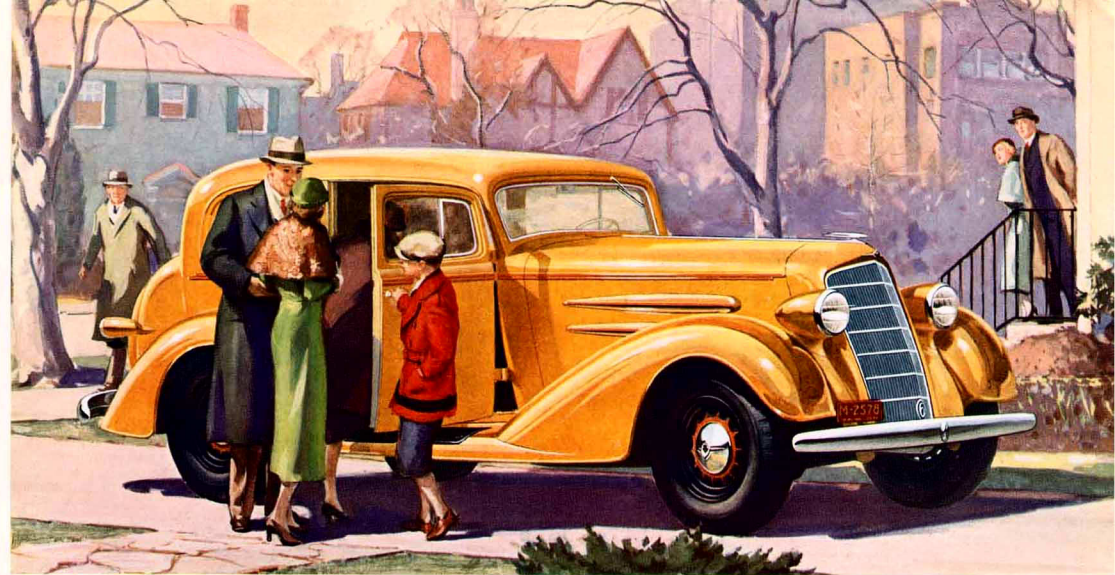
At Low Price . . .

the Oldsmobile Style Leader Six for 1934 provides a host of features usually found only in high-priced cars. It has Knee-Action Wheels. Each front wheel is cushioned by its own big coil spring. It can step over a bump or a hole without transmitting a jar to the car or to the passengers in it. The action is like that of the human knee which permits the foot to overcome inequalities in the ground without disturbing the equilibrium of the body. Jar, bump, and bounce are abolished. Your ride is changed to a *glide*.

Super Hydraulic Brakes; reinforced steel bodies by Fisher—big, roomy, comfortable—with Fisher No Draft Ventilation; Ride Stabilizer; Center-Control Steering; 84-horsepower engine; exceptional long life; and day-to-day *operating economy*—these are only a few of the many features in the low-priced Oldsmobile Six.

They have been combined in a car that is instantly recognized as Style Leader in any company. Its lines, its sparkling colors, its whole appearance suggest speed, power, and fine car comfort. Study it from any angle and you will find it beautiful. Open its wide doors and inspect the spacious interior. Step in . . .

Now! Let's Go for a Ride . . .



See those Neighbors Stare!

The long low lines of the Oldsmobile Style Leader Six, its beautiful harmony of design have won their admiration at first glance. Naturally, anybody would think that this was a high-

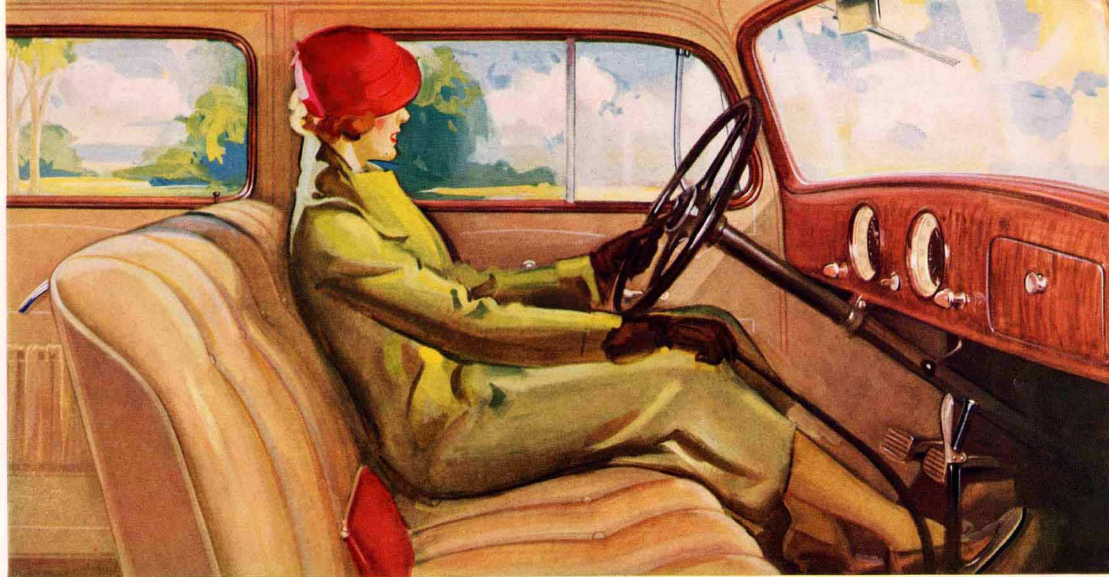
priced car, if they didn't know that the Oldsmobile Six for 1934 costs only a few dollars more than the lowest priced cars. It is hard to believe that such style and smartness cost so little.



See how Roomy it is!

This back seat is just like a davenport. Plenty of leg room, arm room, headroom. Lots of room up front, too. The adjustable driving seat moves forward or back to suit every driver. This is a

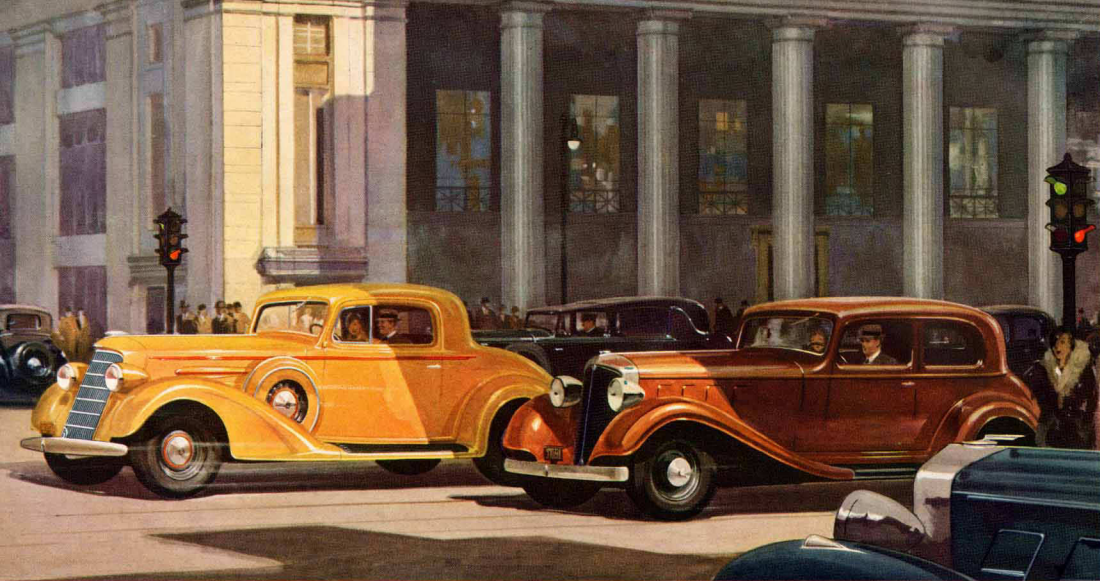
big car, and no mistake! A car for the whole family to enjoy. Fisher certainly knows how to build reinforced steel bodies that are both safe and comfortable.



