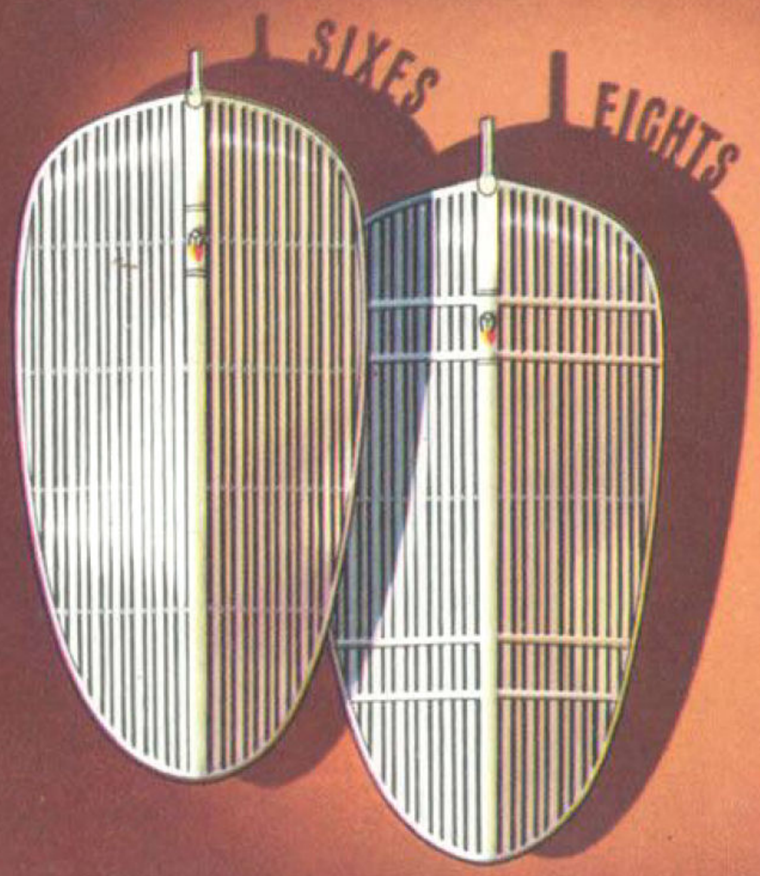
Oldsmobile



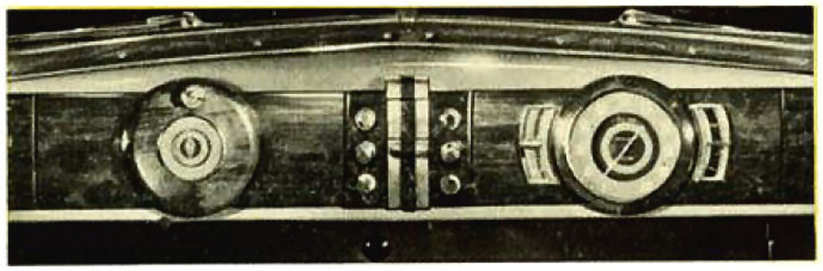
THE NEW CAR THAT GIVES YOU *Everything*

Following on two consecutive years of record-breaking sales, the new Oldsmobile models now introduced are the greatest values Oldsmobile has ever offered . . . A new 90 horsepower Six and a luxurious new 100 horsepower Eight. New graceful streamlined styling. Smoother, more spirited performance. Increased comfort. Greater safety. Newly enriched interiors. And all of the modern fine car features that have carried Oldsmobile to success as the car that gives you everything.

For sparkling performance, you have Oldsmobile's precision-built, high efficiency, high powered engine (90 horsepower in the Six, 100 horsepower in the Eight) to whisk you through traffic with resourceful ease or carry you on the open road with hour after hour of effortless speed.

For comfortable fatigueless travel you have Knee Action to cushion you over all roads in safety and comfort at any speed.

For relaxed driving on long fast trips you have Centre Control Steering and Ride Stabilizer to give carefree cornering and freedom from tension.



The Instrument Panel is styled with new beauty. Aviation type instruments are directly in front of the driver. Disappearing ashtray in centre panel.

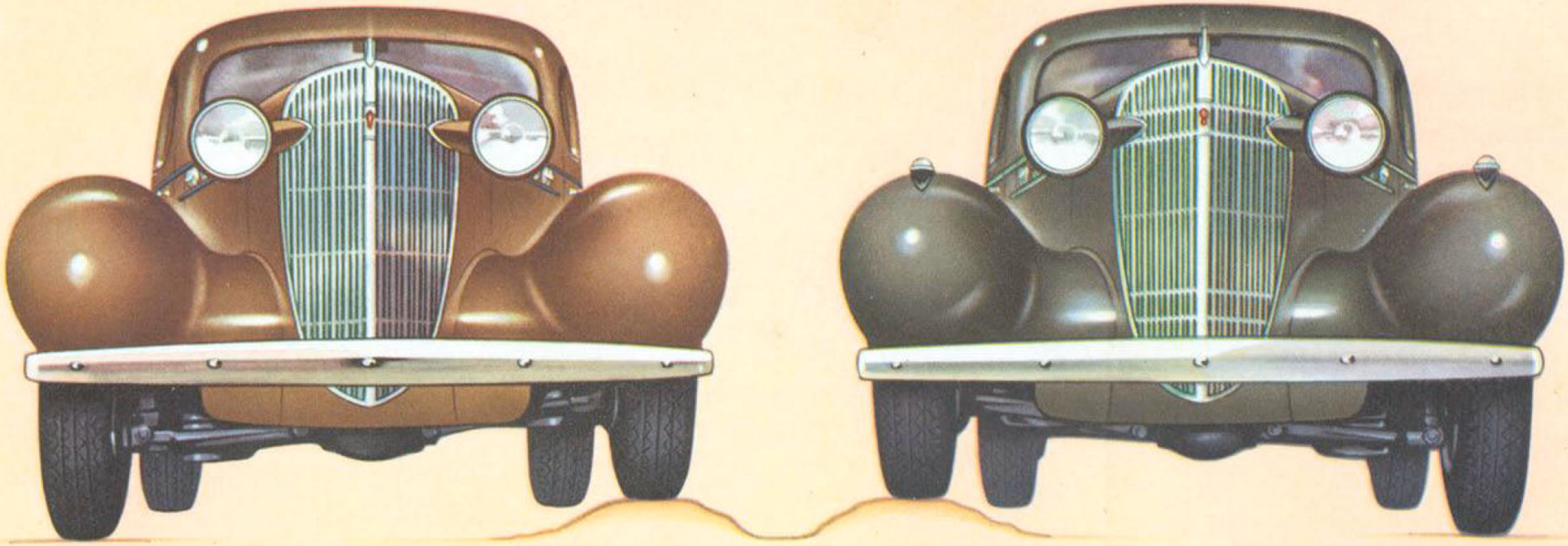
For positive control on the steepest hills and ease of control in crowded traffic you have Synchro-Mesh Gears for finger-flick changing.

For "straightline" stopping in sudden emergencies, you have Super-Hydraulic Brakes, supplemented by powerful mechanical emergency brakes, hand-operated from the dash.

To complete your enjoyment of the smoother, safer, more comfortable motoring that these features give are many others: No-Draught Ventilation. Big in-built streamlined locked luggage trunk with separate spare wheel compartment. The safety, comfort, and long lived beauty of the Body by Holden with its graceful streamlining, its luxurious interiors and its scientific insulation against heat and sound.

