The Larger Finer EIGHT

Originally developed to give Oldsmobile owners the dynamic performance of a powerful straight eight engine—the Oldsmobile Eight has now been refined, improved and developed until it takes its place rightly among the really fine motor cars. . . . Brilliantly engineered throughout, and built with the most exacting care in all its details, it represents the finest embodiment of Oldsmobile quality. Both for what it *is* and what it *does*, the Oldsmobile Eight would represent a remarkable value at "normal" prices. Yet despite its advancement in all phases of its excellence, it is offered at prices materially reduced. . . . If you seek a car of unquestioned quality in all respects—a car of generous size and weight—and one endowed with really brilliant performance . . . you are sincerely advised to check your requirements against the Oldsmobile Eight. You will find not only every obvious characteristic you desire in an automobile—but you are assured, in addition, an unusual measure of that priceless quality—Oldsmobile dependability.

ENGINE—Bore, 3 inches; stroke, $4\frac{1}{4}$ inches; displacement, 240.3 cubic inches. N. A. C. C. rating, 28.8 h.p. Dynamometer test, 90 h.p. at 3350 r.p.m. Engine mounted in rubber, on three-point controlled cushioned mountings.

MAIN BEARINGS—Five special analysis steel back, babbitt lined bearings: Front, $2\frac{1}{4}$ inches x $1\frac{5}{8}$ inches; 2nd, $2\frac{7}{16}$ inches x $1\frac{1}{4}$ inches; 3rd, $2\frac{1}{2}$ inches x $1\frac{3}{8}$ inches; 4th, $2\frac{9}{16}$ inches x $1\frac{1}{4}$ inches; 5th, $2\frac{5}{8}$ inches x $1\frac{9}{16}$ inches.

CRANKSHAFT—Fully counterweighted and fitted with vibration damper. Drop-forged of heat-treated high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings. $38\frac{13}{16}$ inches long, weight 93 pounds.

CONNECTING RODS—Drop-forged of special steel. I-beam type, 9 inches long. Lower bearing, $2\frac{1}{4}$ inches in diameter, $1\frac{3}{8}$ inches long. Drilled throughout entire length for pressure lubrication of piston pins.

PISTONS—Cast of special gray iron. Electroplated, permitting a close fit and reducing the breaking-in period. Fitted with two compression rings and two oil control rings above piston pin. Piston pin, .8554-.8558 inch in diameter, $2\frac{11}{16}$ inches long, locked-in piston.

VALVES—Intake, alloy steel, $1\frac{9}{16}$ inches in diameter; exhaust, silchrome steel, $1\frac{7}{16}$ inches in diameter. Removable guides. Valve lifters, of mushroom type, rotate in removable brackets in groups of four and are completely enclosed.

CAMSHAFT—Drop-forged from heat-treated special steel, mounted in six pressure oiled bearings. Front bearing, $2\frac{5}{16}$ inches x $1\frac{9}{32}$ inches; 2nd, $2\frac{1}{4}$ inches x $1\frac{1}{16}$ inches; 3rd, $2\frac{3}{16}$ inches x $1\frac{1}{16}$ inches; 4th, $2\frac{1}{8}$ inches x $1\frac{1}{16}$ inches; 5th, $2\frac{1}{16}$ inches x $1\frac{1}{16}$ inches; 6th, $1\frac{13}{16}$ inches x $1\frac{3}{16}$ 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 submerged in oil pan, driven by vertical shaft from camshaft, equipped with effective oil filter. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 7 quarts.

COOLING SYSTEM—Harrison vee-type radiator with thermostatic control and recirculation system. Capacity, 19 quarts. Forced circulation by centrifugal pump, located at front of cylinder block. Four-blade fan, driven by V-type belt.

CARBURETION—Duplex down-draft, with automatic choke and automatic throttle advance upon starting; automatic heat control, combination air cleaner and intake silencer and "Remo Injector" decarbonizer.

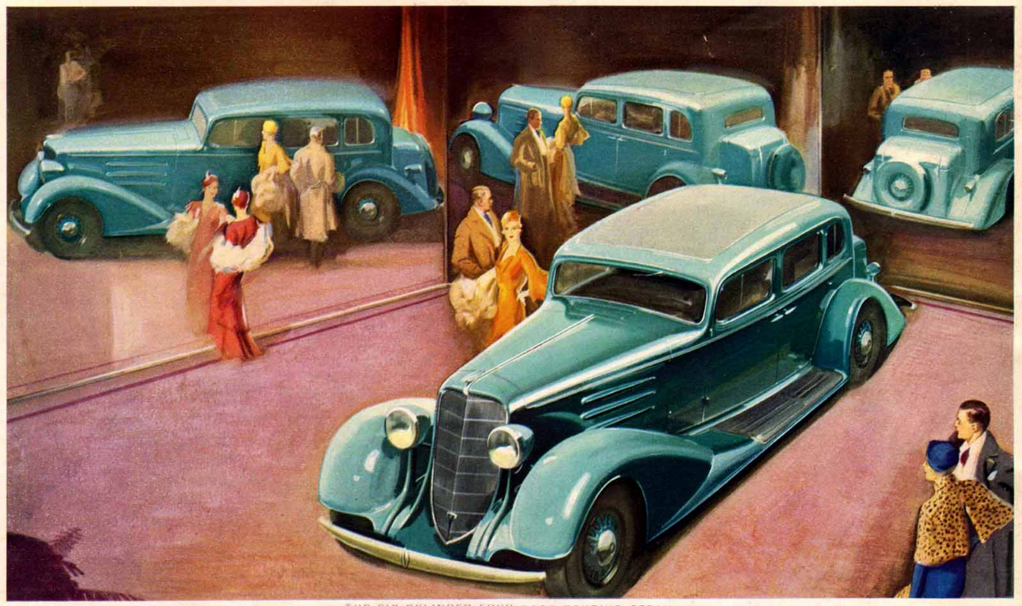
BATTERY—6-volt, 13-plate, 98-ampere-hour capacity. Lighting—large diameter bullet-shaped headlamps with tilting beams controlled from convenient pedal switch on floor board. Dual tail lamps. Lighting switch on instrument panel.

STEERING GEAR—Semi-irreversible worm and double roller type. Worm gear mounted on tapered roller bearings. Steering column adjustable. Ratio, 17 to 1.