Silent in First, Second, Third, Reverse... ALL SPEEDS

The engine's running now, but you can hardly hear it. And there's the same amazing silence as we shift into gear and glide away. None of the usual growling and rumbling. The Oldsmo-

bile Syncro-Mesh transmission eliminates gear clashing and operates silently in all speeds—even reverse. How easy it is to drive! Everything at your finger tips.

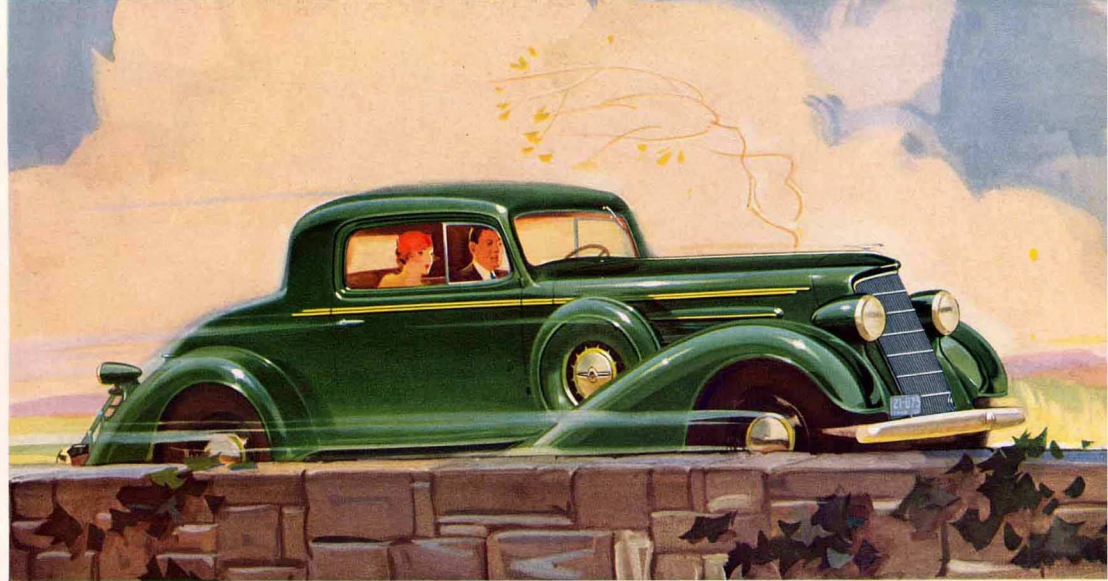


Now! Let's Step Ahead

As the light goes green, we're across the street and away, while the other cars have hardly started. The 1934 Oldsmobile Six can accelerate from 5 to 60 miles an hour in high gear in less than 28

seconds. Watch us slip through that opening in traffic. No room to spare, but that doesn't matter. With Center-Control Steering, the Oldsmobile goes right where you point it.

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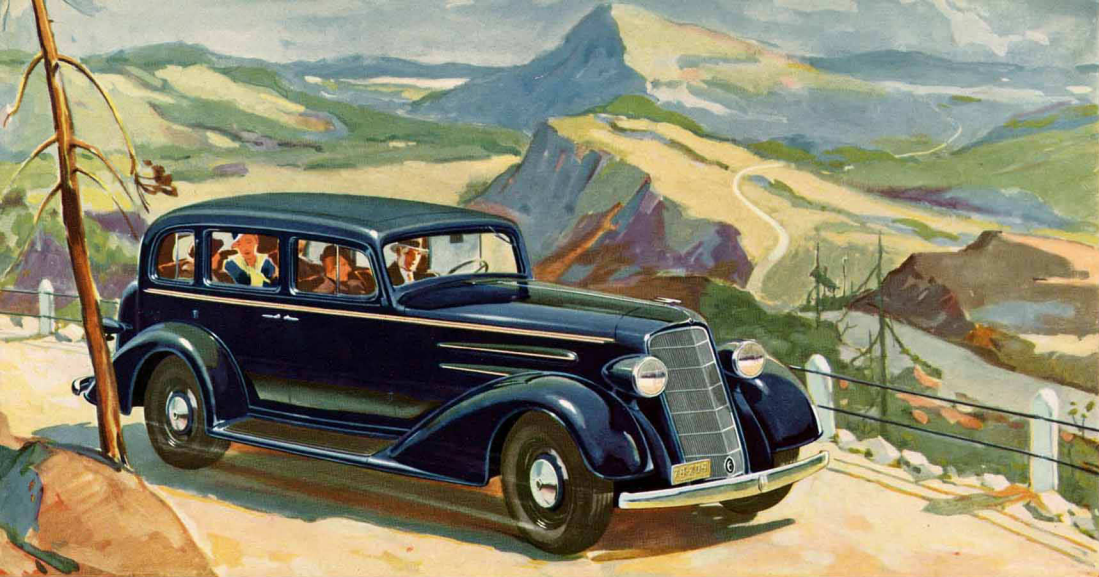


Keep your Eye on the Speedometer!

The dial moves swiftly upward as we reach the open highway. That car ahead seems disposed for a race, but we leave it far behind in a flash. Now we're traveling 75 miles an hour with

ease. With Oldsmobile Knee-Action Wheels, there's none of the usual high-speed pitching and rolling. We seem to fairly glide over the road.

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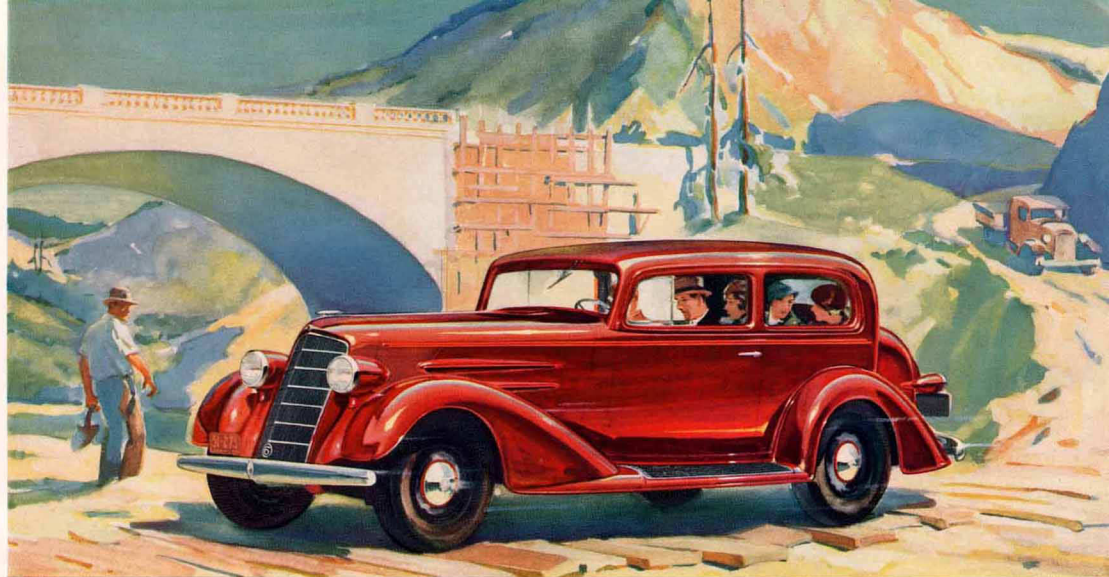


Safety on the Curves!

See how we swept around that bend. There was no swaying or rolling. Oldsmobile's Ride Stabilizer accounts for that. It counteracts any tendency of the frame to twist or weave on

curves or rough roads. Weight is so scientifically distributed in the Oldsmobile, and the center of gravity is so low that the car clings to the road. You *feel* safe, and you *are* safe.