In short, you have everything. To realize just how completely, you need only study the following pages. Then if you have not already had the pleasure of a demonstration drive, it will be readily arranged, without obligation.

OLDSMOBILE GIVES YOU *Knee Action*



The Six

The Eight

The system of independent front wheel suspension, known as Knee Action, is the greatest advance in riding comfort since the motor industry began. It has made possible safer, easier steering, has greatly minimized the danger of blow-outs, has provided vastly improved road-holding qualities, and has revolutionised seating comfort and made the rear seat as steady and comfortable as the front.

Behind Knee Action stands 38 years of European research and experiment, and 1,433,000 miles of testing at the great General Motors Proving Grounds before it was fitted to Oldsmobile. In the last two years, it has been tested and proved through billions of miles of practical usage by more than a million motorists. Every European racing car is now fitted with independent front wheel suspension. And today, one sees it adopted by such cars as Rolls-Royce, Delahaye, Delage and many other famous English and Continental models, as well as the two finest cars in America—Cadillac and La Salle.

This year, as last, Cadillac-type Knee Action is standard on Oldsmobile—both sixes and eights.

Knee Action is a costly feature to install, but it represents correct engineering practice and is therefore fitted by Oldsmobile regardless of the expense. Not every manufacturer can afford to fit such an expensive item—but Oldsmobile gives you everything, INCLUDING KNEE ACTION.

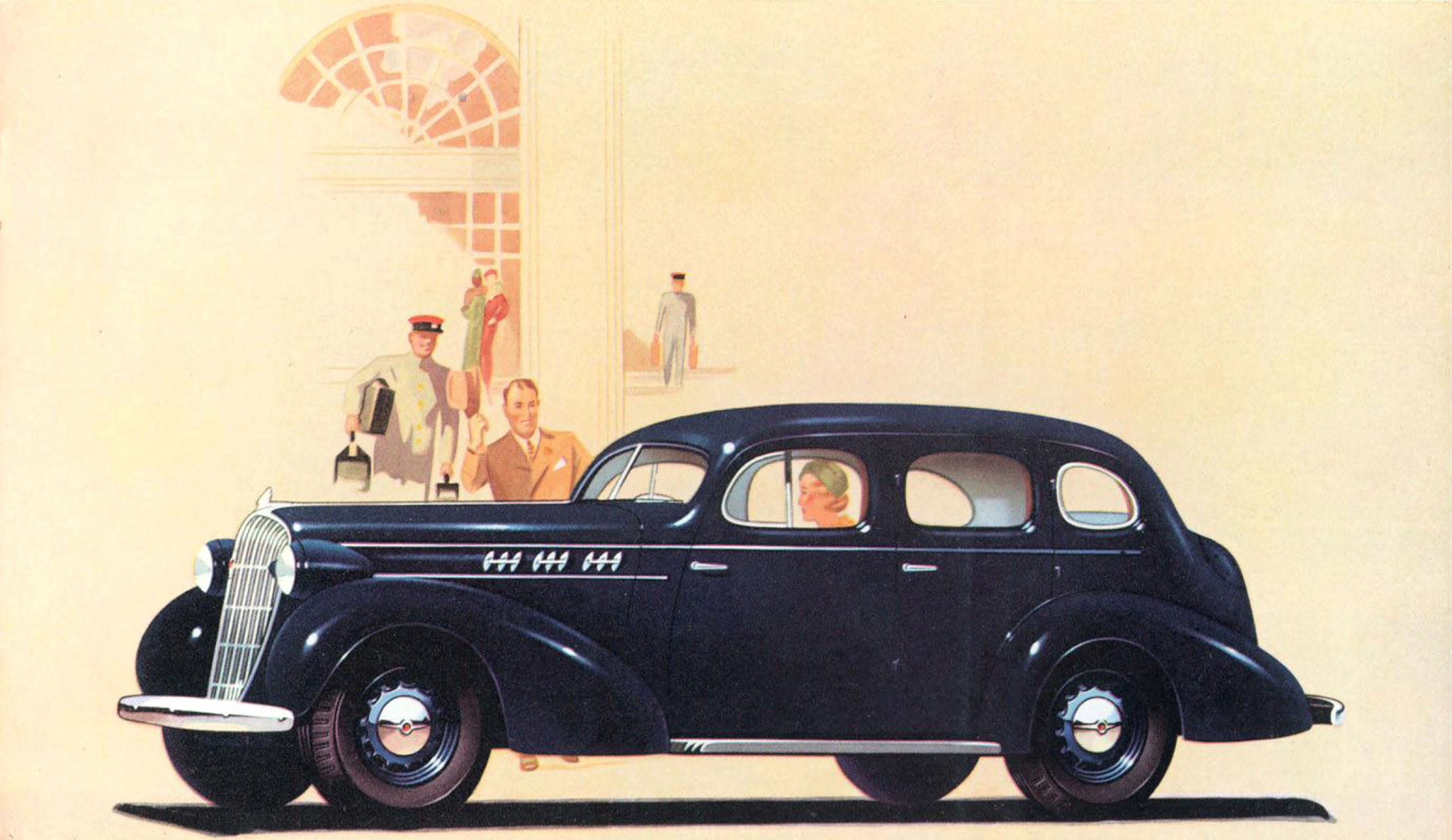
Without Knee Action, no car is modern. No car which retains the old-time rigid front axle with its unyielding, inflexible springing, can give you the utterly safe, completely comfortable and relaxing ride of the Knee Action equipped Oldsmobile. Not one.

Safety Windscreens of "Armourplate" Glass

Four times tougher than plate glass, flexing 28 degrees, the newly developed Australian processed "Armourplate" Glass makes the windscreen an integral part of Oldsmobile's construction. The photograph gives a convincing demonstration of "Armourplate" flexibility and toughness. Even if "Armourplate" should be broken under terrific impact, it does not shatter, but breaks into small, sugar-like particles which do not fly, but fall to the ground by their own weight. A great safety advance — standard on all models.

