



1934

# Oldsmobile

AN ENTIRELY NEW  
ALL-FEATURE SIX





INTERIOR OF THE NEW OLDSMOBILE.

*One of the salient features of the new Oldsmobile is the luxury interior. Deep, restful seats, long-wearing leather upholstery, and harmonious colour schemes are chief among the many delightful appointments which will win your approval.*

*Because of its Dependable Workmanship,  
Oldsmobile Creates a New Value Standard*

**T**HE Oldsmobile Style Leader Six for 1934 possesses a host of the features usually found only in high-priced cars. Go through the pages of this catalogue carefully. They will show you all the reasons why Oldsmobile is a better car to own—will tell you about its Knee-action Wheels—each front wheel cushioned by its own big coil spring and “stepping over” bumps and holes without jarring the car or disturbing the deep comfort of its passengers . . . Super Hydraulic Brakes . . . Reinforced steel bodies by Holden—sweepingly handsome, roomy, comfortable, and with the boon of No-draught ventilation . . . Ride Stabiliser . . . Centre Control Steering . . . 34 H.P. . . . Exceptionally long life . . . . Day-to-day operating economy.

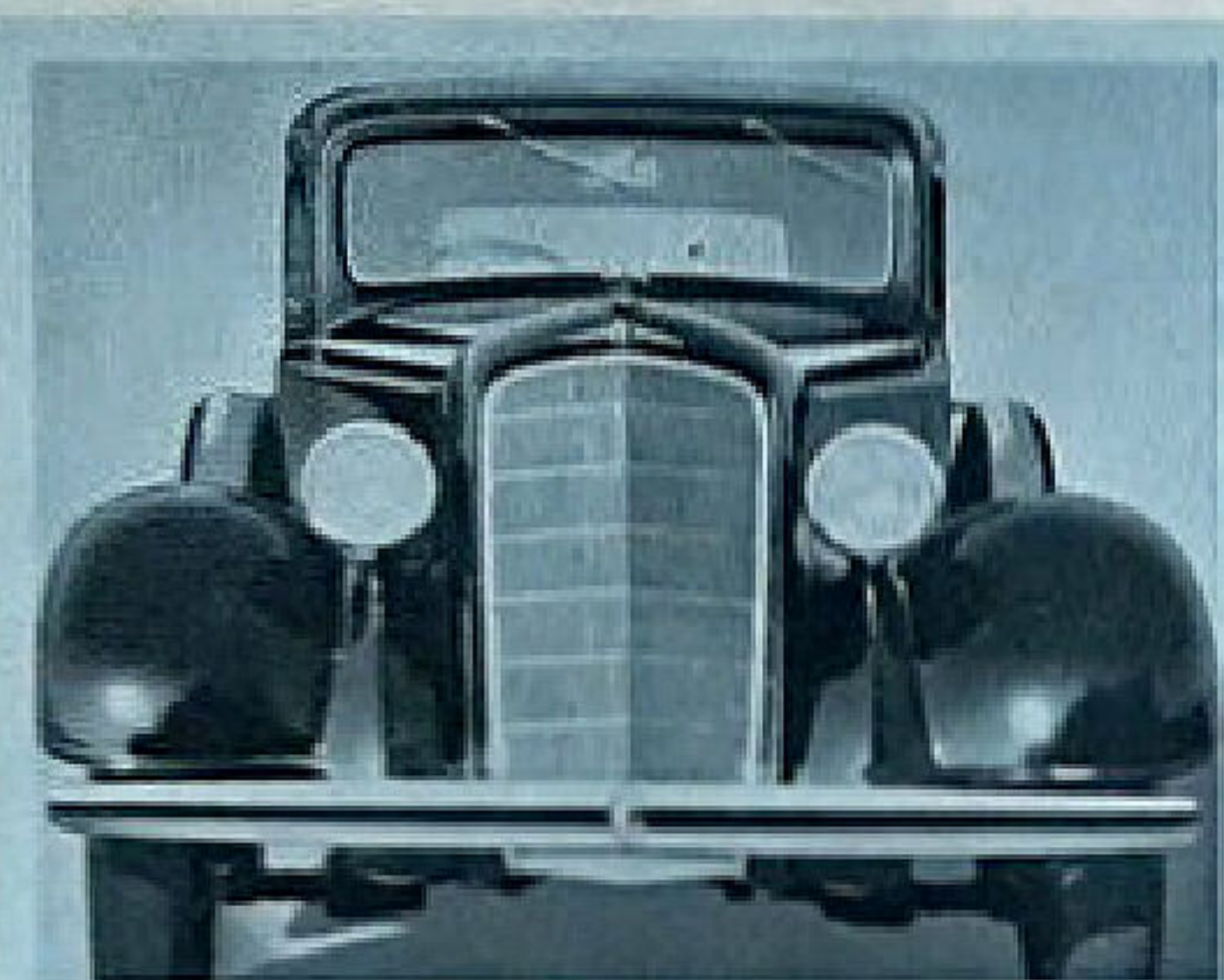
The more you read the more you will be amazed that such a car can be yours for such a comparatively low price . . . and the more you will realise how apt is the description “The All-feature Six.” Then go to the nearest Oldsmobile dealer and see the car. Its long lines, its sweeping curves, its many appointments, and its harmony of colour all blend into an appearance that denotes the fine car comfort demanded by the modern motorist. Then drive the model you prefer—and no matter how good a performance you expect, you will find Oldsmobile surprising and thrilling you.





#### NO-DRAUGHT VENTILATION

No-draught ventilation allows each passenger to control the ventilation in his part of the car without admitting draughts or dust or rain. In the winter the interior of the car is kept warm, yet there is plenty of fresh air; and in the summer great quantities of cool air are scooped in to keep you refreshed. Gone for ever are the windy draughts that blow in your face and tousle your hair. Instead, there is a constant circulation of healthful ventilation that draws out used air and tobacco smoke and prevents dangerous fogging of the windshield.