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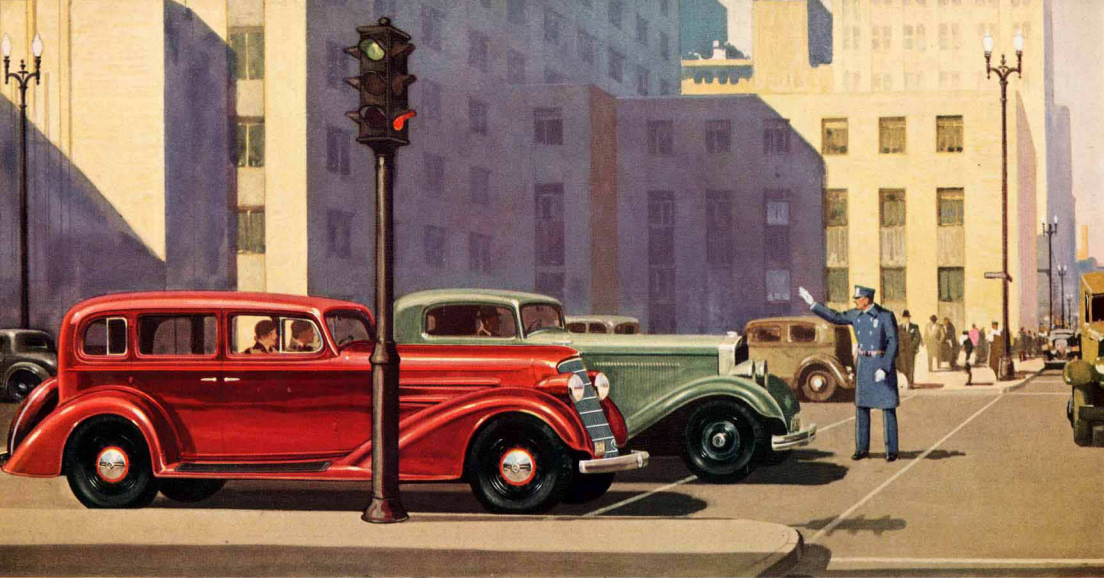


Knee-Action Wheels take the Bump... YOU DON'T

Right from the start, you have noticed the marvelous comfort of the Oldsmobile Six. But this rough detour gives us a chance for a sensational test. Over it we go without slackening speed. Yet

even the back seat passengers are not jarred or jolted. The Knee-Action Wheels step over bumps and holes and do not transmit the shock to the car.

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Stop Quick! Wasn't that Easy?

Super Hydraulic Brakes certainly make driving easier and safer. Pressure is always equal on all four brakes. No danger of skidding when you stop quickly on wet pavement. Notice how

smoothly we stopped, too. You get the "feel" of these brakes the first time you use them—you apply just the right pressure every time. A great safety feature!

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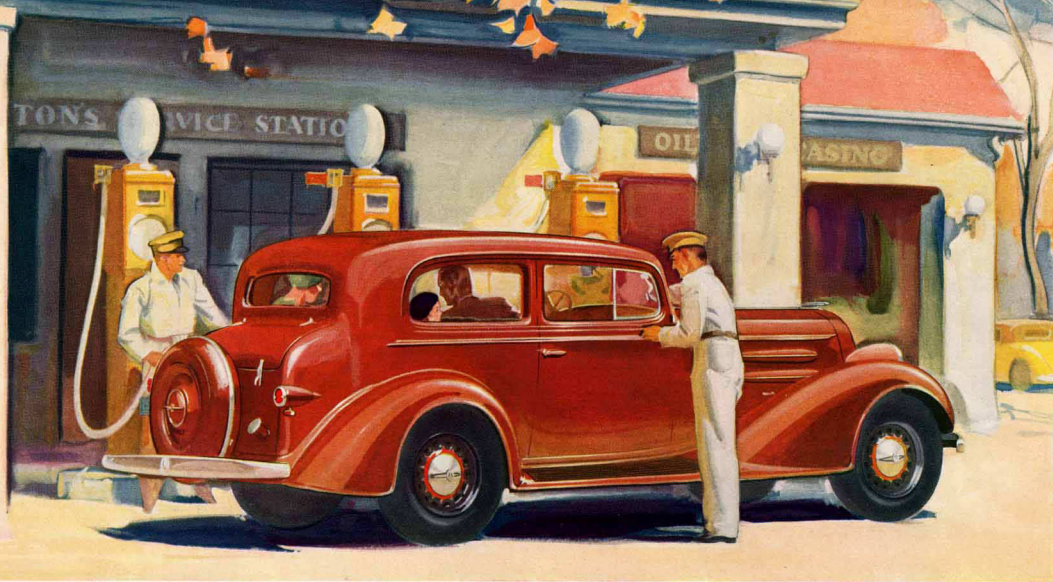


Fresh Air, but No Drafts

Driving is pleasant in any weather with Fisher No Draft Ventilation. In cold weather, there are no swirling drafts. Yet plenty of fresh air is circulated in the car, and smoke and used

air are drawn out. In warm weather, the ventilators can be set to scoop in cooling breezes. A big screened cowl ventilator also adds to summer comfort.

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And it's Easy on the Pocketbook

You don't have to stop at the gas station very often with this car. It's even faster and more powerful than former Oldsmobile Sixes, yet it will give you better than seventeen miles to the

gallon at fifty miles per hour. Consider also the unusual freedom from repair bills, and the wisdom of Oldsmobile ownership from a sound investment standpoint becomes apparent.

Now you have seen some of the marvelous new motoring experiences the Oldsmobile Six for 1934 provides at low price . . . Drive the new Oldsmobile Six yourself—in traffic, out on the road, up steepest hills. Get acquainted with this car's brilliant performance. Put it over the roughest going you can find and prove how Oldsmobile Knee-Action Wheels soak up the shocks—changing your ride to a glide . . . You'll agree that words simply cannot express the extra comfort and smoothness that have been achieved . . . Only by driving the Oldsmobile Six can you fully appreciate what we mean when we say

• *More room*

• *More style*

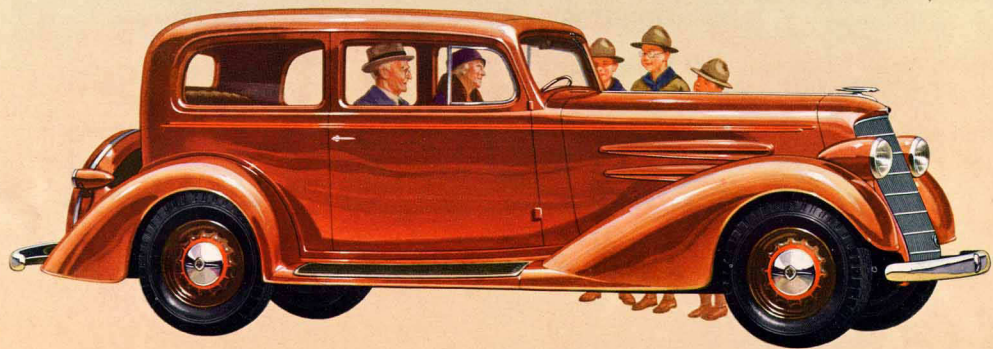
• *More safety*

• *More power*

• *More economy*

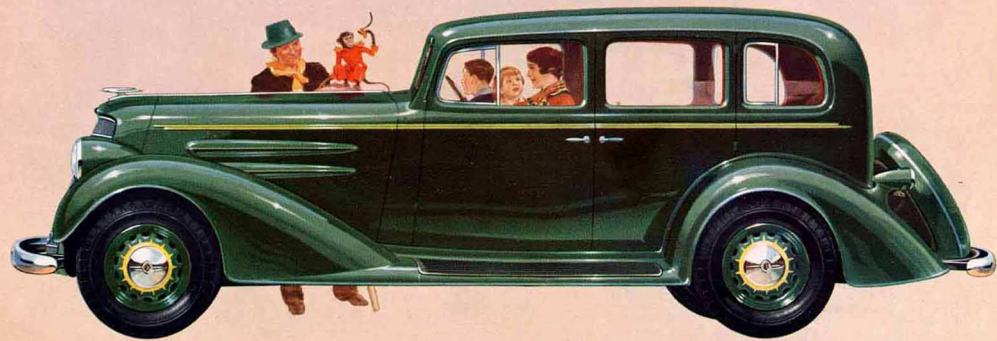
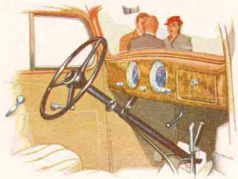
• *More comfort*