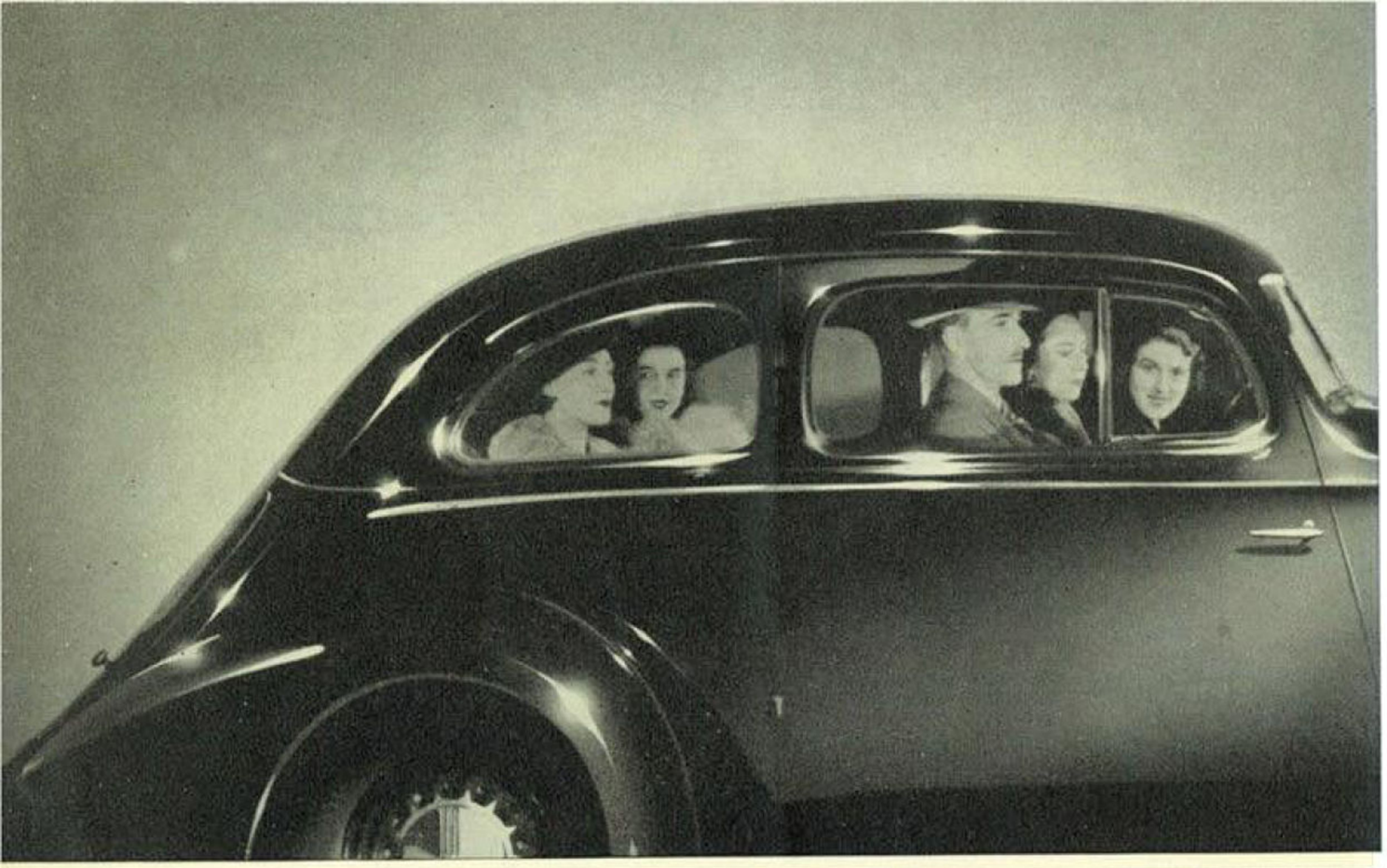
Interior Oldsmobile Six Sedan

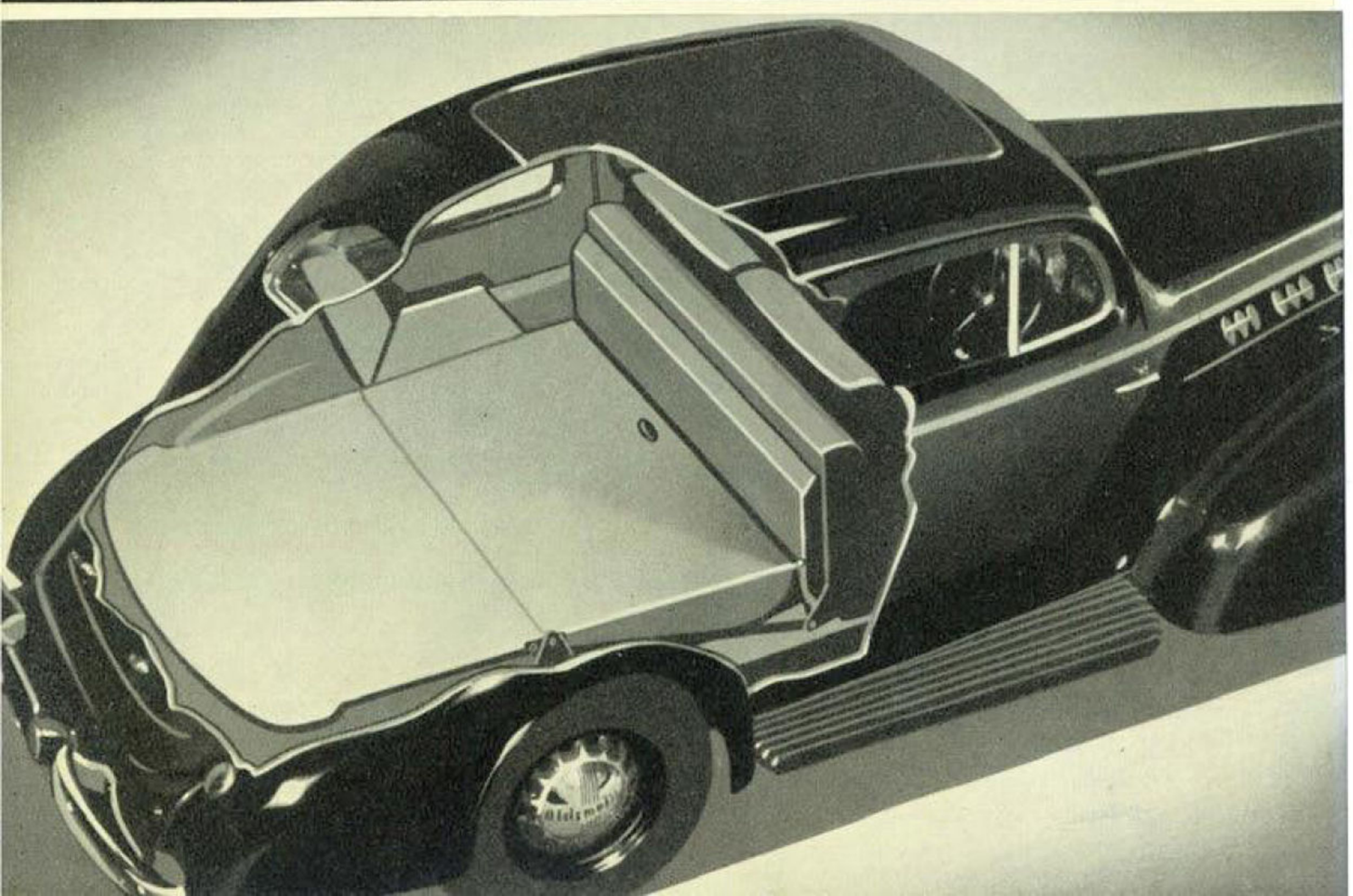
The first impression of the new Oldsmobile interiors by Holden is one of extreme spaciousness and restful comfort. The new cove ceiling following the exterior line of the roof in its grace ul streamlined curve is completely satisfying in its rounded beauty. Seat cushions are wide, deep, beautifully upholstered in real leather and set at the most restful angle. The soft action springs are separately bagged to ensure seat silence. Draught-stripping is carried in an unbroken line around both doors in a colour contrasting to the upper body trim. The new sliding seat mechanism is extremely efficient and smooth in operation. Sound and heat insulation and vibration damping measures are more complete and exhaustive than ever before. The all-metal front end increases strength at least 30%. The new inside visor fits flush with the ceiling. A host of other refinements and improvements contribute to your deep and lasting satisfaction with the Holden interiors of the new Oldsmobile models.