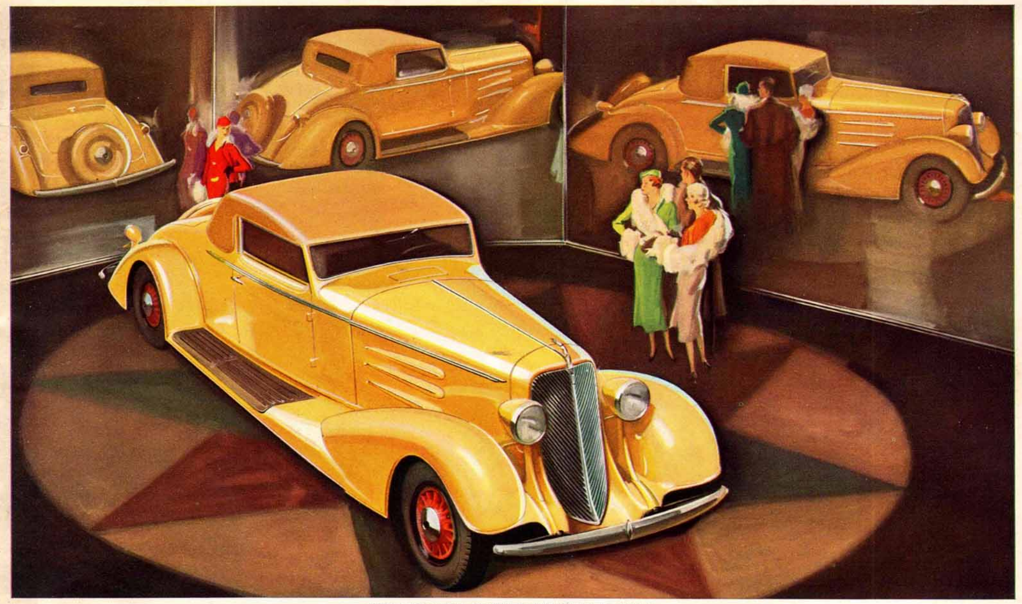
TIRES—17 x 6.00 non-skid balloon cords. . . . Painted, demountable, pressed steel wheels standard.

WHEELBASE—119 inches; turning circle, 42 feet; road clearance, $8\frac{1}{2}$".

All models are equipped with Bumpers, Spare Tire, Metal Tire Covers, Tire Lock and Spring Covers at the factory at nominal extra cost. Top boot for Convertible Coupe is available at slight additional cost. 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.



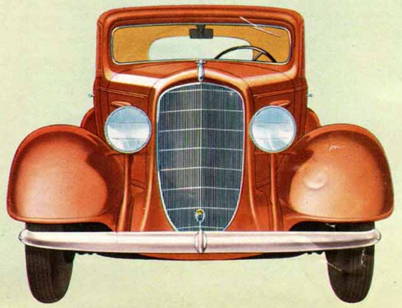
THE SIX-CYLINDER FOUR-DOOR TOURING SEDAN



THE EIGHT-CYLINDER CONVERTIBLE COUPE

OLDSMOBILE 6 AND 8 OLDSMOBILE 6 AND 8

The Roomier More Powerful SIX



Oldsmobile offers for 1933 a six-cylinder car which is destined to add greatly to an established reputation for brilliant performance and exceptional durability. . . . Year after year, advanced design and sound engineering have given the Oldsmobile Six more power, speed, smoothness, comfort, and stamina. As a result these cars have earned and held an owner loyalty surpassed by *no other automobile,* and may be regarded as evidence of Oldsmobile's basic policy—to design progressively, to build faithfully, to sell honestly, and to service sincerely. . . . When you inspect and drive the 1933 Oldsmobile Six you will learn how closely it approaches the Oldsmobile ideal of *balanced excellence.* You will find that this year you need make no compromise whatever—that you don't have to accept a car which stresses any one feature at the sacrifice of others. For the Oldsmobile Six gives you a perfect balance of all the desirable motor car qualities—Style, Performance and Durability—at the lowest price in ten years!

ENGINE—Bore, $3\frac{3}{8}$ inches; stroke, $4\frac{1}{8}$ inches; displacement, 221.4 cubic inches. N. A. C. C. rating, 27.34 h.p. Dynamometer test, 80 h.p. at 3200 r.p.m. Engine mounted in rubber on three-point controlled cushioned mountings.

MAIN BEARINGS—Four special analysis steel back, babbitt lined bearings: Front, $2\frac{15}{32}$ inches x $1\frac{1}{2}$ inches; 2nd, $2\frac{35}{64}$ inches x $1\frac{9}{16}$ inches; 3rd, $2\frac{21}{32}$ inches x $1\frac{9}{16}$ inches; 4th, $2\frac{23}{32}$ inches x $1\frac{31}{32}$ inches.

CRANKSHAFT—Fully counterweighted and fitted with vibration damper. Drop-forged of heat-treated high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings. $33\frac{7}{32}$ inches long, weight, 71 pounds.

CONNECTING RODS—Drop-forged of special steel. I-beam type, 9 inches long. Lower bearing, steel-back removable type $1\frac{7}{8}$ inches in diameter, $1\frac{3}{8}$ inches long. Drilled throughout entire length for pressure lubrication of piston pins.

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 above piston pin. Piston pin, .8554-.8558 inch in diameter, $3\frac{1}{16}$ inches long, locked in piston.

VALVES—Intake, alloy steel, $1\frac{5}{8}$ inches in diameter; exhaust, silchrome steel, $1\frac{1}{2}$ inches in diameter. Removable guides. Valve lifters, of mushroom type, rotate in removable brackets in groups of four and are completely enclosed.

CAMSHAFT—Drop-forged from heat-treated special steel, mounted in four pressure oiled bearings. Front bearings, $2\frac{1}{4}$ inches x $1\frac{9}{32}$ inches; 2nd, $2\frac{3}{16}$ inches x $1\frac{1}{8}$ inches; 3rd, $2\frac{1}{16}$ inches x $1\frac{1}{8}$ inches; 4th, $1\frac{13}{16}$ inches x $1\frac{15}{32}$ 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 submerged in oil pan, driven by vertical shaft from camshaft, equipped with effective oil filter. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 6 quarts.

COOLING SYSTEM—Harrison vee-type radiator with thermostatic control and recirculation system. Capacity, 17 quarts. Forced circulation by centrifugal pump, located at front of cylinder block. Four-blade fan, driven by V-type belt.

CARBURETION—Down-draft, with automatic choke, and automatic throttle advance upon starting; automatic heat control, combination air cleaner and intake silencer, and "Remo Injector" decarbonizer.

BATTERY—6-volt, 13-plate, 86-ampere-hour capacity. Lighting—large diameter bullet-shaped headlamps with tilting beams controlled from convenient pedal switch on floor board. Dual tail lamps. Lighting switch on instrument panel.

STEERING GEAR—Semi-irreversible, three-tooth worm and sector type. Worm gear mounted on tapered roller bearings. Steering column adjustable. Ratio 16 to 1.