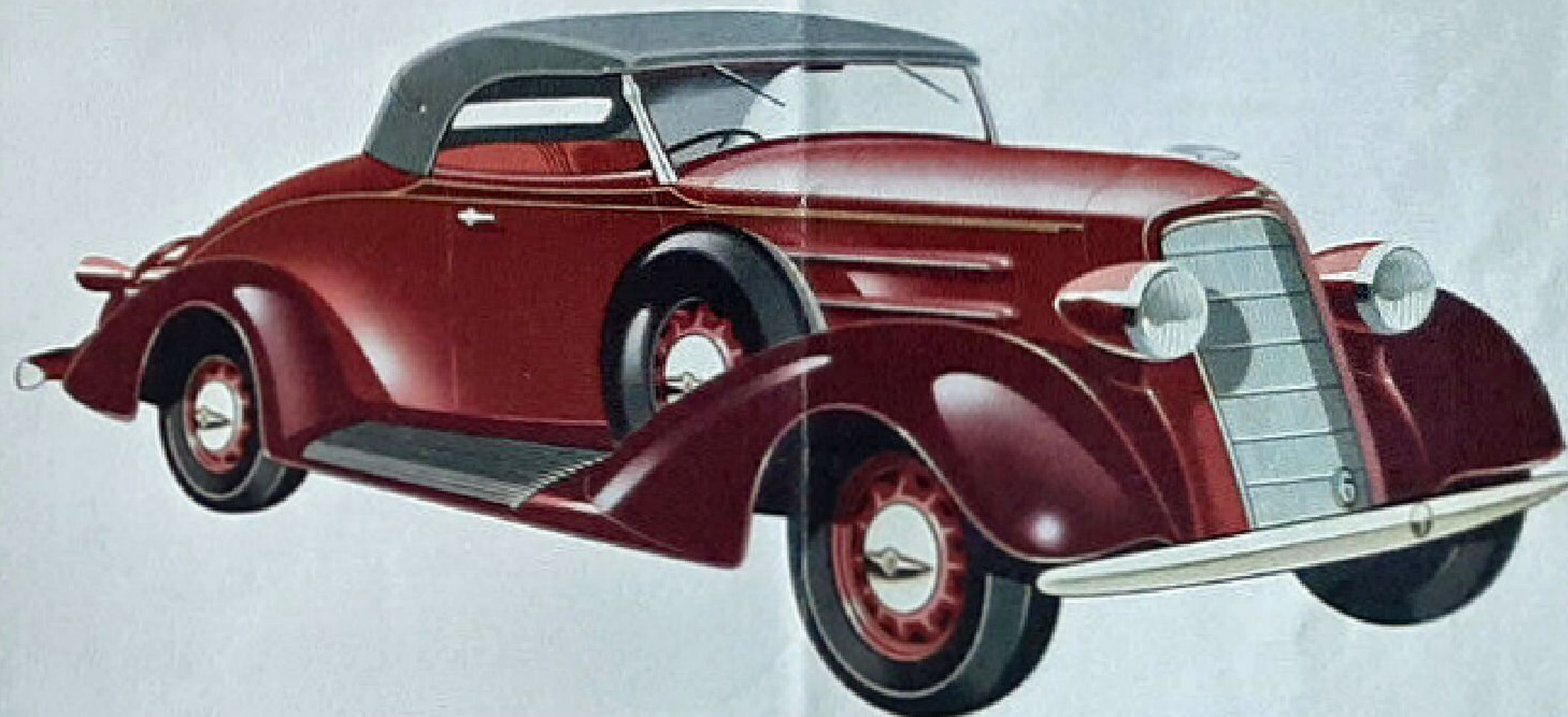
#### FRONT VIEW

The front view of the Oldsmobile is particularly neat and clean in appearance, having harmonious curves that conform to the modern trend in aerstream styling. Headlamps are streamlined; the V-shaped radiator has an attractive chromo-plated grille and is pleasingly sloped backward. The water filling cap is now located under the bonnet, the top of the radiator bearing the attractive, new Oldsmobile mascot. The extra-large mudguards sweep down towards the front bumper bar to conceal the Kneer-action mechanism and the forward end of the chassis.



#### REAR VIEW

The 1934 Oldsmobile coachwork on both the Tourer and Sedan features a roomy rear luggage compartment, built in as part of the body itself. The luggage compartment is easily accessible, and is fitted with a lock and sealed against dust. Coupe and Roadster have rear luggage rack.



#### THE OLDSMOBILE SIX: 3-5 PASSENGER ROADSTER

It looks fast and it is fast! All the speed you want up to 75 or 80 miles per hour! Complete equipment includes leather upholstery, six wheels, disappearing hood, bumper bars front

and rear, all-weather side curtains, and a rear luggage carrier. The Roadster has a comfortable dicky seat upholstered in leather, which is roomy enough for even the tallest of passengers.

#### SPECIAL COOLING SYSTEM

The cylinders, valve seats, and spark plugs of the 1934 Oldsmobile Six are entirely surrounded by water jackets to give longer life.





**THE OLDSMOBILE SIX: 5 PASSENGER TOURER**

The striking lines of the Oldsmobile Tourer show it to be a modern car in every inch of its streamlined design. It is luxuriously appointed throughout even to the smallest details, and full

standard equipment ensures that there are no extras to buy. A streamlined luggage compartment is built in at the rear contributing to smarter appearance and greater convenience.