The Oldsmobile Six Sedan

With streamline styling to match its sparkling performance, the Six Sedan is equally the car for rough going and for occasions when appearance and beauty are first essentials. V-windshield, dual electric windshield wipers, No-draught Ventilation, and a big inbuilt streamlined locked luggage trunk with separate spare wheel compartment, are a preliminary introduction to what this car has to offer in features and refinements. (No-Draught Ventilation is standard on all models).



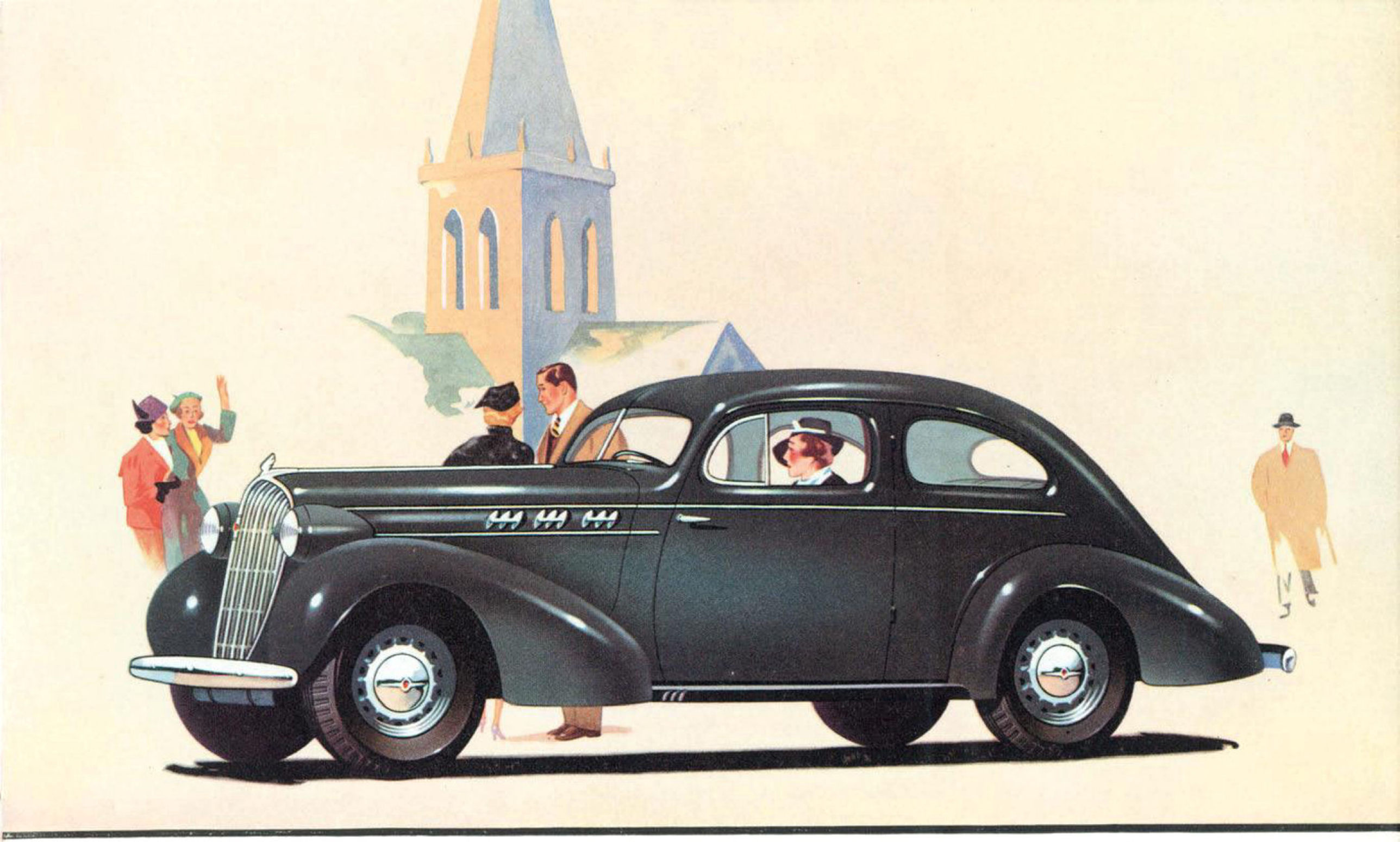


Oldsmobile's All-enclosed Coupe

The two photographs on this page provide a perfect illustration of the versatility and practicality of the Oldsmobile all-enclosed coupe. This radically new body-type, a purely Australian invention, evolved and produced by Holden's, has been an overwhelming success from the first day it was shown, and production has had difficulty in keeping up with sales.

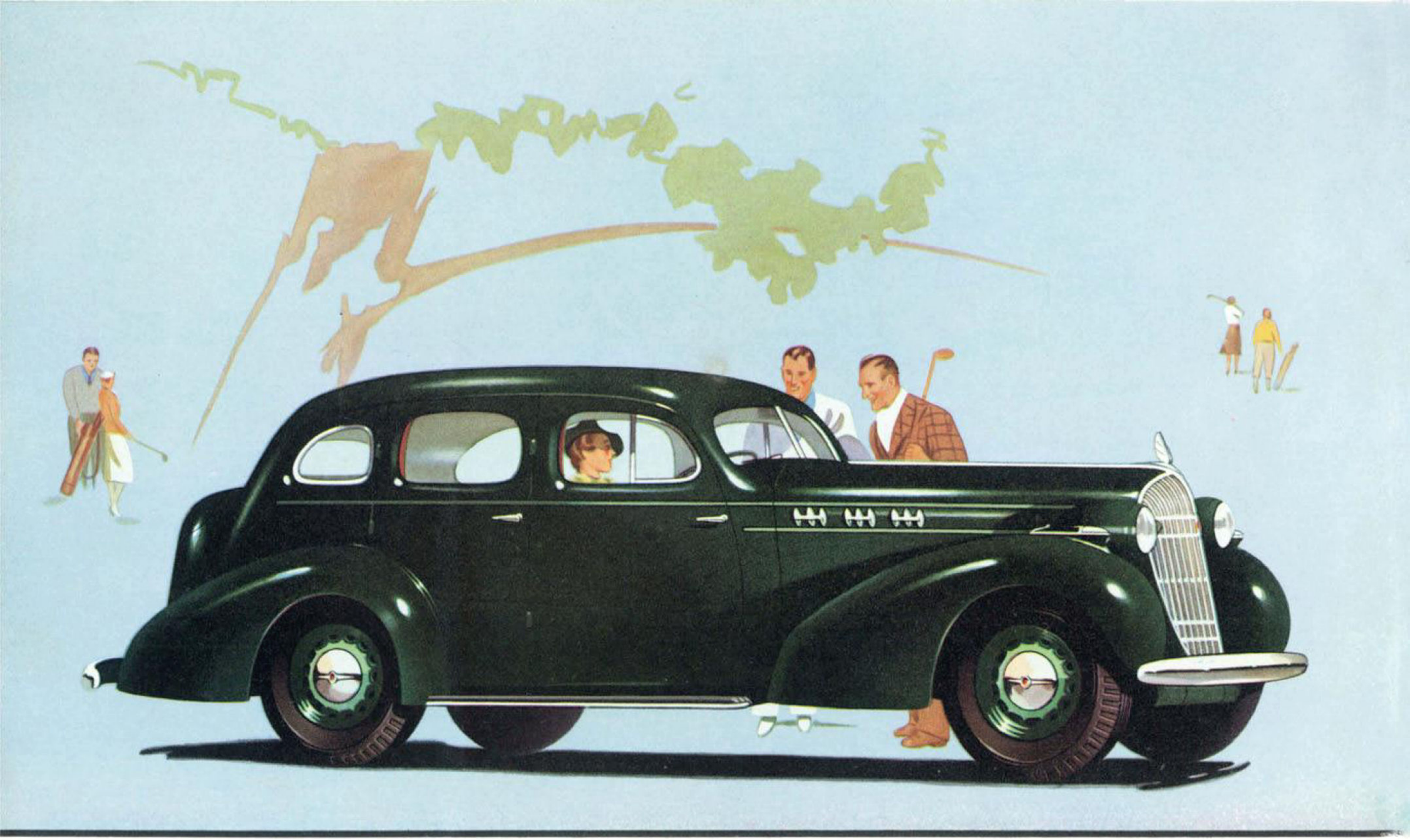
For the first time, in a coupe, emergency passengers are no longer exiled to cold, wind, dust and rain at anything up to 80 miles an hour. They are brought inside, hospitably sheltered, and enjoy the same comfort as front seat passengers.