• *More car for the money you spend*



The Oldsmobile Six Coupe, FIVE PASSENGERS

Its distinctive style singles it out, even among high-priced automobiles. Its sturdiness and power fit it for the hardest kind of service. The long Fisher body provides roomy comfort for five passengers. Quality of upholstery assures long service with no signs of wear. As in all models, there is a built-in radio aerial. Instrument gauges are grouped in large aviation type dials, indirectly lighted. The driver does not have to shift position to read them. A car that has everything but is not like everybody's—a true Style Leader.



The Oldsmobile Six Sedan, FIVE PASSENGERS

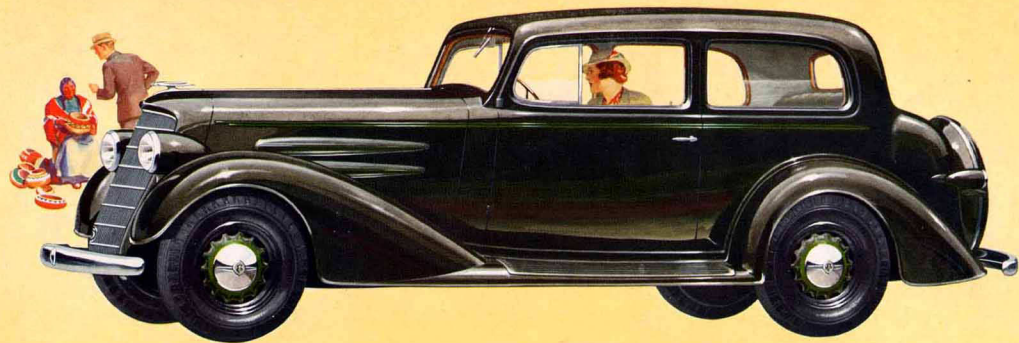
Just a glance into the rear compartment of this Sedan is enough to reveal it as a spacious, modern car with many features usually obtainable only at a much higher price. The comfortable form-fitting seats are most smartly tailored. Arm rests and full-carpeted foot rest add to comfort. Fisher No Draft Ventilation is individually controlled in both front and rear compartments. This means plenty of fresh air with no drafts to endanger health. It also ends the annoyance of "wind-blown hair" for ladies in the car. Air is circulated, and smoke and used air are drawn out.





The Oldsmobile Six Business Coupe, TWO PASSENGERS

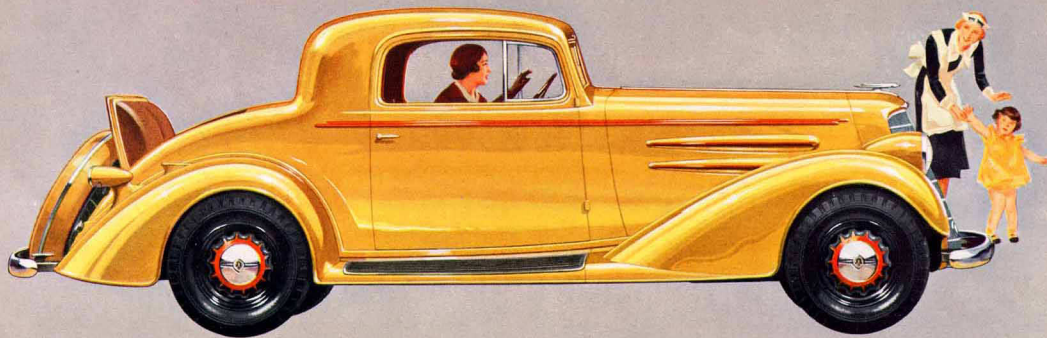
The large rear deck in this smart looking coupe provides generous room for luggage, making this an ideal car for business or travel. Its sturdiness qualifies it for the hardest kind of service all the year around. Like all the Oldsmobile Sixes for 1934, it has torpedo-shaped head lamps, long hood with integral louvres, and safety steel wheels. Its big 84-horsepower engine assures speed of 75 miles an hour or more. Knee-Action Wheels and Super Hydraulic Brakes are other features that greatly increase the comfort and safety of driving.



The Oldsmobile Six Touring Coupe, FIVE PASSENGERS

Just picture yourself stowing your golf sticks and luggage into the trunk of this smart motor car and starting out on a long, happy tour. The trunk, built into the body, can never squeak or rattle, and it accentuates the long, aerodynamic lines of the car. A tail-light is mounted on either side of the trunk. The body is longer and provides plenty of leg room, both in front and rear compartments. As in all Oldsmobile Sixes, the driver's seat can be moved forward or back in an instant to the most comfortable position for the individual driver.

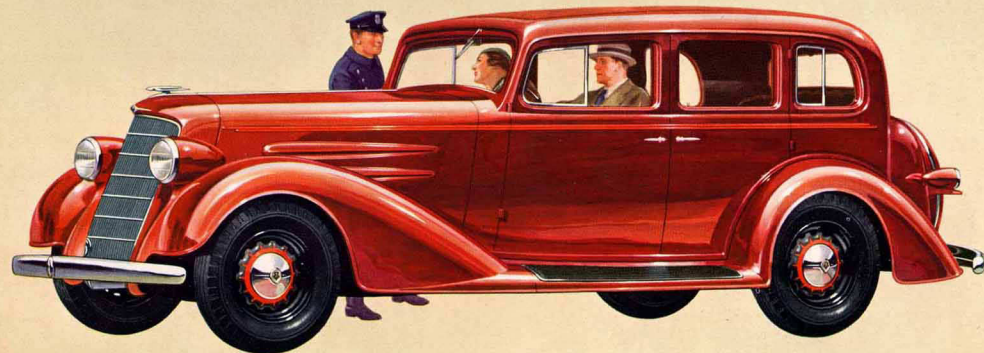




The Oldsmobile Six Sport Coupe, TWO OR FOUR PASSENGERS

Happy days are ahead when you own this jaunty Oldsmobile Six. It's perfect for a brisk run to the seaside or to the country club. Extra passengers are hospitably accommodated in the big rumble seat with its comfortable back. The whole car has an air of vigor and liveliness that defies analysis. Its rakish lines, its bright colors, skirted fenders, sloping radiator, and even its gay radiator ornament—all contribute to make it an ideal companion for people who like the good things in life. Yet it is priced at an amazingly low figure.

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The Oldsmobile Six Touring Sedan, FIVE PASSENGERS

Take the wheel of this big Sedan, move the driver's seat forward or back in a twinkling to your favorite position, and you are all set for a cross-country trip. Luggage is securely packed in the trunk, built as an integral part of the body. It can't squeak or rattle. Its wide lid, permitting easy access, is held by substantial chrome-plated hinges. The interior of the car is as smart as the exterior. The upholstery, trimming, and appointments—all contribute to an impression of charm and good taste. You will be proud of this car wherever you drive it.

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Room for full-stretch comfort in Bodies by Fisher

You settle down in luxury as satisfying as that afforded by an armchair at home. Even when the car is filled, every passenger can relax and enjoy the ride. Every detail contributes to the atmosphere of charm and good taste.

REINFORCED STEEL

Bodies by Fisher

THE TYPE USED ON THE WORLD'S MOST COSTLY CARS

Open the door of an Oldsmobile Six . . . step in . . . and make yourself at home. Right away, you will be intrigued by the smartly tailored mohair or whipcord upholstery and the attractive appointments.