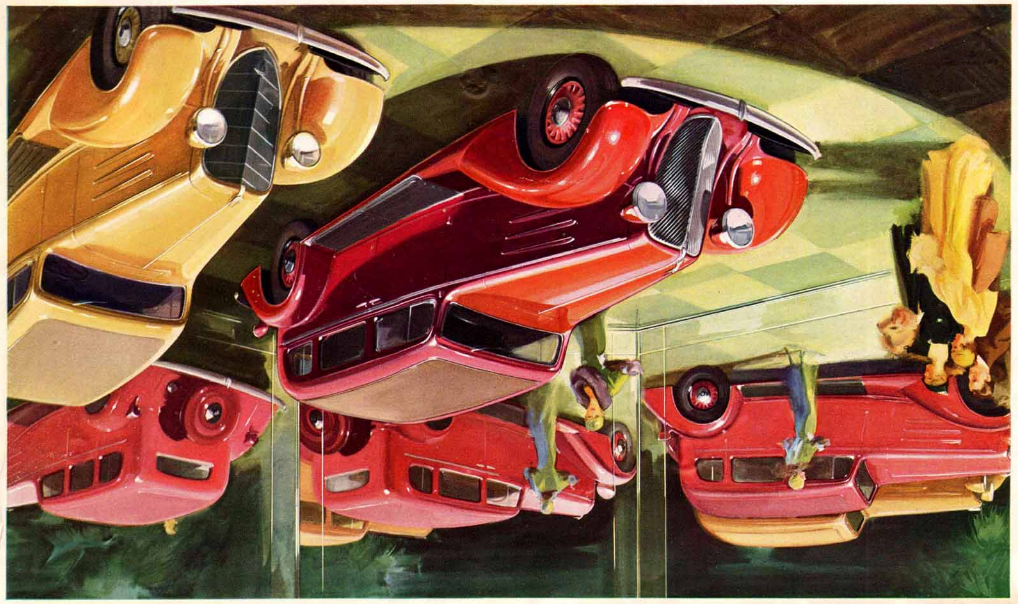
TIRES—17 x 5.50 non-skid balloon cords. . . . Painted, demountable, pressed steel wheels standard.

WHEELBASE—115 inches; turning circle, 39 feet; road clearance, $8\frac{1}{2}$".

Six-wheel equipment, consisting of wells in both front fenders, fender well tire carriers equipped with locks and extra (sixth) pressed steel wheel, available at additional cost on all Six and Eight-cylinder body styles except Five-Passenger Coupe and Four-Door Sedan. Safety glass standard in all windshields and ventilators—available in all windows at slight additional cost.

TWO *Style Leaders* FOR 1933

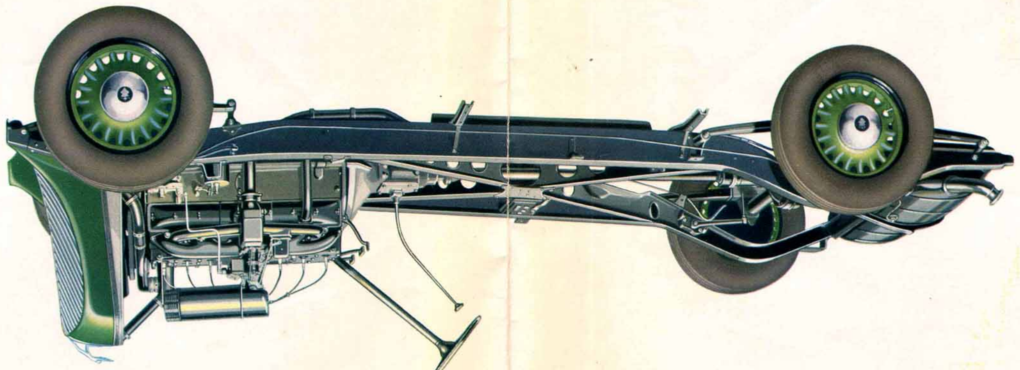
True distinction in motor cars has, heretofore, been expensive. Now Oldsmobile has made it decidedly inexpensive . . . The best ideas of modern automobile design are reflected in these splendid new motor cars—the Oldsmobile Six and Straight Eight for 1933. Long, low, graceful, they possess that genuine smartness and pleasing individuality which always go with style leadership. Yet the prices are actually the lowest that Oldsmobile has quoted in ten years! . . . Style, however, is only one reason for pride and satisfaction. The new Oldsmobiles offer every modern refinement in comfort, ease of control and convenience. The new Fisher Bodies are larger, roomier, more smartly tailored. All closed models have the revolutionary new Fisher No-Draft Ventilation, Individually Controlled, an exclusive feature of General Motors cars for 1933. . . . On the road, few cars will challenge these new Oldsmobiles. They are fleet as the most daring driver could wish . . . and astonishingly smooth, for their powerful engines are cradled in rubber with a 3-point mounting of scientific new design. . . . Even more important is the matchless dependability which has made Oldsmobile "the car that owners recommend." . . . No need to compromise, this year. No need to buy a car for any one or two features. Oldsmobile brings you *all* the essentials of motoring satisfaction—style, performance, and durability—at prices that represent *real values.*



The New Eight . . . The New Six . . . Two General Motors Values

Featuring Fisher No-Draft Ventilation (Individually Controlled)

Brilliant Performance and Exceptional Durability Characterize the Oldsmobile Chassis

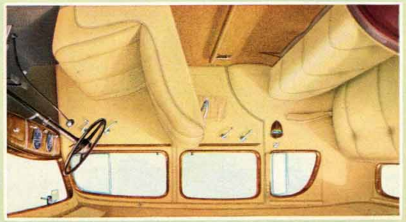


*M*asterfully engineered and ruggedly constructed, the chassis of the 1933 Oldsmobile Six and Straight Eight provide performance and stamina to match the striking modern beauty of the new cars' style. . . . There are scores of advancements built into these splendid chassis. Foremost among them is the double-drop "X" type frame, which not only adds to appearance by reducing over-all car height, but also lowers the center of gravity and increases rigidity to give the cars greater stability.

Among other significant improvements are greater horsepower, higher top speeds, remarkable smoothness of operation, and brilliant over-all engineering design which is evident in every phase of performance. And while both Oldsmobile engines—the Six and Straight Eight—have been increased in power to 80 and 90 h. p. respectively, both engines can be operated at full efficiency with ordinary fuel. The wheelbase of the Eight is 119 inches—that of the Six, 115 inches.