Meantime, the two big advantages of the old-type coupe—generous luggage room and rakish lines—have not only been retained, they have been amplified. Even when a full complement of passengers is carried there is generous luggage space and, as the bottom photograph shows, when the emergency seats are not in use the luggage space is greater than has ever been available before (see also page 11). The illustration opposite shows convincingly the sweeping beauty of the car itself.



The Oldsmobile Six Coupe

A truly remarkable model. Built specially for the needs of those who travel far and fast on business or pleasure. Rear passengers, when wanted, are carried under cover in companionable comfort, and enclosed luggage space is still available. When great space for luggage or samples is required, the entire rear of the car becomes a commodious compartment, with far more room than any old type coupe. (No-Draught Ventilation is standard on all models).

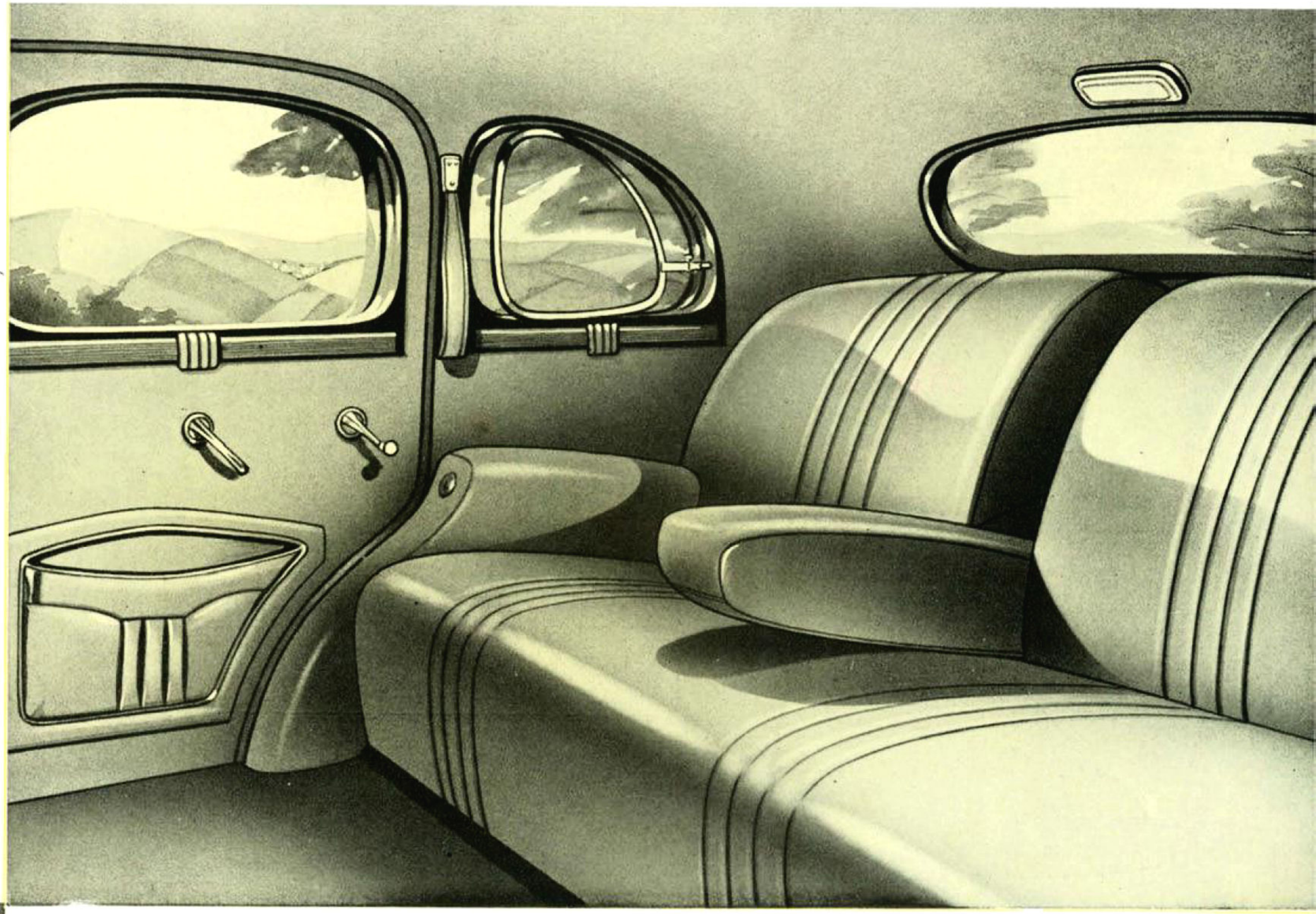


The Oldsmobile Eight Sedan

With a wheelbase of 121 inches, a 100 h.p. motor, and a speed range in top of 5 to 90 m.p.h., the Eight Sedan is the car for the man who wants perfect mastery of the road at all times, under all conditions. A car which cannot be out-performed, outdriven, or overtaken by anything within pounds of the price. Without question, the Oldsmobile Eight is to-day's great value in the fine car field. (No-Draught Ventilation is standard on all models).