*CASE IRON PISTONS.*

*Impregnated externally with a special running-in metal, and being made of the same material as the cylinders, ensures long engine life.*



**THE OLDSMOBILE SIX: 3-5 PASSENGER COUPE**

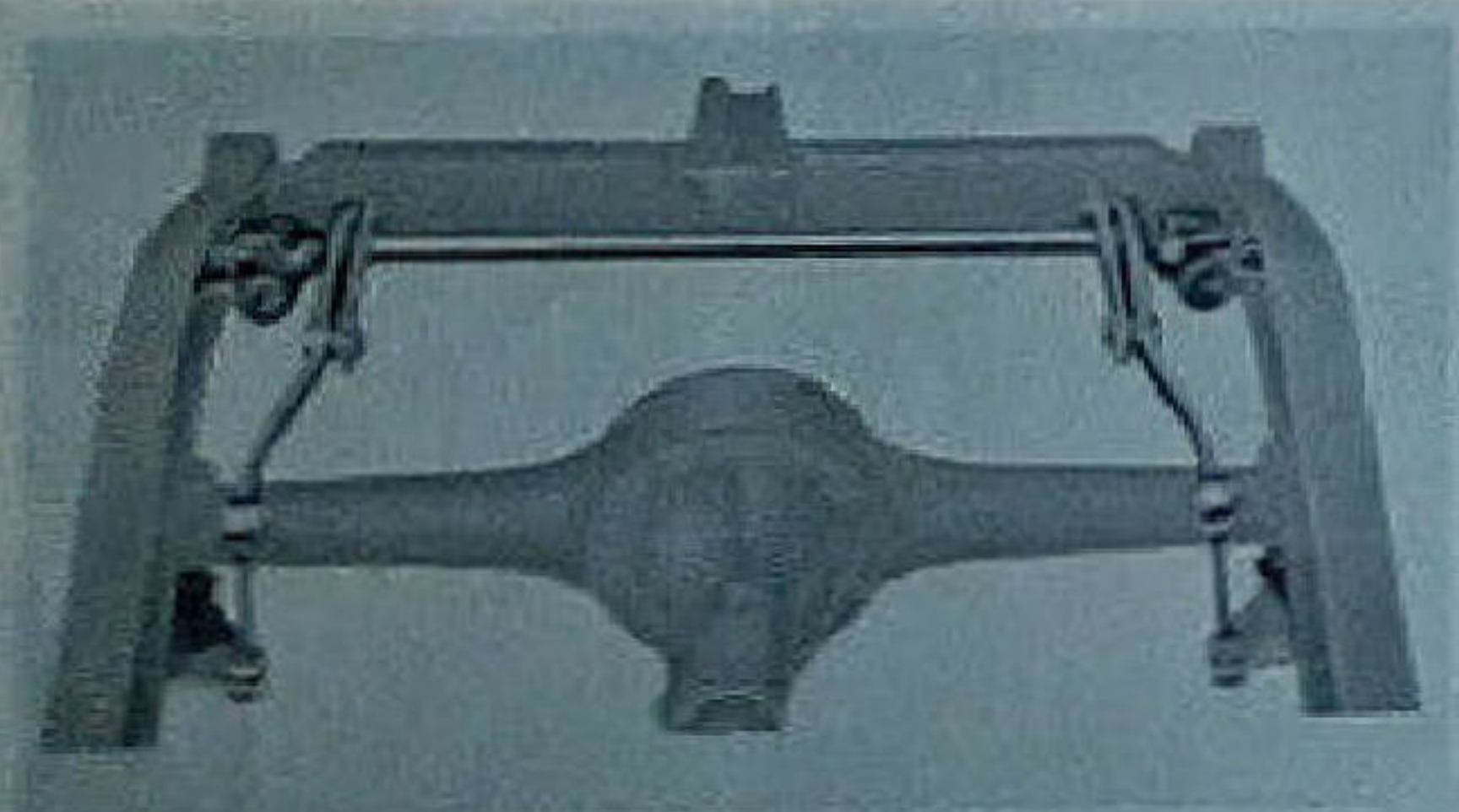
The ownership of an Oldsmobile Coupe will lend no little prestige to any man or woman. Because it is so easily handled it is an ideal car for ladies, but it appeals to the professional

man, too, on account of its handsome appearance, its flashing speed, its remarkable economy. The rear seat is fitted with a comfortable dicky seat. Radio aerial is built in.