Fisher No-draft Ventilation Individually Controlled

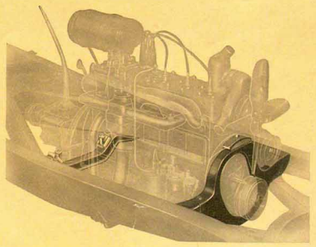
Many worthwhile improvements characterize the handsome Oldsmobile coachwork for 1933. Of first importance is Fisher No-Draft Ventilation (Individually Controlled), the greatest contribution to motoring comfort since the development of closed bodies. This impressive new feature maintains a constant supply of fresh air while completely eliminating the annoyance and menace of chilling drafts. . . . It does away with the dangerous fogging of windshield and windows. . . . It makes the car cooler in summer. . . . And it allows each passenger to control ventilation exactly to suit himself. . . . Fisher No-Draft Ventilation is typical of the unusual values being offered in the 1933 Oldsmobiles.



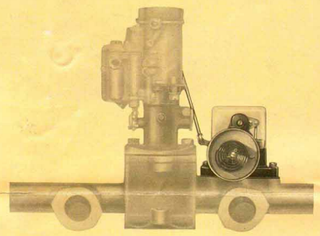
Interior Appointments in the Latest Mode

Oldsmobile interior appointments combine useful and decorative qualities in a most appealing manner. . . . The instrument panel groups *all* gauges behind polished crystal faces in two large aeroplane-type dials—indirectly illuminated and quickly, easily visible. Door and window regulator handles and all interior lights are done in a beautiful satin silver finish—and exquisitely fashioned in the latest modern mode. The robe rails which match the graceful garnish moldings in finish, are of a new and more practical design. Foot rests are full carpet-covered, with seams completely concealed. . . . All in all, these new interiors may be said to be the most luxurious as well as the most comfortable that Oldsmobile has ever offered.

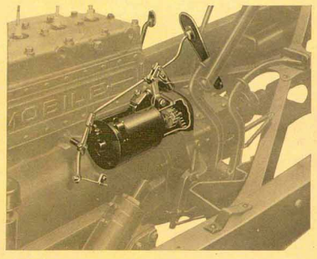
The New OLDSMOBILE · 6 and 8



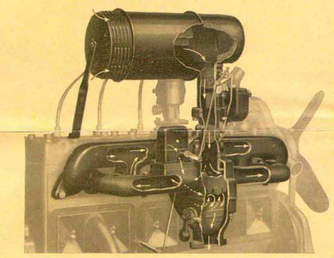
NEW-TYPE ENGINE MOUNTING—The engines in both Oldsmobiles are supported on three non-adjustable wear-proof rubber mountings, completely insulating the engine from the frame. The front engine support rests on a large block of rubber, high up and close to the water pump. The rear supports rest in two live rubber blocks which are set at 45 degree angles. The live rubber in these mountings preserves the proper alignment of the power plant and holds its movements from torque reaction within the pre-determined limits allowed by the rubber. This latest method of engine mounting eliminates all vibrations originating in and coming from the power plant, so that the passengers are scarcely conscious that the engine is running.



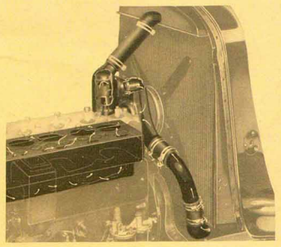
AUTOMATIC CHOKE—Both the Six and Straight Eight engines are equipped with a perfected automatic choke—a feature pioneered and developed by Oldsmobile. Fundamentally simple, this device provides a positive control of the fuel mixture—and eliminates the inefficiency, wastefulness and inconvenience of manual choking. It further assures quicker, easier starting; gives automatic control of engine idling; and feeds a most efficient and economical fuel mixture to the cylinders.



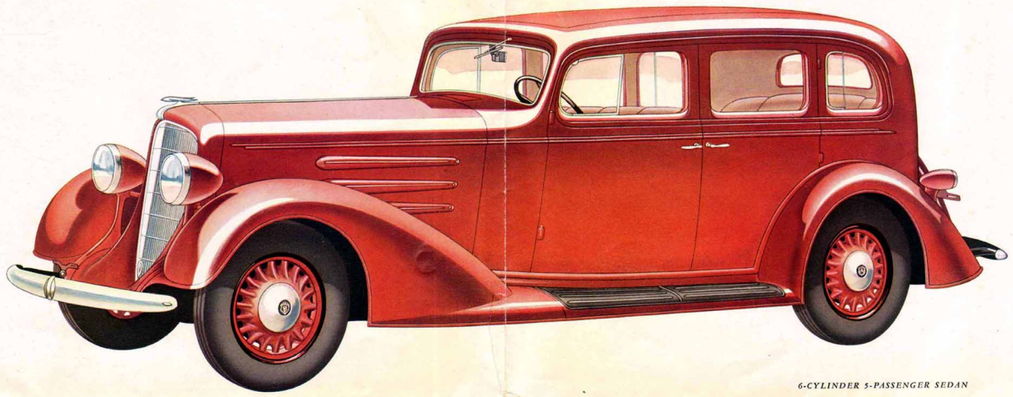
COORDINATED STARTER AND THROTTLE—Oldsmobile's improved coordinated starter and throttle mechanism is another advanced feature. As the starter pedal is depressed, the starter gear first moves into mesh with the teeth of the flywheel . . . then, as the pedal is further depressed, a contact switches on the starting motor. A special linkage, which connects the starter and the throttle, automatically opens the throttle as the engine is turned over by the starting mechanism.



DOWN-DRAFT CARBURETION—Improved down-draft carburetion is largely responsible for the more brilliant performance of the new Oldsmobiles. It increases power by delivering an unusually large volume of explosive mixture to the cylinders, employing the natural force of gravity to do so. It also makes for easier, quicker starting, and provides better performance at no sacrifice in fuel economy.

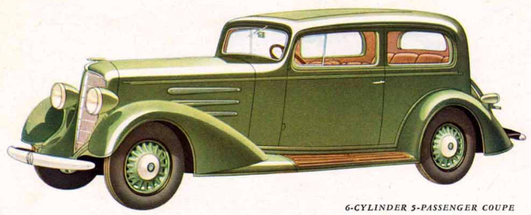


THERMOSTATIC WATER CIRCULATION CONTROL—Engine temperature is automatically controlled by a thermostat which is built into the cooling system. The thermostat, in conjunction with a by-pass valve, allows the water to circulate only in the cylinder block when the engine is cold. When the engine has heated the water to the correct operating temperature, the water is then directed through the radiator as well as the engine. Because of this automatic control, the engine is always held at the most efficient operating temperature, regardless of the weather.