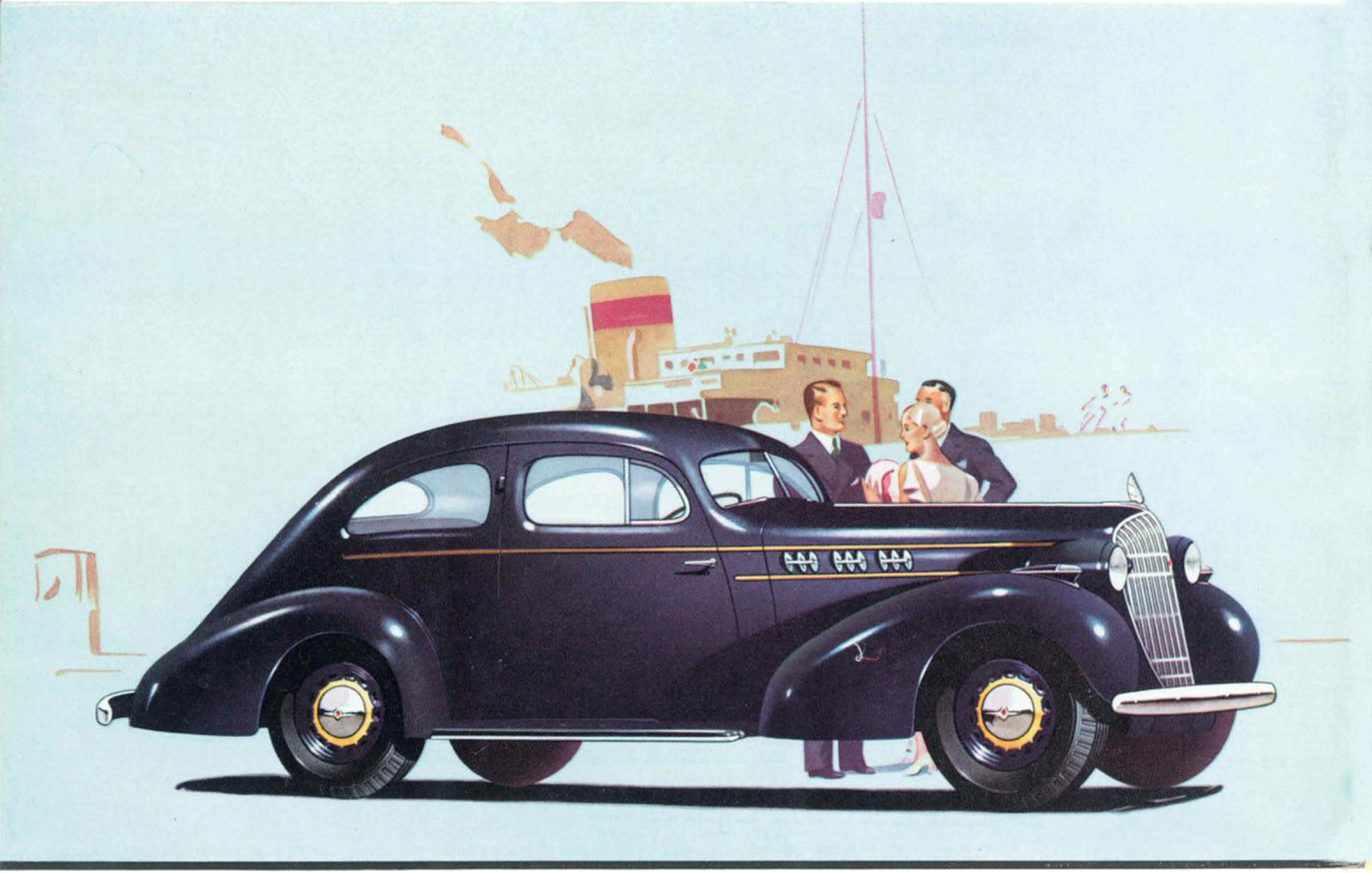
Inbuilt Streamlined Locked Luggage Trunk

On both the Six and Eight Sedans luggage is kept out of the way in the big inbuilt locked luggage trunk at rear. New features: New limit arm facilitates packing. Feltite lining prevents luggage scuffing. Improved hinges. Positive weather strip attachment. The spare wheel is housed in a separate locked compartment, leaving the streamlining unbroken.



Interior Oldsmobile Eight Sedan

In the new Oldsmobiles, rear seat passengers are lapped in luxury. The seats are big, roomy, and beautifully sprung, upholstered in genuine fine quality leather. Legroom is almost extravagantly adequate. New armrests, footrests, ashtrays and dome lamp add final touches to motoring luxury. The front compartments have full width seats, which, with new armrests and floors free from obstruction and draughts, bring new comfort and convenience to front seat passengers. Door handles and window controls are of Tenite—a marble-finished composition with a solid metal core. Oldsmobile is the first car ever to have Tenite covered fittings as standard equipment. The rear-quarter window has a new quick-action ventilation adjuster. There is inbuilt radio-speaker accommodation, and aerial efficiency has been increased. A new air vent knob eliminates the old-time visible screw.



The Oldsmobile Eight Coupe

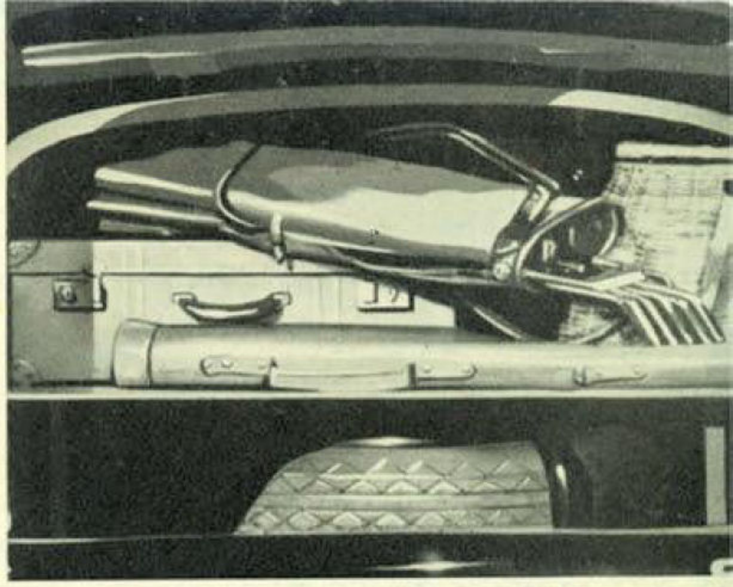
The most beautiful coupe ever built. Long, low and rakish as a yacht in its streamline beauty. A town car, carrying five in enclosed comfort and companionship. A car for travel, with wide front-seat comfort for three, and more room for luggage, in the convertible rear compartment, than any coupe ever offered before. 100 horsepower, 121-inch wheelbase. 90 m.p.h.