*CONTROLLED COOLING.*

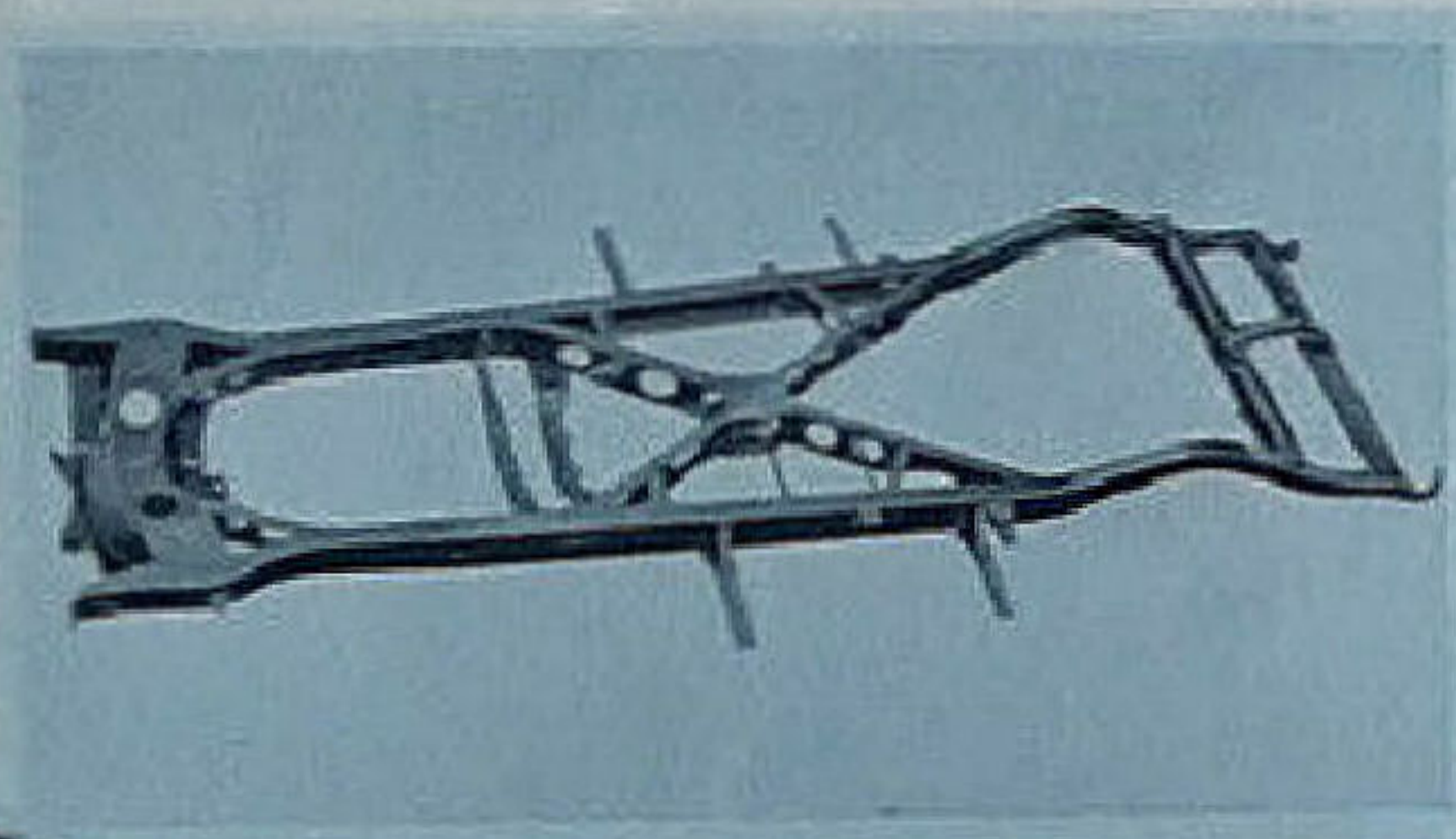
*The thermostatically controlled cooling keeps the water only in engine until it is warmed up, and then allows it to circulate through the radiator.*





### RIDE STABILISER

You have felt cars sway and roll when rounding curves. This is prevented on the new Oldsmobile by a Ride Stabiliser—a spring steel bar joining the two rear hydraulic shock absorbers. When one side of the body tends to rise faster than the other, causing body roll, the Stabiliser counteracts the motion. The spring steel bar transmits the sway to the shock absorbers where it is absorbed and the body kept stable. When you take a curve in a curve in the new Oldsmobile, you remain relaxed and comfortable.