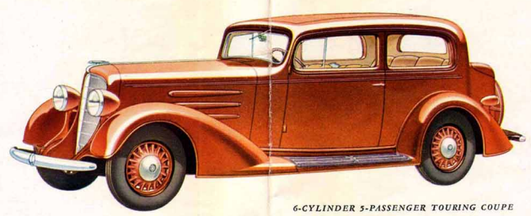


6-CYLINDER 5-PASSENGER SEDAN

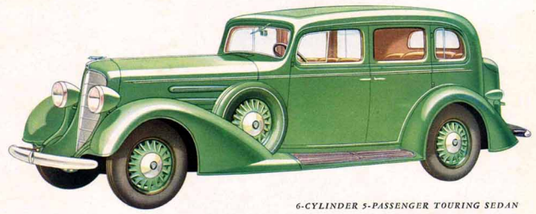
Seven Body Models on the new Six Chassis



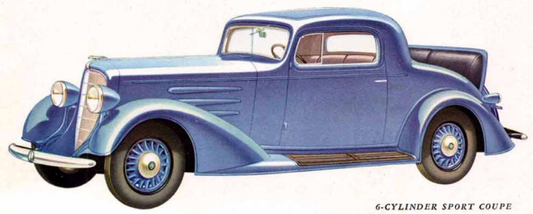
6-CYLINDER 5-PASSENGER COUPE



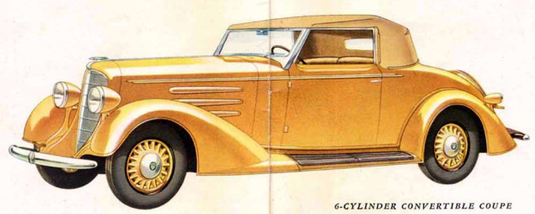
6-CYLINDER 5-PASSENGER TOURING COUPE



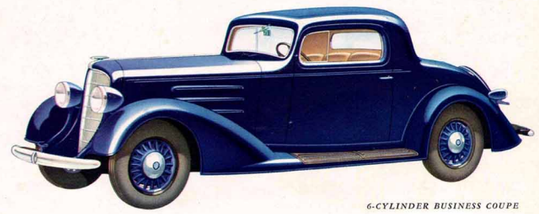
6-CYLINDER 5-PASSENGER TOURING SEDAN



6-CYLINDER SPORT COUPE

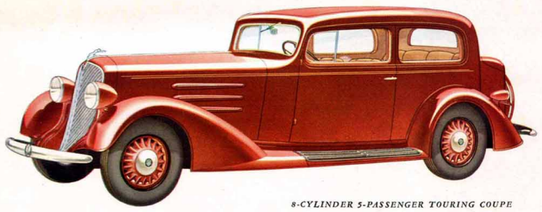


6-CYLINDER CONVERTIBLE COUPE

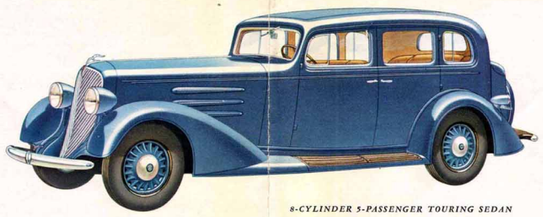


6-CYLINDER BUSINESS COUPE

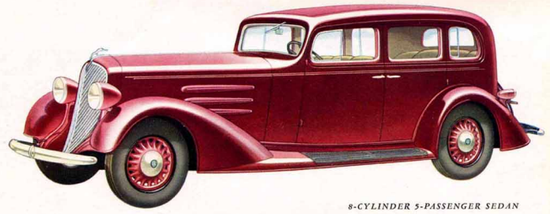
Six Body Models on the new Straight Eight Chassis



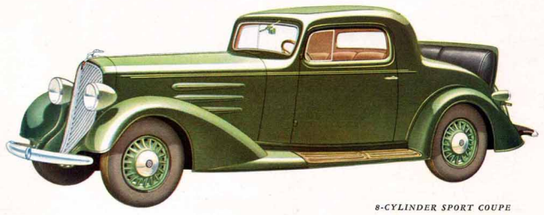
8-CYLINDER 5-PASSENGER TOURING COUPE



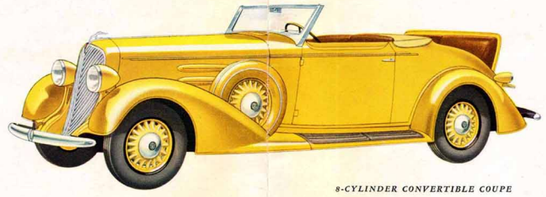
8-CYLINDER 5-PASSENGER TOURING SEDAN



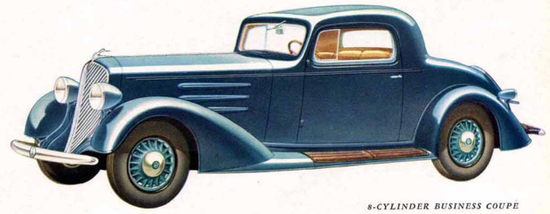
8-CYLINDER 5-PASSENGER SEDAN



8-CYLINDER SPORT COUPE

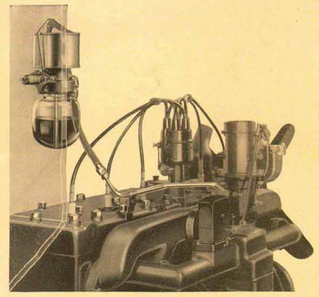


8-CYLINDER CONVERTIBLE COUPE

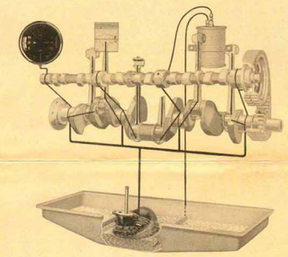


8-CYLINDER BUSINESS COUPE

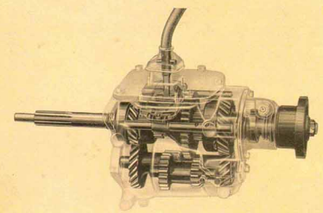
☆ ALL CLOSED MODELS WIRED FOR RADIO ☆



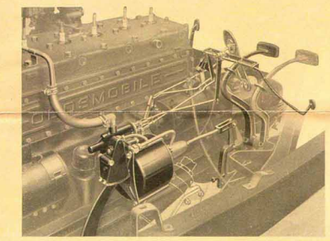
ENGINE DECARBONIZER—An Oldsmobile feature of particular value in maintaining engine efficiency and promoting economy is the decarbonizer. This device is operated by a convenient foot plunger, and is used to periodically inject decarbonizing fluid into the engine through the intake manifold. Carbon deposits and gummy substances, which form on the piston heads and valve stems, are softened and loosened by the decarbonizing fluid and are then expelled through the exhaust.