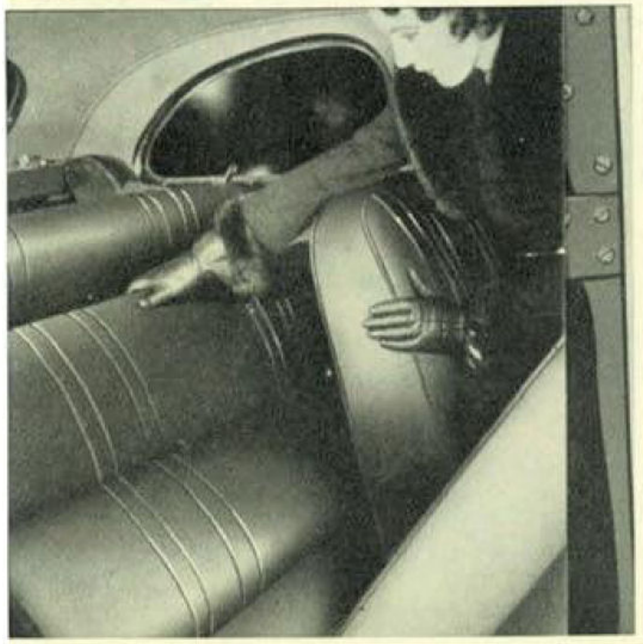
The Coupe and the Camera

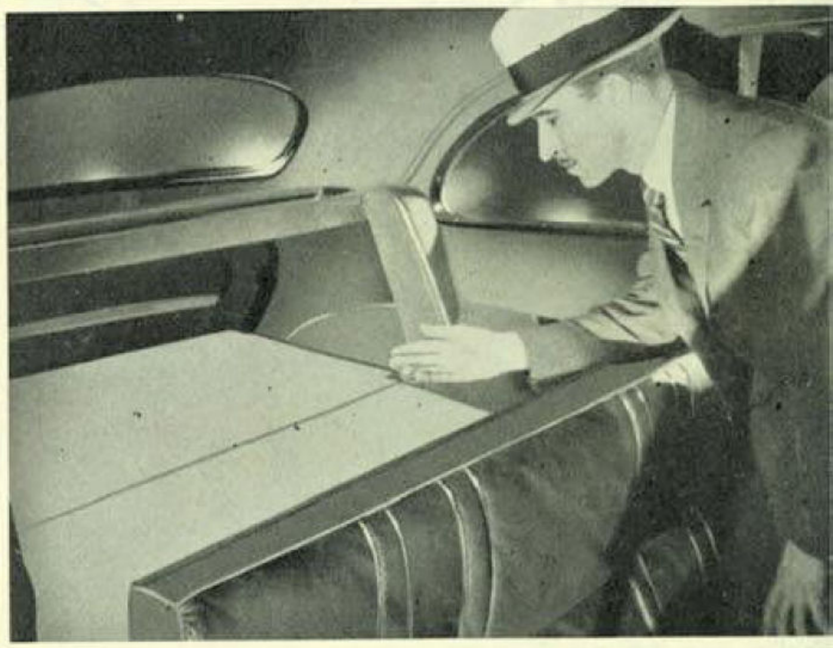
In the Oldsmobile coupe, with even five passengers riding in enclosed comfort, there is, as the top photographs show, generous luggage space. The spare wheel is enclosed in a separate compartment.

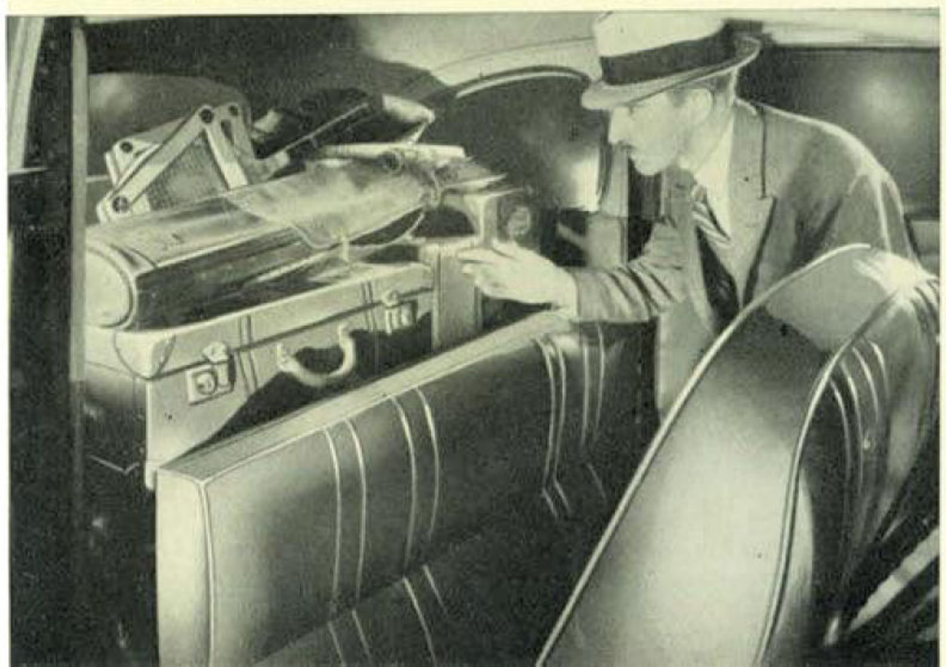
When maximum luggage space is required, the balanced back seat pulls up, and the rear squab comes easily forward in the same movement, revealing an exceptionally large space for luggage or samples (centre photographs). The two bottom photographs show the large amount of luggage which can be carried in the rear compartment when the driver is accompanied by only two passengers.

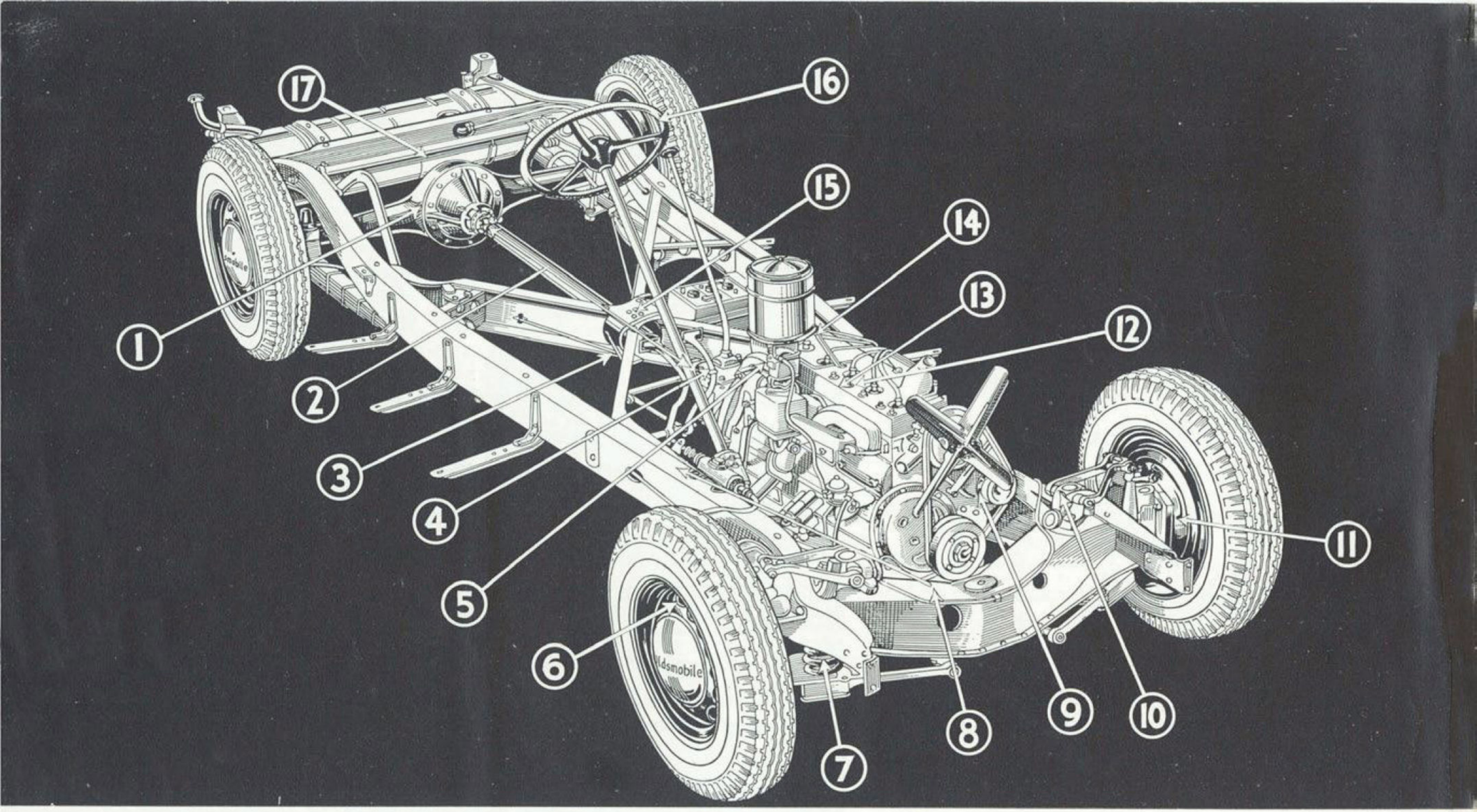
For those whose cars are part of their working equipment, as well as for those who make long distance pleasure trips, this is by far the finest car body that has yet been designed.