Try that back seat. Notice how it fits your body, letting you relax. Notice, too, the ample headroom and leg room. This car is built for big people.

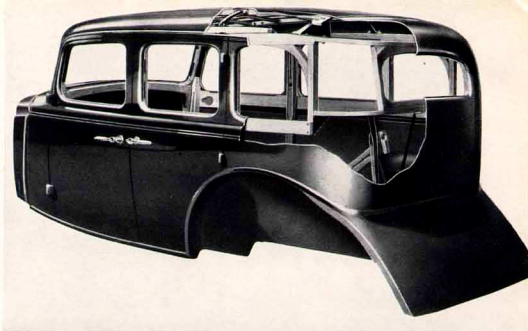
The front seats are just as comfortable. And there's lots of leg room in front, too. That glove compartment in the dash is very handy, and it locks.

Notice how you can see the speedometer and other instruments. Just a glance at those big aviation type dials tells you everything you want to know. The instrument panel itself and the mouldings in the car are real style features, too. Don't overlook the convenience of the window handles and control knobs.

And, of course, the Oldsmobile Six has what every modern car must have—Fisher No Draft Ventilation. Lots of fresh air without drafts in cool weather; smoke and used air drawn out of the car; no dangerous fogging of the windshield in bad weather; and, on warm days, the car literally scoops in cooling breezes. Notice that the large screened cowl ventilator opens the reverse way from conventional. It's far more effective this way—another outstanding Fisher contribution to motoring comfort.

Unobstructed vision for the driver and all passengers adds greatly to the safety and pleasure of driving.

Windshield pillars, which are usually the chief "blind spots" in a closed body, have been so engineered that the driver has a full view of the road and the territory on each side. Windshield and ventilators are of shatterproof safety glass.



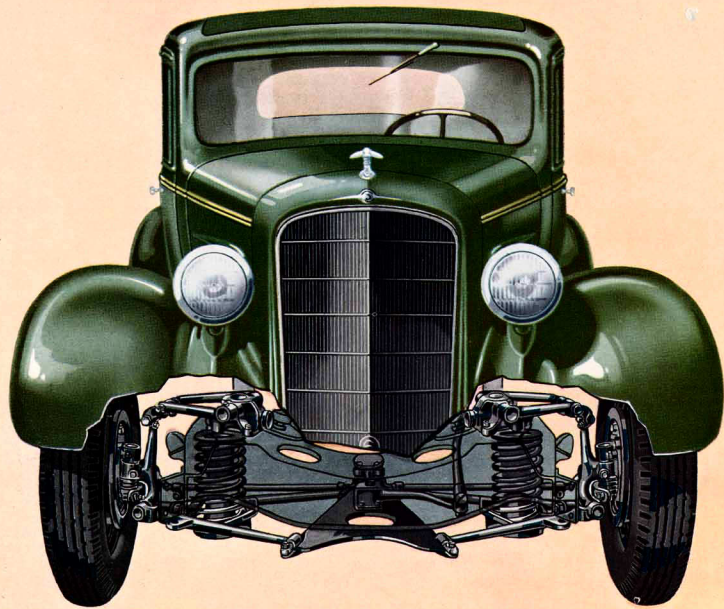
When it comes to body building, what more can you ask than experience? Fisher, largest builder of closed bodies in the world, gives strength and resiliency to Oldsmobile bodies with steel reinforced by hardwood construction, as used universally on the world's most expensive cars.

The height of the seats has been scientifically determined so that the line of vision for all occupants of the car is through the center of the windows. Sitting in complete comfort, neither too high nor too low, driver and passenger alike enjoy an unobstructed view.

Another pleasing feature is the elimination of drafts and "air leaks" from the bottom of the doors. To accomplish this, door bottoms are extended well below the car floor. This construction enhances the beauty of the exterior by contributing to the car's low, fleet appearance.



Fisher experience is apparent in the scientific bracing of the body. Years of careful study have shown just where to use sturdy braces such as this.



Oldsmobile Knee-Action Wheels

Each wheel is individually cushioned by its own big, resilient coil spring. It can step over a bump or a hole without transmitting jar to the car or to the passengers in it. Notice the size and strength of the front cross member and the general sturdiness of the whole assembly. It affords far greater stability than any type of front axle and stiff, flat front springs.

Oldsmobile Knee-Action Wheels

ABOLISH JAR . . . BUMP . . . AND BOUNCE

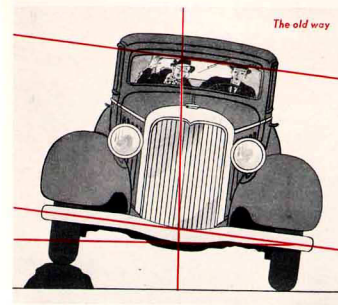
The minute you start to ride in the Oldsmobile Six for 1934, you notice a marvelous new riding comfort that you have never before experienced. Even on city pavements, there is a remarkable difference. But on the rougher roads and at high speeds the difference, especially in the back seat, is almost unbelievable.

Unconsciously, you tense yourself as you see bumps or ruts ahead. The next moment, you are over them without any of the bouncing or jarring you expected. Within a few minutes, you are accustomed to the new order of things. No matter what the road looks like, you relax for the most

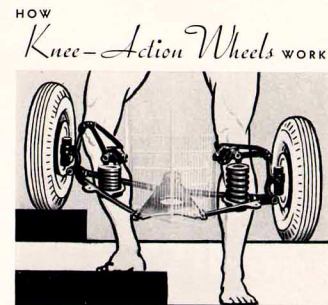
comfortable ride of your life—the jar, bump, and bounce are gone. Oldsmobile's Knee-Action Wheels are the result of two years' research and testing on the part of General Motors engineers.

Now perfected, they open up for you a wonderful new motoring experience.

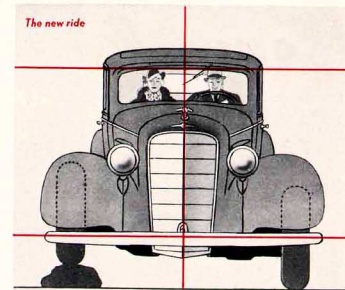
Traveling at high speed on a rough road, you can read a newspaper in the Oldsmobile Six—so amazing is its smooth riding. Even the "wash-board" road takes on boulevard smoothness. You swing around curves at high speed with no alarming, uncomfortable rolling.



The conventional type car is stiff-legged. Stiff front springs are rigidly joined by an I-beam front axle. So when you hit a bump, the front of the car bounces, the rear pitches, and you are jarred. Red lines show how body of conventional car tilts when one front wheel goes over a bump.



In this illustration, the human knee action is compared with that of Knee-Action Wheels. One knee bends easily, lifting its leg. The other leg is not affected; equilibrium is not disturbed. The knee, not the body, takes the jar.



The Oldsmobile Six for 1934. No more front axle, no stiff springs. The wheel, flexibly mounted with its own strong coil spring, rises and falls like a knee to soak up the shocks, while the Oldsmobile glides on. Red lines show that the Oldsmobile body stays level when front wheel goes over a bump.

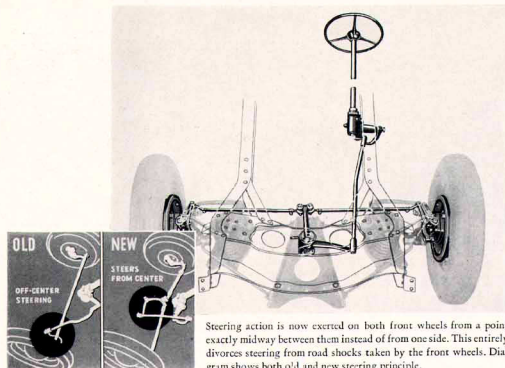
Center-Control Steering AND THE Ride Stabilizer

Notice how easily the Oldsmobile steers. You do not need to grip the wheel and fight against an unending series of shocks and jerks. Instead, you merely set the course and let your hands rest lightly on the wheel. There is no wobble or shimmy—the car goes straight as an arrow wherever you point it. Oldsmobile Center-Control Steering makes possible this new ease and safety.