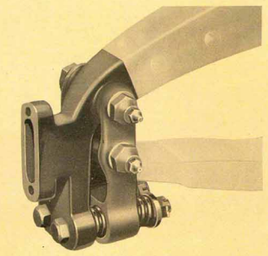
FULL PRESSURE ENGINE LUBRICATION—The diagram above shows Oldsmobile's unusually efficient engine lubricating system. The submerged gear-type pump delivers oil at equal pressure to each of the main bearings. The oil then passes through the drilled crankshaft to all connecting-rod bearings. From these, oil is forced through rifle-drilled passages in the connecting rods to the piston pins. Drilled passages in the crankcase webs carry oil from the main bearings to the camshaft bearings, and from the front camshaft bearing to the timing chain.



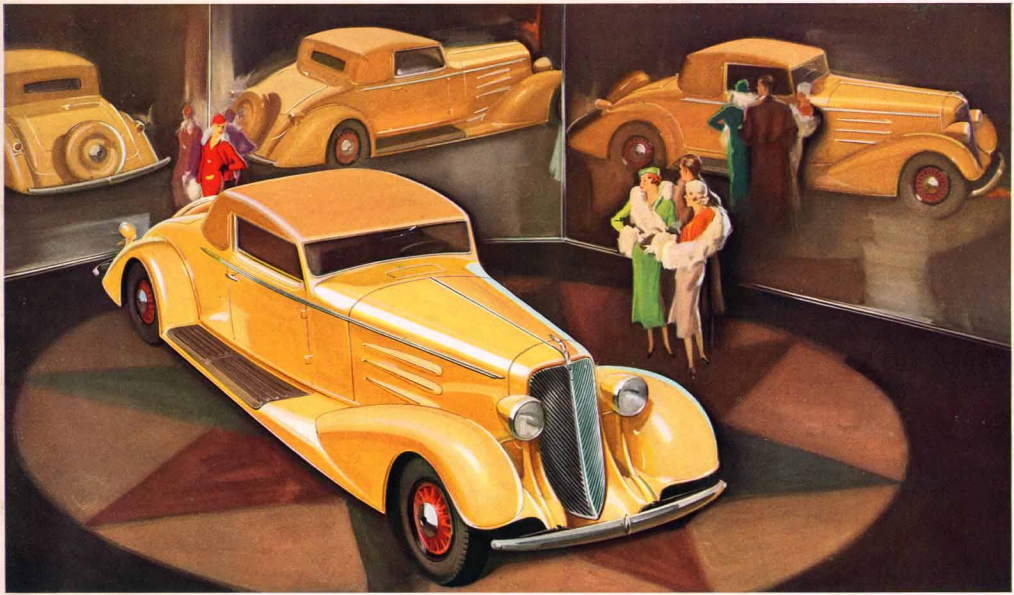
SYNCRO-MESH TRANSMISSION WITH SILENT SECOND GEAR—One of the most desirable features of the 1933 Oldsmobiles is the perfected transmission. The new cars offer the clashless, positive gear engagement of Syncro-Mesh—and they also provide a second gear as quiet as direct-drive in high. This important feature adds materially to the pleasure of motoring—particularly in traffic.



AUTOMATIC CLUTCH (Optional at slight extra cost)—For those who prefer to drive without using the clutch pedal, an automatic clutch is furnished by Oldsmobile at slight additional cost. This mechanism is operated by a small control button which is installed on the toe board, just below the clutch pedal itself. Engagement is as smooth and accurately timed as with conventional clutch action.

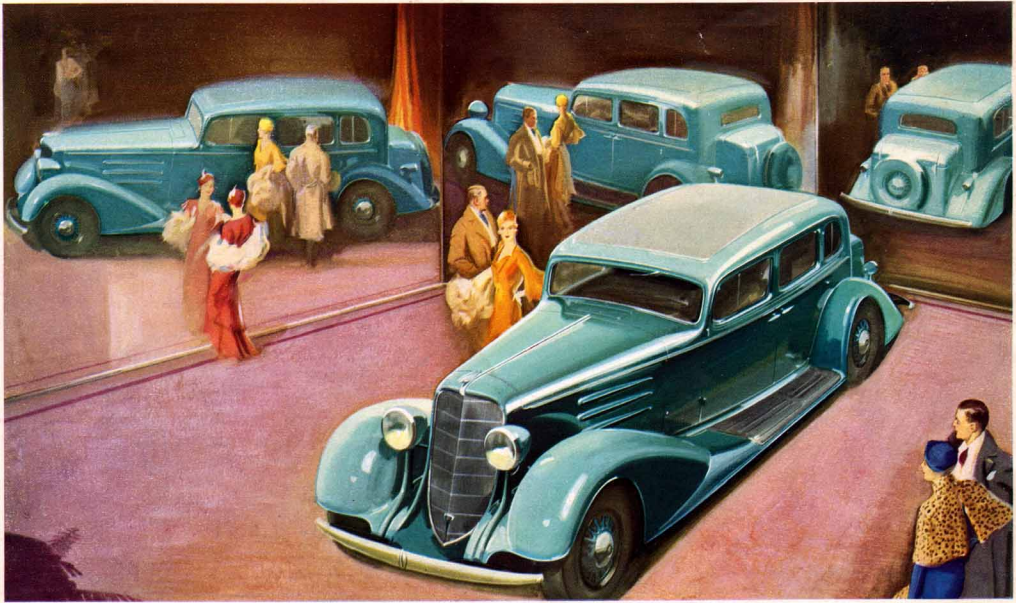


STEERING SHOCK ELIMINATOR—This new device is another example of Oldsmobile's ability to provide engineering advancements commonly restricted to expensive motor cars. The Steering Shock Eliminator effectively prevents all road shocks from being transmitted to the steering wheel—and, in addition, serves as a valuable aid to easy, sure control of the car under all kinds of driving conditions.