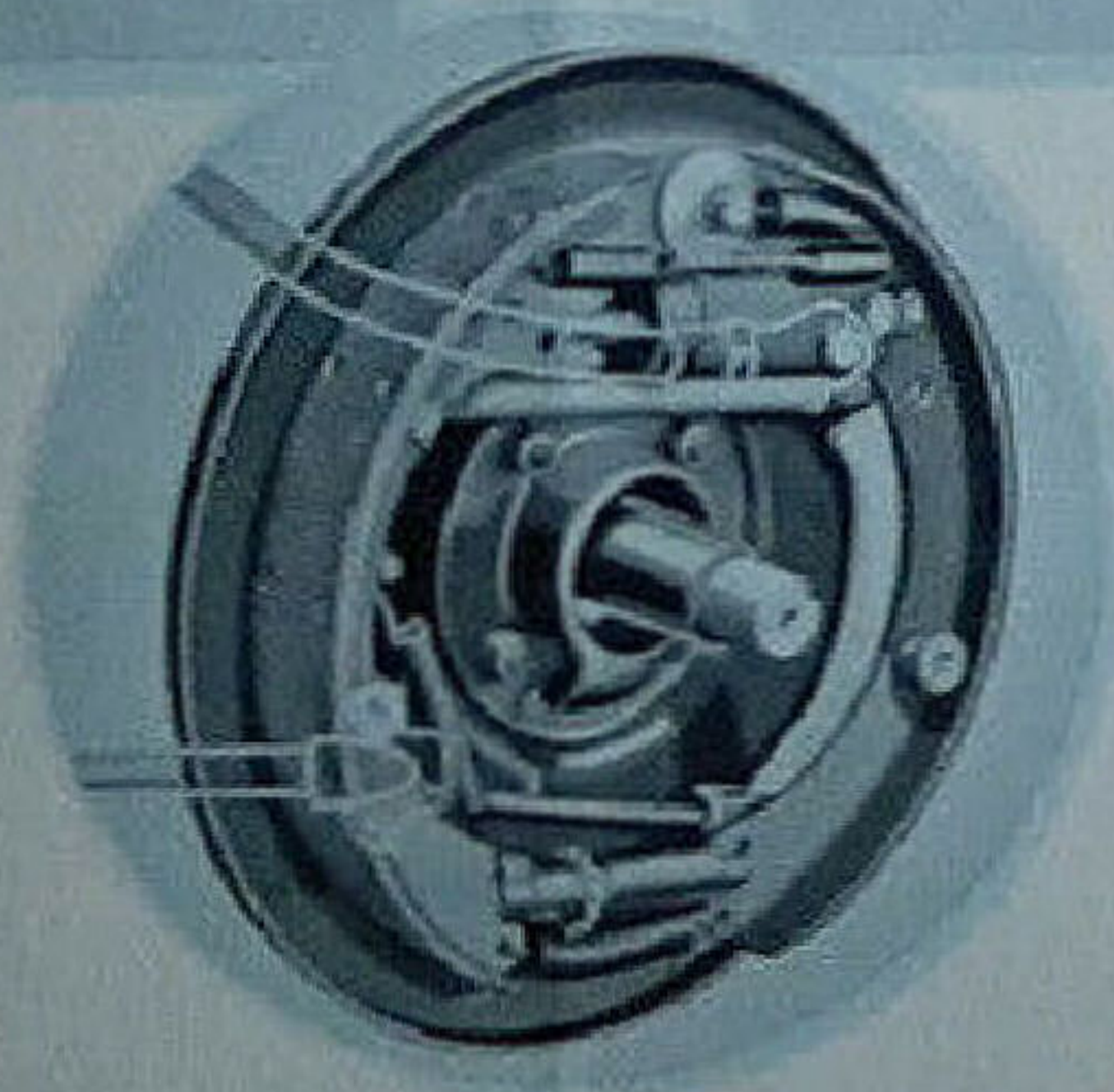


### DUAL X-TYPE FRAME

The chassis of the new Oldsmobile has a frame within a frame for double strength. The engine is suspended in rubber on a sub-frame which runs inside the main side member. This new frame has 20 times the torsional strength of the old type.

### SUPER-HYDRAULIC BRAKES

Not just another hydraulic brake but a tremendous advancement. Always equalised on all wheels they guarantee a quick stop and freedom from skids. In addition, Oldsmobile's brakes are self-energising, using the car's motion to increase pressure.



*Other mechanical features which show how efficiency, economy, reliability, and longevity are achieved in the Oldsmobile Six.*

**COUNTERBALANCED CRANKSHAFT** with vibration damper. Mounted in four large main bearings and perfectly balanced both rotating and at rest.

**POSITIVE PRE-ENGAGEMENT STARTER.** The starter gear engages with flywheel before starting power is applied, thus avoiding damaged gears.

**FULL PRESSURE LUBRICATION** with rifle drilled connecting rods. Every bearing, even to the piston pins, is positively lubricated.

**LAMP LOAD GENERATOR** automatically increases the charge according to the lighting needs.

**OVERSIZE RENEWABLE BEARINGS.** These are of an advanced type spreading the load over the whole bearing surface. Each bearing removable without dismantling crankshaft or connecting rods.

**DOUBLE RIBBED CRANKCASE** gives increased rigidity for permanent engine smoothness.

**U-SHAPED THREADED SHACKLES** and threaded spring bolts multiply the bearing areas and lubrication effectiveness, and prevent side movement.

**INDEPENDENT CENTRAL RUBBER MOUNTING** of radiator, front mudguards, and lamps prevents vibration at these frequently noisy extremities.

Self-lubricating clutch release bearing . . . Automatic carburettor heat control ensures the necessary richer mixture when cold . . . New scientific weight distribution . . . Reduced unsprung weight . . . Down-draught carburettion gives easy starting, high economy, fast acceleration . . . Positive mechanical fuel pump provides ample fuel supply at all speeds . . . Air cleaner and intake silencer keeps dust and grit out of engine . . . Baffle-free straight through exhaust silencer eliminates back pressure . . . Engine cradled on four flexible rubber mountings . . . Co-ordinated starter and throttle automatically opens the throttle the necessary amount for easy starting . . . Four double-action hydraulic shock absorbers . . . Crankcase ventilation carries away injurious vapours and prevents sludge . . . Silent chain camshaft drive and spring loaded thrust on camshaft . . . Removable valve guides and tappets for convenient low cost servicing.



## Service Everywhere

In addition to Oldsmobile's unusual service policy, there are throughout Australia hundreds of specialised Oldsmobile dealers with properly trained and equipped mechanics . . . convenient with Oldsmobile.