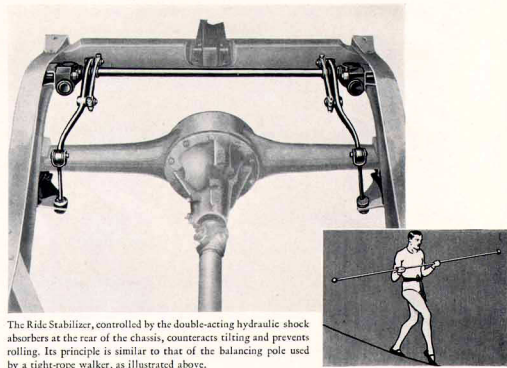
In the Oldsmobile, steering action is exerted on both front wheels from a point exactly midway between them instead of from one side. The car is much more responsive to the steering wheel, and the steering wheel itself is completely free from shimmy or quiver under your hand. Neither car nor steering wheel "fights the turn".

Further evidence of the revolutionary change in automobile design made possible by Knee-Action Wheels is afforded every time the Oldsmobile takes a curve. There is no rolling or swaying—the car clings to the road. Knee-Action Wheels have made possible a better distribution of weight and a lower center of gravity.

Supplementing these factors is a Ride Stabilizer. This is a spring steel bar joining the two rear shock absorbers in such a way that when one side of the body rises faster than the other, causing body roll, the stabilizer counteracts the motion. Weaving and twisting of the frame are thus prevented. The side-to-side rolling motion usually experienced on curves is eliminated.



Steering action is now exerted on both front wheels from a point exactly midway between them instead of from one side. This entirely divorces steering from road shocks taken by the front wheels. Diagram shows both old and new steering principle.



The Ride Stabilizer, controlled by the double-acting hydraulic shock absorbers at the rear of the chassis, counteracts tilting and prevents rolling. Its principle is similar to that of the balancing pole used by a tight-rope walker, as illustrated above.

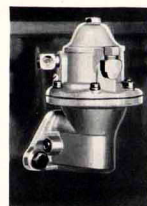
More Power from Less Gasoline

OUTSTANDING ECONOMY WITH NO SACRIFICE IN PERFORMANCE

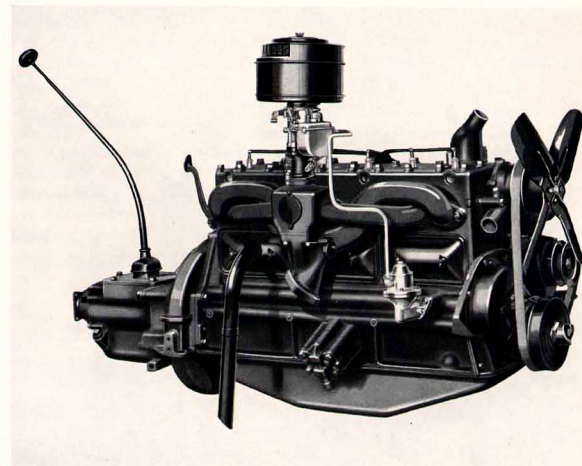
You'll be proud of the performance of your Oldsmobile Six. You'll like its quick starting, its flashing acceleration, its eager response to your demand for high speed or extra power on a steep hill. You'll be pleased with its unusual economy of operation. For it will give you better than seventeen miles to the gallon at fifty miles per hour—and still better mileage at lower speeds.



Easy starting is a notable characteristic of the Oldsmobile Six. The starter is the positive engagement type. When you depress pedal, starter gear engages the flywheel *before* electrical contact is made. Eliminates sticking. Coordination of starter with throttle facilitates starting.



This engine driven fuel pump with integral filter assures an even flow of fuel to the carburetor under all conditions.



With a bore of $3\frac{3}{8}$ inches and a stroke of $4\frac{1}{8}$ inches, the 84-horsepower Oldsmobile Six L-head engine has a displacement of 213.3 cubic inches. It is cushioned on rubber. The crankshaft operates on four main bearings, of the thin shell interchangeable type, which have a higher load factor of safety than any other type. Pressure lubrication, fuel pump, air cleaner, and thermostatically controlled cooling system are a few of its many advanced features.



Electroplated pistons permit a close fit and reduce the "breaking-in" period. Connecting rod bearings are the interchangeable thin shell type.



Weighing 71 pounds, this crankshaft of drop-forged high carbon steel is counterweighted and fitted with a vibration damper. Balanced both at rest and in motion, it contributes to smooth, dependable performance.

Efficient Engine Lubrication and Cooling

GUARDING PERFORMANCE . . . GUARDING YOUR POCKETBOOK

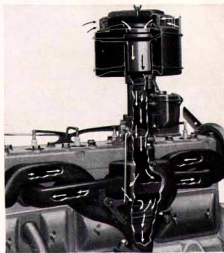
Efficient lubrication in the Oldsmobile guards your pocketbook in two ways—it cuts down expenditures for oil, and it protects every working part, lengthening its life, as well as assuring smooth performance.

With the high road speed of which Oldsmobile is capable, only the best lubrication system is acceptable. Oldsmobile, therefore, uses full-pressure lubrication.

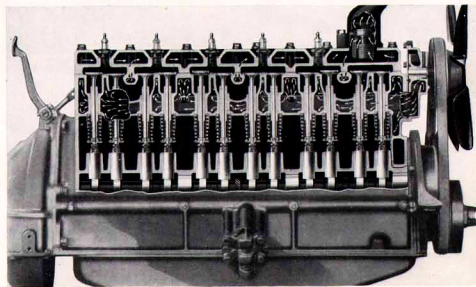
A gear driven pump operated from the camshaft draws oil from the crankcase and then sends it, under pressure, to each of the main bearings. The oil is then forced through a passage drilled in the crankshaft to all the connecting rod bearings. Each connecting rod also

has a rifle-drilled passage through its center. Through these passages, the oil, under pressure, reaches the piston pins. Oil is also directed from the main bearings to the camshaft bearings. From the front camshaft bearing, oil passes to the timing chain.

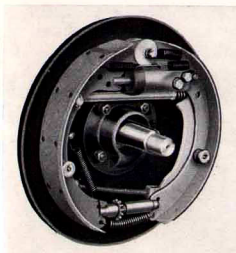
Equally important in guarding performance is the efficient cooling system of the Oldsmobile Six. It is thermostatically controlled so that while the water is cold it circulates only through passages in the engine. As the engine warms up, the water is permitted to flow through the radiator. In this way, the engine is always kept at correct operating temperature, in any weather.



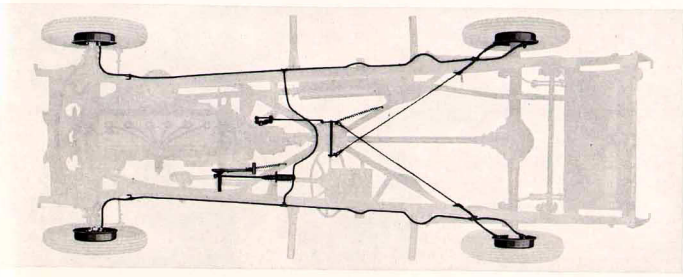
Dust and other injurious abrasives are prevented from reaching working parts of the engine by this air cleaner which also silences the sound of air entering the carburetor.



Super Hydraulic Brakes



The brake is the self-energizing internal-expanding type. The large size of the brake drum and the width of the brake lining assure a positive, smooth stop when Oldsmobile Super Hydraulic Brakes are applied.