THE EIGHT-CYLINDER CONVERTIBLE COUPE

OLDSMOBILE 6 AND 8



THE SIX-CYLINDER FOUR-DOOR TOURING SEDAN

OLDSMOBILE 6 AND 8

The New Eight . . . The New Six . . . Two General Motors Values

Featuring Fisher No-Draft Ventilation (Individually Controlled)

☆ ☆ TWO *Style Leaders* FOR 1933

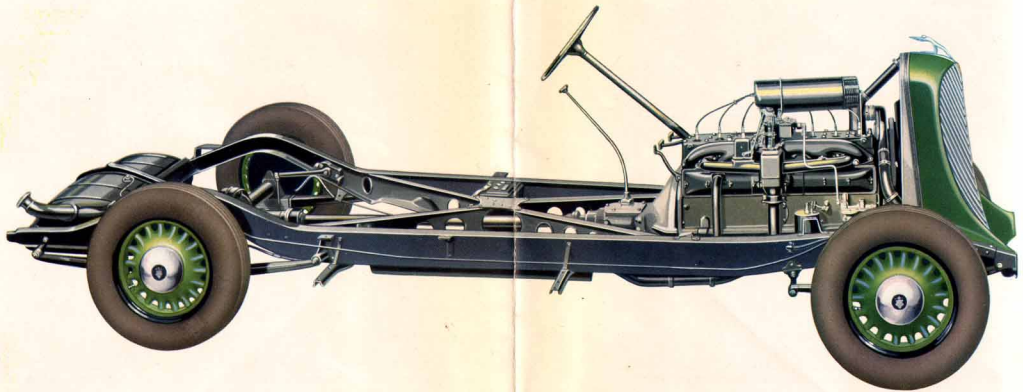
True distinction in motor cars has, heretofore, been expensive. Now Oldsmobile has made it decidedly inexpensive . . . The best ideas of modern automobile design are reflected in these splendid new motor cars—the Oldsmobile Six and Straight Eight for 1933. Long, low, graceful, they possess that genuine smartness and pleasing individuality which always go with style leadership. Yet the prices are actually the lowest that Oldsmobile has quoted in ten years! . . . Style, however, is only one reason for pride and satisfaction. The new Oldsmobiles offer every modern refinement in comfort, ease of control and convenience. The new Fisher Bodies are larger, roomier, more smartly tailored. All closed models have the revolutionary new Fisher No-Draft Ventilation, Individually Controlled, an exclusive feature of General Motors cars for 1933. . . . On the road, few cars will challenge these new Oldsmobiles. They are fleet as the most daring driver could wish . . . and astonishingly smooth, for their powerful engines are cradled in rubber with a 3-point mounting of scientific new design. . . . Even more important is the matchless dependability which has made Oldsmobile "the car that owners recommend." . . . No need to compromise, this year. No need to buy a car for any one or two features. Oldsmobile brings you *all* the essentials of motoring satisfaction—style, performance, and durability—at prices that represent *real values.*

☆ ☆ ☆

Fisher No-draft Ventilation Individually Controlled

Many worthwhile improvements characterize the handsome Oldsmobile coachwork for 1933. Of first importance is Fisher No-Draft Ventilation (Individually Controlled), the greatest contribution to motoring comfort since the development of closed bodies. This impressive new feature maintains a constant supply of fresh air while completely eliminating the annoyance and menace of chilling drafts. . . . It does away with the dangerous fogging of windshield and windows. . . . It makes the car cooler in summer. . . . And it allows each passenger to control ventilation exactly to suit himself. . . . Fisher No-Draft Ventilation is typical of the unusual values being offered in the 1933 Oldsmobiles.

Brilliant Performance and Exceptional Durability Characterize the Oldsmobile Chassis



Masterfully engineered and ruggedly constructed, the chassis of the 1933 Oldsmobile Six and Straight Eight provide performance and stamina to match the striking modern beauty of the new cars' style. . . . There are scores of advancements built into these splendid chassis. Foremost among them is the double-drop "X" type frame, which not only adds to appearance by reducing over-all car height, but also lowers the center of gravity and increases rigidity to give the cars greater stability.

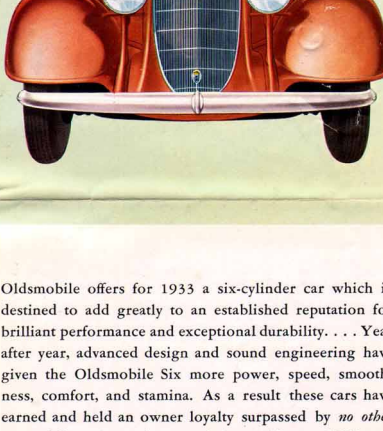
Among other significant improvements are greater horsepower, higher top speeds, remarkable smoothness of operation, and brilliant over-all engineering design which is evident in every phase of performance. And while both Oldsmobile engines—the Six and Straight Eight—have been increased in power to 80 and 90 h. p. respectively, both engines can be operated at full efficiency with ordinary fuel. The wheelbase of the Eight is 119 inches—that of the Six, 115 inches.

Interior Appointments in the Latest Mode

Oldsmobile interior appointments combine useful and decorative qualities in a most appealing manner. . . . The instrument panel groups *all* gauges behind polished crystal faces in two large aeroplane-type dials—indirectly illuminated and quickly, easily visible. Door and window regulator handles and all interior lights are done in a beautiful satin silver finish—and exquisitely fashioned in the latest modern mode. The robe rails which match the graceful garnish moldings in finish, are of a new and more practical design. Foot rests are full carpet-covered, with seams completely concealed. . . . All in all, these new interiors may be said to be the most luxurious as well as the most comfortable that Oldsmobile has ever offered.

The Roomier More Powerful

SIX



Oldsmobile offers for 1933 a six-cylinder car which is destined to add greatly to an established reputation for brilliant performance and exceptional durability. . . . Year after year, advanced design and sound engineering have given the Oldsmobile Six more power, speed, smoothness, comfort, and stamina. As a result these cars have earned and held an owner loyalty surpassed by *no other automobile,* and may be regarded as evidence of Oldsmobile's basic policy—to design progressively, to build faithfully, to sell honestly, and to service sincerely. . . . When you inspect and drive the 1933 Oldsmobile Six you will learn how closely it approaches the Oldsmobile ideal of *balanced excellence.* You will find that this year you need make no compromise whatever—that you don't have to accept a car which stresses any one feature at the sacrifice of others. For the Oldsmobile Six gives you a perfect balance of all the desirable motor car qualities—Style, Performance and Durability—at the lowest price in ten years!

ENGINE—Bore, 3⅜ inches; stroke, 4½ inches; displacement, 221.4 cubic inches. N. A. C. C. rating, 27.34 h.p. Dynamometer test, 80 h.p. at 3200 r.p.m. Engine mounted in rubber on three-point controlled cushioned mountings.

MAIN BEARINGS—Four special analysis steel back, babbitt lined bearings: Front, 2 13/16 inches x 1½ inches; 2nd, 2 13/16 inches x 1 7/16 inches; 3rd, 2 13/16 inches x 1 7/16 inches; 4th, 2 13/16 inches x 1 13/16 inches.