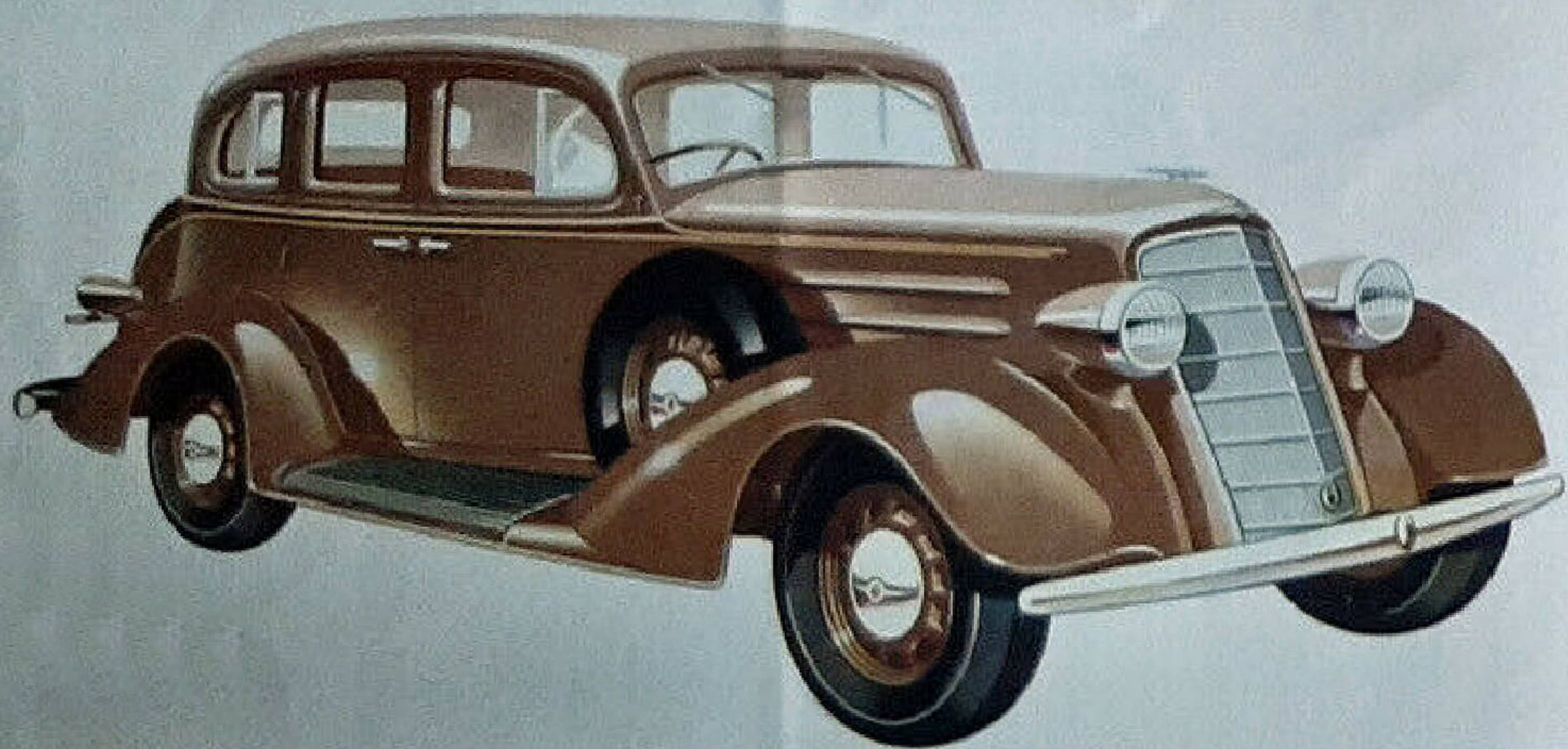
### The deferred payment plan

Because G.M.A.C. (General Motors Acceptance Corporation) is a unit of General Motors and the largest loan financing institution in the world, you save money through low finance charges, secure valuable insurance protection, and are assured of considerate treatment. Thousands of people have bought Oldsmobile cars on the convenient and accepted G.M.A.C. plan of deferred payments. You, also, can purchase a new Oldsmobile on the convenient G.M.A.C. deferred payment plan. Your dealer can arrange your new Oldsmobile purchase on a plan fitted to your requirements. Ask him to discuss details with you to-day.

### An unusual Owner Service Policy for . . . YOUR PROTECTION

For 90 days, or 2,000 miles of operation, you are protected against defective workmanship or material under the terms of General Motors-Holden's Ltd. unusual Owner Service Policy. In addition to this, you are entitled to two thorough inspections and adjustments without charge.





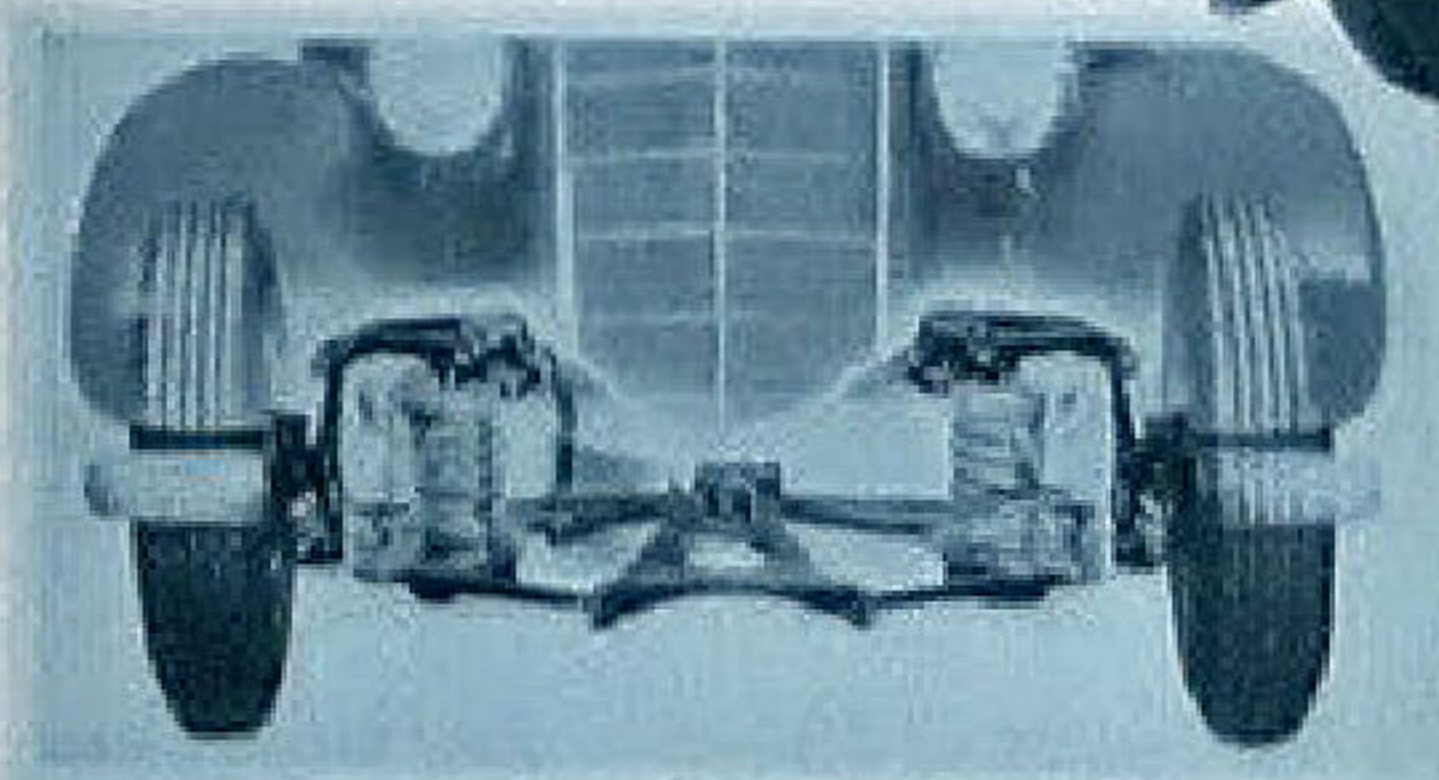
### THE OLDSMOBILE SIX: 5-PASSENGER SEDAN

Destined to be one of the most popular cars of the year, the Oldsmobile Sedan will leave comparison with cars at a much higher price. Having every luxury appointment for comfort,

and every mechanical feature for safe, trouble-free motoring, it is a car that fits into no particular class but creates standards of excellence which are all its own. Radio aerial is built in,