The master cylinder of the Super Hydraulic braking system is mounted immediately behind the brake pedal. Direct piping leads from the master cylinder to a cylinder within each brake. The whole system is filled with liquid, completely excluding air. Pressure exerted through the brake pedal to the master cylinder causes liquid to flow from the master cylinder to the cylinder in each brake, exerting equal pressure at all four wheels.

A smooth start, a smooth ride, a smooth stop—the Oldsmobile Six for 1934 gives you all three.

If you are accustomed only to mechanically operated brakes, or ordinary hydraulic brakes, you will be amazed at the smooth, quick stop when you apply Oldsmobile Super Hydraulic Brakes. You can feel the brakes take hold gently but firmly the instant you put your foot on the brake pedal. And you instinctively apply just the right pressure for all conditions.

The danger of skidding is practically eliminated, because pressure is always equal on all four brakes.

The system is governed by the fact that pressure on a column of liquid is exerted equally in all directions.

Depression of the brake pedal forces liquid out of a master cylinder, through steel pipe lines, to a cylinder

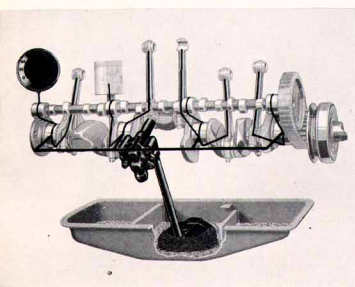
in each brake. There, it forces out a piston and applies the brake.

The self-energizing brake action is progressive, through a greater pedal range—a great advancement over the conventional type of hydraulic brake.

The brakes themselves are the same self-energizing type that have proved so satisfactory on former Oldsmobiles. Now, however, instead of being actuated by a mechanically operated cam, they are applied by a piston in an hydraulic cylinder.

For parking, the rear brakes are operated mechanically by a hand brake lever. They have stopping power equal to the entire braking system of former cars with two-wheel brakes.

By themselves, Super Hydraulic Brakes constitute remarkable value in a low price car. But in the Oldsmobile Six they are only one of many outstanding values. In no other car at this low price can you find *all* the features that Oldsmobile has built into its 1934 Sixes. Style leadership has been matched with mechanical excellence and durability that have no equal at anything like the price of the all-feature Oldsmobile Six.

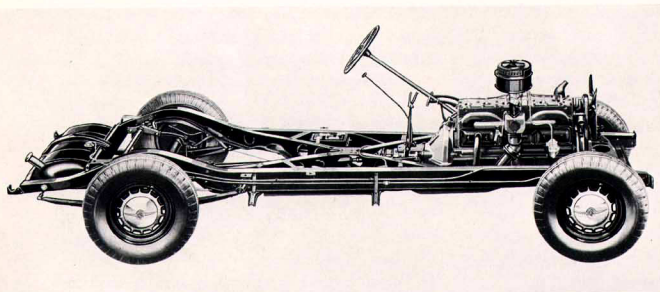


Black lines show how oil is forced, under pressure, to main bearings, connecting rod bearings, piston pins, and camshaft bearings. The connecting rods are rifle-drilled to permit passage of oil, under pressure, to piston pins. A fine car feature, assuring long life and quiet operation.

This diagram shows how water circulation is confined to the engine until it has warmed up. A thermostatic control permits water to circulate through the radiator only after the correct operating temperature has been reached. Generous water passages entirely surround each cylinder, valve seat, and combustion chamber.

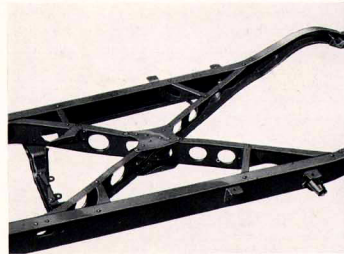
Steel Girder Strength

TO DEFY THE ROUGHEST ROAD... TO OUTLAST THE PASSING YEARS



It is easy to see why the Oldsmobile Six clings so securely to the road under all conditions. The low, well-balanced chassis is engineered for roadability as well as strength.

The sturdy rear axle of the Oldsmobile Six is the semifloating type. The universal joints on the propeller shaft are of the anti-friction needle bearing type, requiring no lubrication. They preserve correct alignment under all road conditions.

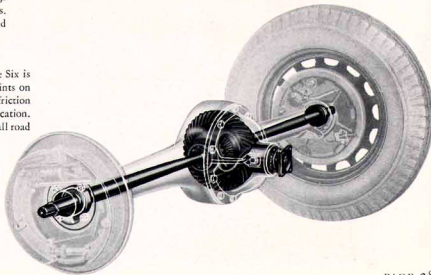


A sturdy X member prevents twisting of the frame and provides a stable foundation for mounting the body. The front legs of the X member are carried forward within the side rails to the center of the front cross member, giving extra strength and sturdiness.

Like every part of the Oldsmobile Six for 1934, the chassis measures up to the standards of high-priced cars.

Oldsmobile Kneec-Action Wheels have made possible an even distribution of weight that greatly aids balance and roadability. The X type frame is made of pressed steel in channel sections, 5½ inches deep, and ruggedly braced. The front member is exceptionally large and strong, and in combination with the front suspension gives the car far greater stability than would any type of front axle.

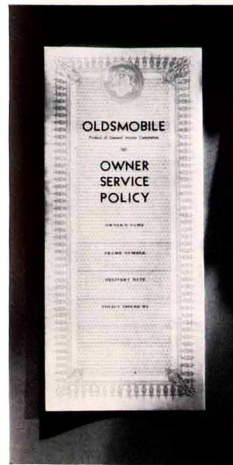
The front fenders and radiator group are a unit assembly. This entire assembly is mounted to the front cross member of the frame at a single point on rubber insulation. In this way, the fenders and radiator are insulated from the frame and are freed of strain and vibration.



Service...WORTH REMEMBERING, BECAUSE IT CAN BE FORGOTTEN

When you proudly take delivery of your Oldsmobile Six, you will be handed an envelope containing your Oldsmobile Owner Service Policy and an Identification Card, introducing you to authorized Oldsmobile Service Stations in every part of the country.

Besides the standard guarantee on parts and labor, your Oldsmobile Owner Service Policy provides for a series of free inspections and adjustments for your car. It also extends a tourist privilege under which you obtain many of these inspections, even though you are thousands of miles from home.



How you can buy an OLDSMOBILE STYLE LEADER SIX

There is no need to delay purchasing your Oldsmobile Six. Let the Oldsmobile dealer show you how you can get it at once.

Because of the many facilities provided by GMAC—General Motors Time Payment Plan—your dealer can make surprisingly favorable financing arrangements to suit your needs.

In a very few minutes, he can show you exactly how little it will cost you to take immediate possession of one of these new Style Leaders with Kneec-Action Wheels and all the other Oldsmobile advancements.





Triumphant...IN THE HANDS OF THE WORLD'S MOST CRITICAL JUDGES

Long before the Oldsmobile Six for 1934 was introduced to the public, every detail of construction underwent a series of grueling tests at the General Motors Proving Ground. To be ruth-

lessly critical is the duty of the experts at the Proving Ground. The Oldsmobile Six was driven night and day under the hardest possible conditions, but it came triumphantly through every test.

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A Glorious Tribute TO THE OPEN MIND OF GENERAL MOTORS RESEARCH

Knee-Action Wheels, with which Oldsmobile changes your ride to a glide, are not new to the General Motors Research Laboratories.

More than two years ago, the Laboratories began the studies that resulted in this important contribution to motoring comfort and safety.

General Motors Research Laboratories are the advance guard of motoring. They are constantly scouting far ahead of the general march.