CRANKSHAFT—Fully counterweighted and fitted with vibration damper. Drop-forged of heat-treated high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings. 33 3/32 inches long, weight, 71 pounds.

CONNECTING RODS—Drop-forged of special steel. I-beam type, 9 inches long. Lower bearing, steel-back removable type 1 7/16 inches in diameter, 1 3/16 inches long. Drilled throughout entire length for pressure lubrication of piston pins.

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 above piston pin. Piston pin, .8554-.8558 inch in diameter, 3 1/16 inches long, locked in piston.

VALVES—Intake, alloy steel, 1 5/16 inches in diameter; exhaust, silchrome steel, 1½ inches in diameter. Removable guides. Valve lifters, of mushroom type, rotate in removable brackets in groups of four and are completely enclosed.

CAMSHAFT—Drop-forged from heat-treated special steel, mounted in four pressure oiled bearings. Front bearings, 2 1/4 inches x 1 7/8 inches; 2nd, 2 1/4 inches x 1 3/16 inches; 3rd, 2 1/4 inches x 1 1/8 inches; 4th, 1 13/16 inches x 1 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 submerged in oil pan, driven by vertical shaft from camshaft, equipped with effective oil filter. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 6 quarts.

COOLING SYSTEM—Harrison vee-type radiator with thermostatic control and recirculation system. Capacity, 17 quarts. Forced circulation by centrifugal pump, located at front of cylinder block. Four-blade fan, driven by V-type belt.

CARBURETION—Down-draft, with automatic choke, and automatic throttle advance upon starting; automatic heat control, combination air cleaner and intake silencer, and "Remo Injector" decarbonizer.

BATTERY—6-volt, 13-plate, 86-ampere-hour capacity. Lighting—large diameter bullet-shaped headlamps with tilting beams controlled from convenient pedal switch on floor board. Dual tail lamps. Lighting switch on instrument panel.

STEERING GEAR—Semi-irreversible, three-tooth worm and sector type. Worm gear mounted on tapered roller bearings. Steering column adjustable. Ratio 16 to 1.

TIRES—17 x 5.50 non-skid balloon cords. . . . Painted, demountable, pressed steel wheels standard.

WHEELBASE—115 inches; turning circle, 39 feet; road clearance, 8½".

Six-wheel equipment, consisting of wells in both front fenders, fender well tire carriers equipped with locks and extra (sixth) pressed steel wheel, available at additional cost on all Six and Eight-cylinder body styles except Five-Passenger Coupe and Four-Door Sedan. Safety glass standard in all windshields and ventilators—available in all windows at slight additional cost.

The Larger Finer

EIGHT

Originally developed to give Oldsmobile owners the dynamic performance of a powerful straight eight engine —the Oldsmobile Eight has now been refined, improved and developed until it takes its place rightly among the really fine motor cars. . . . Brilliantly engineered throughout, and built with the most exacting care in all its details, it represents the finest embodiment of Oldsmobile quality. Both for what it *is* and what it *does*, the Oldsmobile Eight would represent a remarkable value at "normal" prices. Yet despite its advancement in all phases of its excellence, it is offered at prices materially reduced. . . . If you seek a car of unquestioned quality in all respects—a car of generous size and weight—and one endowed with really brilliant performance . . . you are sincerely advised to check your requirements against the Oldsmobile Eight. You will find not only every obvious characteristic you desire in an automobile—but you are assured, in addition, an unusual measure of that priceless quality—Oldsmobile dependability.

ENGINE—Bore, 3 inches; stroke, 4¼ inches; displacement, 240.3 cubic inches. N. A. C. C. rating, 28.8 h.p. Dynamometer test, 90 h.p. at 3350 r.p.m. Engine mounted in rubber, on three-point controlled cushioned mountings.

MAIN BEARINGS—Five special analysis steel back, babbitt lined bearings: Front, 2⅛ inches x 1⅝ inches; 2nd, 2⅛ inches x 1¼ inches; 3rd, 2⅛ inches x 1⅜ inches; 4th, 2⅛ inches x 1¼ inches; 5th, 2⅝ inches x 1⅞ inches.

CRANKSHAFT—Fully counterweighted and fitted with vibration damper. Drop-forged of heat-treated high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings. 38⅛ inches long, weight 93 pounds.

CONNECTING RODS—Drop-forged of special steel. I-beam type, 9 inches long. Lower bearing, 2¾ inches in diameter, 1⅜ inches long. Drilled throughout entire length for pressure lubrication of piston pins.

PISTONS—Cast of special gray iron. Electroplated, permitting a close fit and reducing the breaking-in period. Fitted with two compression rings and two oil control rings above piston pin. Piston pin, .8554-.8558 inch in diameter, 2⅛ inches long, locked-in piston.

VALVES—Intake, alloy steel, 1⅜ inches in diameter; exhaust, silchrome steel, 1⅜ inches in diameter. Removable guides. Valve lifters, of mushroom type, rotate in removable brackets in groups of four and are completely enclosed.

CAMSHAFT—Drop-forged from heat-treated special steel, mounted in six pressure oiled bearings. Front bearing, 2⅛ inches x 1⅜ inches; 2nd, 2⅛ inches x 1⅛ inches; 3rd, 2⅛ inches x 1⅛ inches; 4th, 2⅛ inches x 1⅛ inches; 5th, 2⅛ inches x 1⅛ inches; 6th, 1⅛ inches x 1⅛ 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 submerged in oil pan, driven by vertical shaft from camshaft, equipped with effective oil filter. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 7 quarts.

COOLING SYSTEM—Harrison vee-type radiator with thermostatic control and recirculation system. Capacity, 19 quarts. Forced circulation by centrifugal pump, located at front of cylinder block. Four-blade fan, driven by V-type belt.

CARBURETION—Duplex down-draft, with automatic choke and automatic throttle advance upon starting; automatic heat control, combination air cleaner and intake silencer and "Remo Injector" decarbonizer.

BATTERY—6-volt, 13-plate, 98-ampere-hour capacity. Lighting—large diameter bullet-shaped headlamps with tilting beams controlled from convenient pedal switch on floor board. Dual tail lamps. Lighting switch on instrument panel.

STEERING GEAR—Semi-irreversible worm and double roller type. Worm gear mounted on tapered roller bearings. Steering column adjustable. Ratio, 17 to 1.

TIRES—17 x 6.00 non-skid balloon cords. . . . Painted, demountable, pressed steel wheels standard.

WHEELBASE—119 inches; turning circle, 42 feet; road clearance, 8½".

All models are equipped with Bumpers, Spare Tire, Metal Tire Covers, Tire Lock and Spring Covers at the factory at nominal extra cost. Top boot for Convertible Coupe is available at slight additional cost. 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.