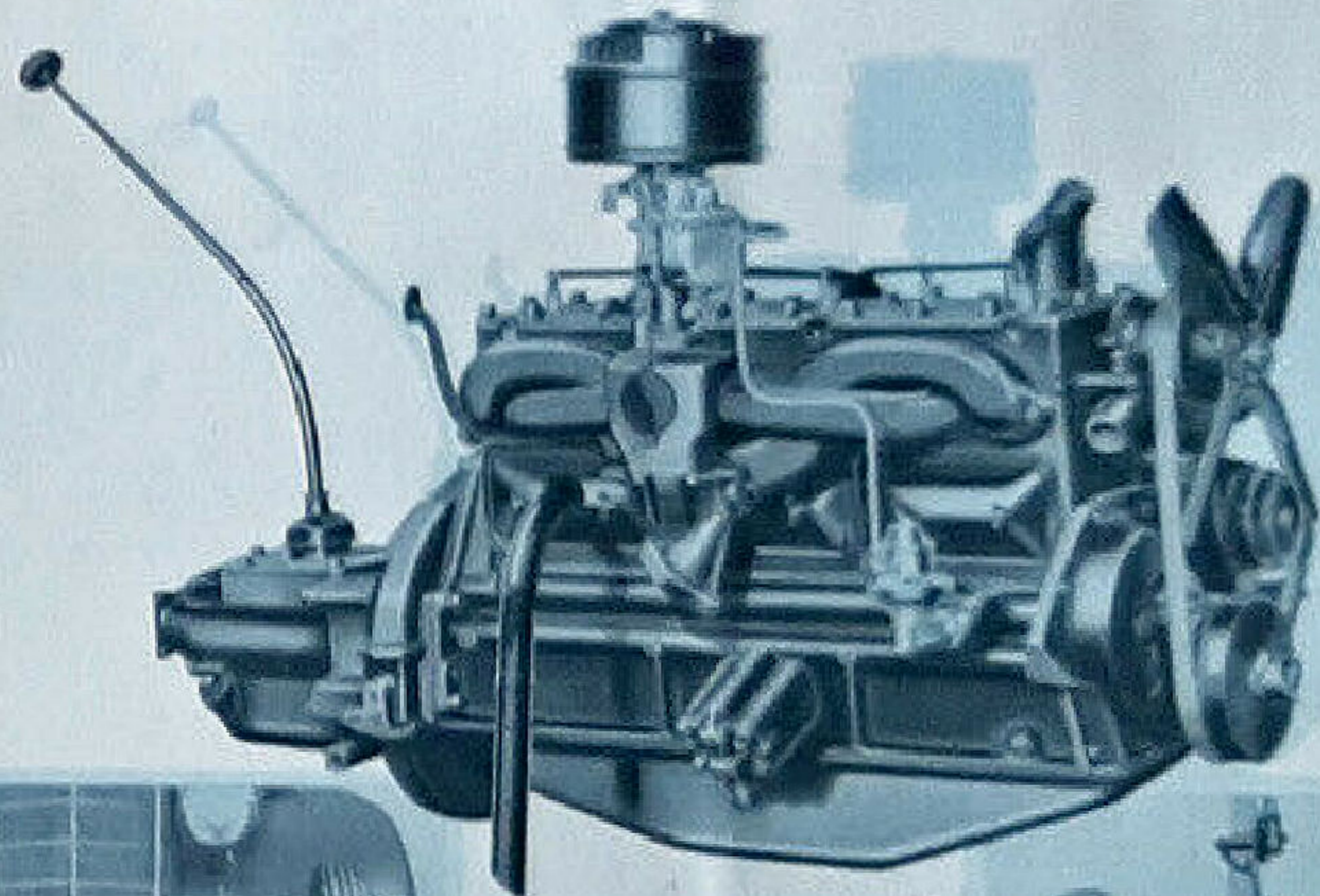
### SILENT SYNCHRO-MESH

*Top and second gears are automatically synchronized for easy changing, and all gears, including reverse, are helically cut for silent operation.*