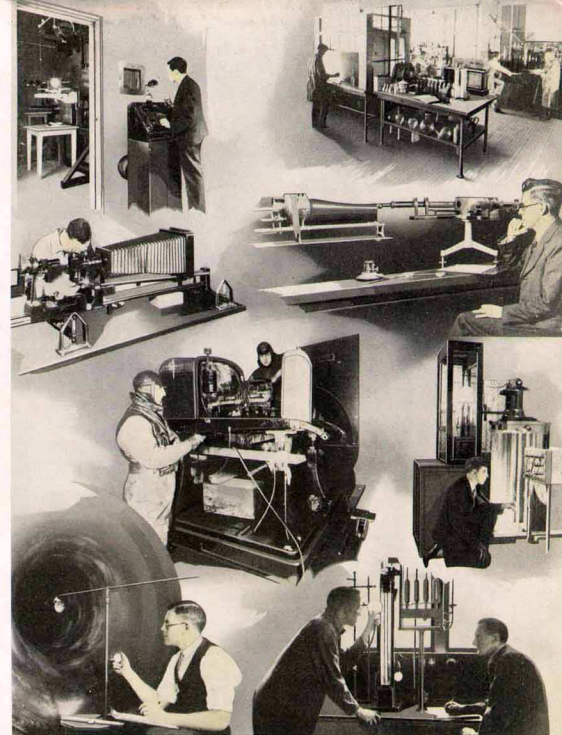
With an open mind, they study every phase of automobile design and construction. Even the most firmly established principles are questioned to see if there are not still better methods to take their places.

A Chemical Section finds ways to improve basic materials. A Fuel Section seeks more and better miles per gallon. An Engineering Tests Section studies engine operation in temperatures of 50 degrees below zero and under other extreme conditions. There is even a special Carburetor Department, entirely devoted to the study and improvement of this one comparatively small part of a car. No detail is too small, no principle is too broad to escape constant questioning.

An individual motor car manufacturer could not afford to underwrite such costly and continuous study and experiment. But, as a member of General Motors, Oldsmobile shares richly in the developments that are the outcome of this constant search.

The Oldsmobile Six for 1934 is a glorious tribute to the open mind of General Motors Research. In this car are embodied not one, but dozens, of advancements that in the ordinary course of events would not have been available for years. And Oldsmobile, with its perfected manufacturing methods, has incorporated these developments in a car of amazingly low price.

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THE Oldsmobile STYLE LEADER SIX IN BRIEF

ENGINE—Bore, 3 $\frac{1}{8}$ inches; stroke, 4 $\frac{1}{8}$ inches, displacement, 213.3 cubic inches. N.A.C.C. rating, 26.3 h.p. Dynamometer test, 84 h.p. at 3200 r.p.m. Engine mounted in rubber on four-point controlled cushioned mountings.

MAIN BEARINGS—Four metal back bearings, babbitt lined; thin shell; interchangeable type.

CRANKSHAFT—Fully counterweighted 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 special steel, I-beam type, 7 $\frac{1}{8}$ inches long. Drilled throughout entire length for pressure lubrication of piston pins. Bearings, thin shell, interchangeable type.

PISTONS—Cast of special gray iron. Electroplated, permitting a close fit and reducing the breaking-in period. Fitted with two compression rings and one oil control ring. Piston pin, $\frac{3}{8}$ -inch diameter, 2 $\frac{3}{8}$ inches long, locked in piston.

VALVES—Intake, alloy steel, 1 $\frac{1}{8}$ inches in diameter; exhaust, Silchrome steel, 1 $\frac{1}{8}$ inches in diameter.

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

COOLING SYSTEM—Harrison vee type radiator with thermostatic control. Capacity, 14 $\frac{3}{4}$ quarts. Forced circulation by centrifugal pump located at front of cylinder block. Four-blade fan, driven by belt.

CARBURATION—Down-draft with manual choke control on instrument panel; automatic heat control, combination air cleaner and intake silencer. Automatic choke control available at extra cost.

IGNITION—Delco-Remy distributor; mounted in accessible position on left side of engine; full automatic advance.

GENERATOR—Delco-Remy lampload type; maintains a high charging rate while car is operated at high speed or with lights on. Produces maximum amperage at 34 m.p.h. in contrast to 25 m.p.h. in usual type.

STARTING MOTOR—Delco-Remy with positive mechanical engagement of starting gear.

CLUTCH—Single dry disc; 9 inches in diameter. Unusually low pedal pressure required.

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

BATTERY—Delco-Remy; 15 plate; 100-ampere hour capacity. Lighting, large diameter, torpedo-shaped head lamps with tilting beams controlled from convenient pedal switch on floor board. Lighting switch on instrument panel. Dual tail-lights mounted on trunk of touring models. Single tail-lamp on all other models.

FRONT WHEELS—Knee-Action Wheels, independent front wheel spring suspension. Each front wheel has its own strong, resilient coil spring, abolishing the stiff I-beam front axle. Greater stability than with any type of front axle is secured by increased strength of frame and front suspension.

BRAKES—Super Hydraulic. Pressure on brake pedal forces liquid from master cylinder, through direct piping, to cylinder in each brake. Pressure in brake cylinders forces out piston and actuates brake. Brakes are self-energizing, fully enclosed, internal-expanding type. Hand lever for parking actuates brake shoes within rear brakes through a straight line mechanical hook-up. Total service brake area, 166 square inches.

WHEEL BASE—114 inches; diameter turning circle, 38 feet.

PROPELLER SHAFT—Tubular type, 2 inch diameter. Universal joints incorporate anti-friction needle bearings, requiring no lubrication.

REAR SPRINGS—Semielliptic; assembled to frame with thread type bolts at front and silent "U" type threaded shackle at rear.

STEERING GEAR—Center-Control Steering. Separate tie rods to each front wheel, linked to one arm of L-shaped lever mounted on ball bearing at center of front frame cross member. Other arm of lever 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, 19 to 1.

FRAME—Gives low over-all height to car with no sacrifice in ground clearance. Sturdy X member to prevent twisting. Front legs of X member carried forward within side rails to center of front cross member which is greatly increased in strength and size. All metal parts subject to weathering are Parkerized for protection against rust.

RIDE STABILIZER—A spring steel bar joining the two rear shock absorbers to counteract twisting of frame on curves and rough roads.

WHEELS—Demountable steel, with attractive, large diameter hub caps.

TIRES—17 x 5.50 nonskid balloon cords. Large low-pressure 16 x 6.50 tires, as shown in car illustrations, available at extra cost.

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

FENDERS—All fenders, splash aprons, and other chassis sheet metal parts subject to weathering are bonderized before enameling or lacquering to prevent rust. All cars equipped with black enamel fenders. Fenders lacquered in body color, as shown in car illustrations, available at nominal extra cost.

RADIO—All models have aerial with shielded lead-in wire.

BODY TYPES—Five-Passenger Coupe; Five-Passenger Sedan; Five-Passenger Touring Coupe with built-in trunk; Two-Passenger Business Coupe; Five-Passenger Touring Sedan with built-in trunk; Two- or Four-Passenger Sport Coupe. Fisher bodies with Fisher No Draft Ventilation. Safety glass in windshield and No Draft Ventilators.

All five-wheel models are equipped at the factory with bumpers, spare tire, drum type metal tire cover, tire lock, and rear spring covers at extra cost.

Six-wheel models are equipped at the factory with bumpers, two spare tires, two ring type metal tire covers, two tire locks, rear spring covers, front fender wells, two side tire carriers, and a sixth wheel at additional cost.

The following accessories may be built in at the factory in groups at slight additional cost. Group B—Automatic choke, double windshield wiper, vacuum booster for fuel pump, two trumpet horns synchronized for tone. Group X—Right-hand inside mirror, cigarette lighter, gear-shift ball, and bumper guards. Low-pressure, large section tires, 16 x 6.50 inches, are available at the factory at nominal extra cost. In addition, among accessories available from your dealer at extra cost are radio, gas tank cap lock, sport light, two-piece luggage set, and trunk rack for six-wheel equipped cars. Oldsmobile reserves the right to make changes in prices, colors, and specifications without incurring any obligation to adjust prices or to make changes on cars already sold.

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