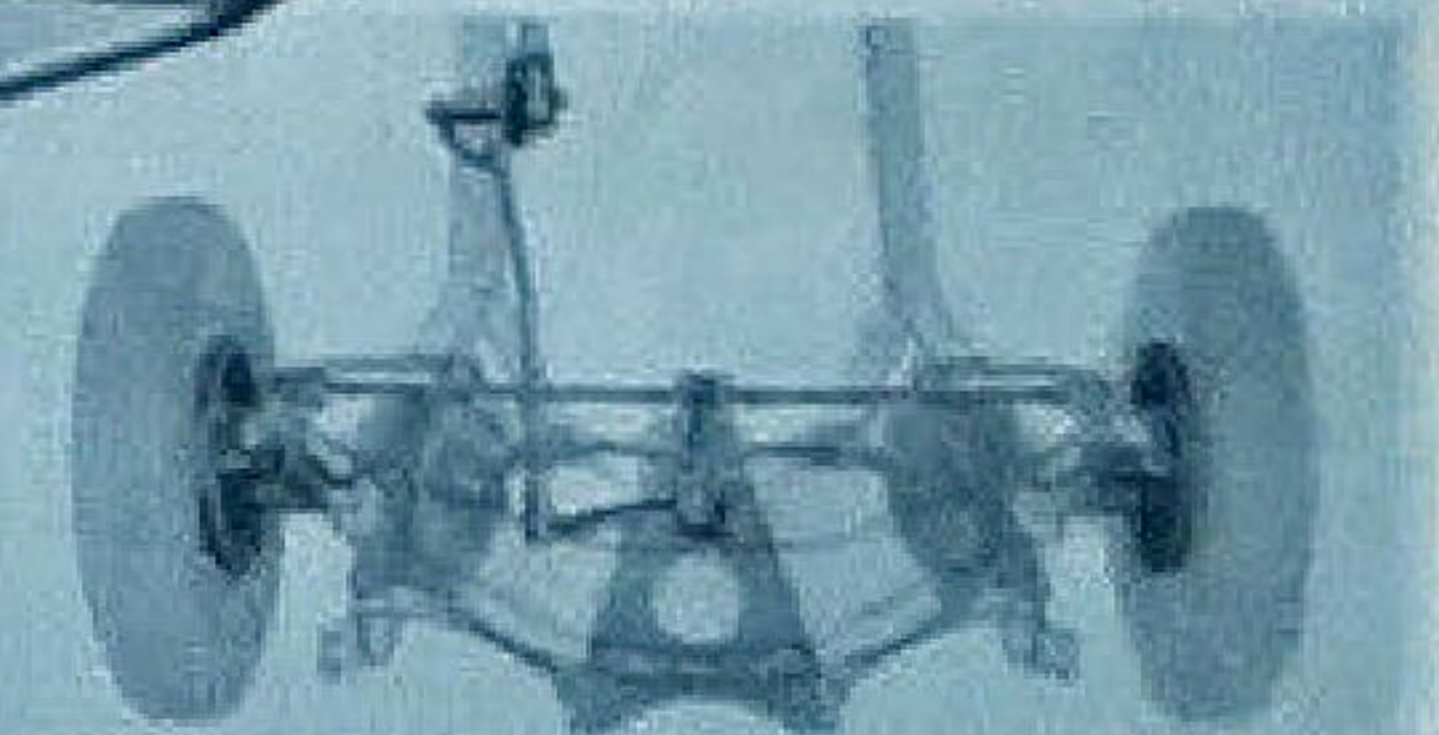
### KNEE-ACTION WHEELS

Each Knee-action front wheel is mounted independently and cushioned on a strong flexible coil spring of its own, which is controlled by a double-acting shock absorber. Each wheel "walks" over bumps, while the body of the car remains stable. "Pitching" is reduced, giving a new comfort to the back seat.



### THE ENGINE

The 1934 Oldsmobile high-compression engine is of 6 cylinders and develops 84 h.p. at 3,400 revolutions per minute. It will give you a speed of up to 80 miles an hour, yet it has astounding petrol economy. Detailed engine specifications are on the back page of catalogue.



### CENTRE-CONTROL STEERING

Oldsmobile steering action is now controlled from a point exactly midway between the wheels instead of from one side as formerly. The car naturally steers straight even among ruts or mud, the steering wheel is free from "steering" or "kick" and both comfort and safety are increased.



# S P E C I F I C A T I O N S

**ENGINE.**—Bore,  $3\frac{5}{16}$  inches; stroke,  $4\frac{1}{4}$  inches; displacement, 213.3 cubic inches. N.A.C.C. rating, 26.3 h.p. Dynamometer test, 84 h.p. at 3,400 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,  $7\frac{13}{16}$  inches long. Drilled throughout entire length for pressure lubrication of piston pins. Bearings, thin shell, interchangeable type.

**PISTONS.**—Cast of special grey iron. Electroplated, permitting a close fit and reducing the breaking-in period. Fitted with two compression rings and one oil control ring. Piston pin, .8554 inch diameter,  $3\frac{1}{2}$  inches long, locked in piston.

**VALVES.**—Intake, alloy steel,  $1\frac{9}{16}$  inches in diameter; exhaust, Sil-chrome steel,  $1\frac{7}{16}$  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 driven from

camshaft. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 5 quarts.

**COOLING SYSTEM.**—Harrison vee type radiator with thermostatic control. Capacity, 12 quarts. Forced circulation by centrifugal pump located at front of cylinder block. Four-blade fan, driven by belt.

**CARBURETTION.**—Down-draught with manual choke control on instrument panel; automatic heat control; combination air cleaner and intake silencer.

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

**GENERATOR.**—Delco-Remy lamp load 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.**—13-plate; 105-ampere hour capacity. Lighting, large diameter, torpedo-shaped head lamps with tilting beams controlled from con-

venient pedal switch on floor board. Lighting switch on instrument panel.

**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-energising, 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.

**WHEELBASE.**—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.**—Semi-elliptic; assembled to frame with thread type bolts at front and silent "U" type threaded shackle at rear.

**STEERING GEAR.**—Centre-Control Steering. Separate tie rods to each front wheel, linked to one arm of

L-shaped lever mounted on ball bearing at centre 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 centre of front cross member which is greatly increased in strength and size.

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

**WHEELS.**—Six demountable steel, with attractive, large diameter hub caps.

**TYRES.**—5.50 x 17 balloons.

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

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

All models are equipped with bumpers, two spare tyres in front tender wells, and tyre locks; complete instrument panel; no-draught ventilation on closed models; built-in luggage boots on sedan and tourer; sun-visor on closed models; dual windscreen wipers; radiator mascot; luggage rack on roadster and coupe. All models upholstered in genuine leather.

*Specifications and Equipment subject to change without notice.*

**GENERAL MOTORS — HOLDEN'S LIMITED**

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