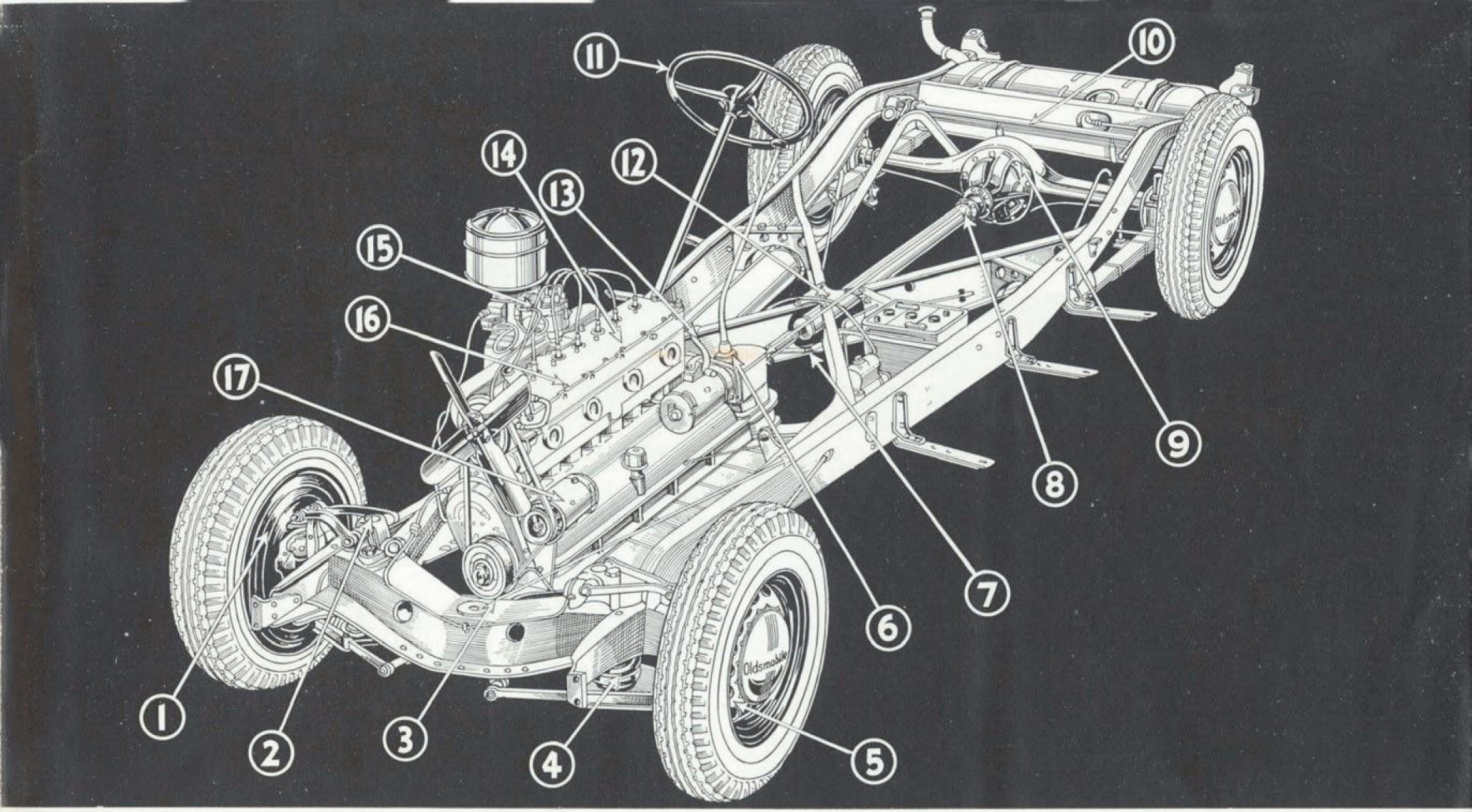
Oldsmobile Six Chassis—Wheelbase 115 inches

STUDY THE CHASSIS BEH

Oldsmobile has added weight

"SIX"

1. Semi-floating Rear Axle—Wide Double-Row Pinion Bearing.
2. Needle Bearing Universal Joint.
3. Hand-Brake Hook-up.
4. Synchro-Mesh Transmission.
5. Down-Draught Carburettion—Automatic Choke.
6. Safety Steel Wheels.
7. Knee Action.
8. Tri-Cushion Engine Suspension.
9. Air-Cooled Generator.
10. Double-Action Hydraulic Shock Absorbers
11. Super-Hydraulic Brakes.
12. 90-horsepower Six-cylinder Engine.
13. High Efficiency Cylinder Head.
14. Air Cleaner Brace.
15. Girder X-Type Frame.
16. Centre Control Steering.
17. Ride Stabilizer.



ORE YOU BUY ANY CAR

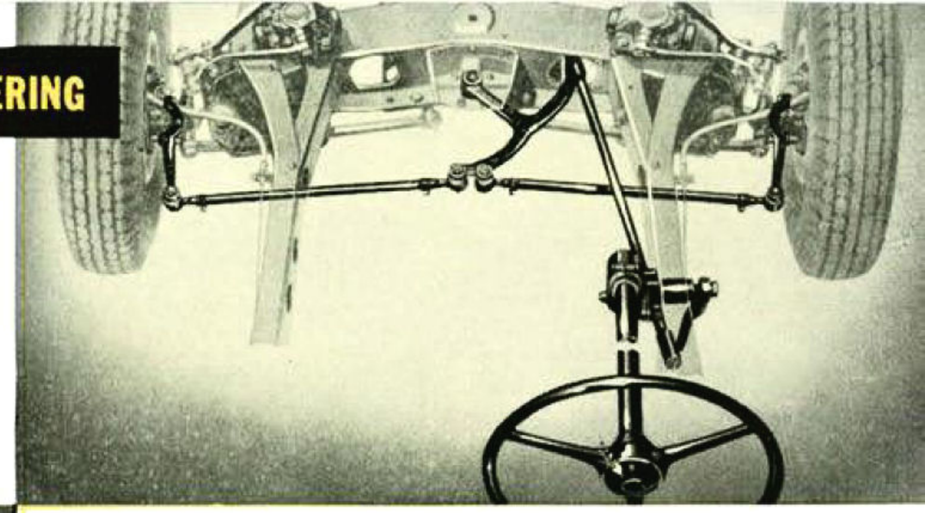
Oldsmobile Eight Chassis—Wheelbase 121 inches

nd an extra margin of safety

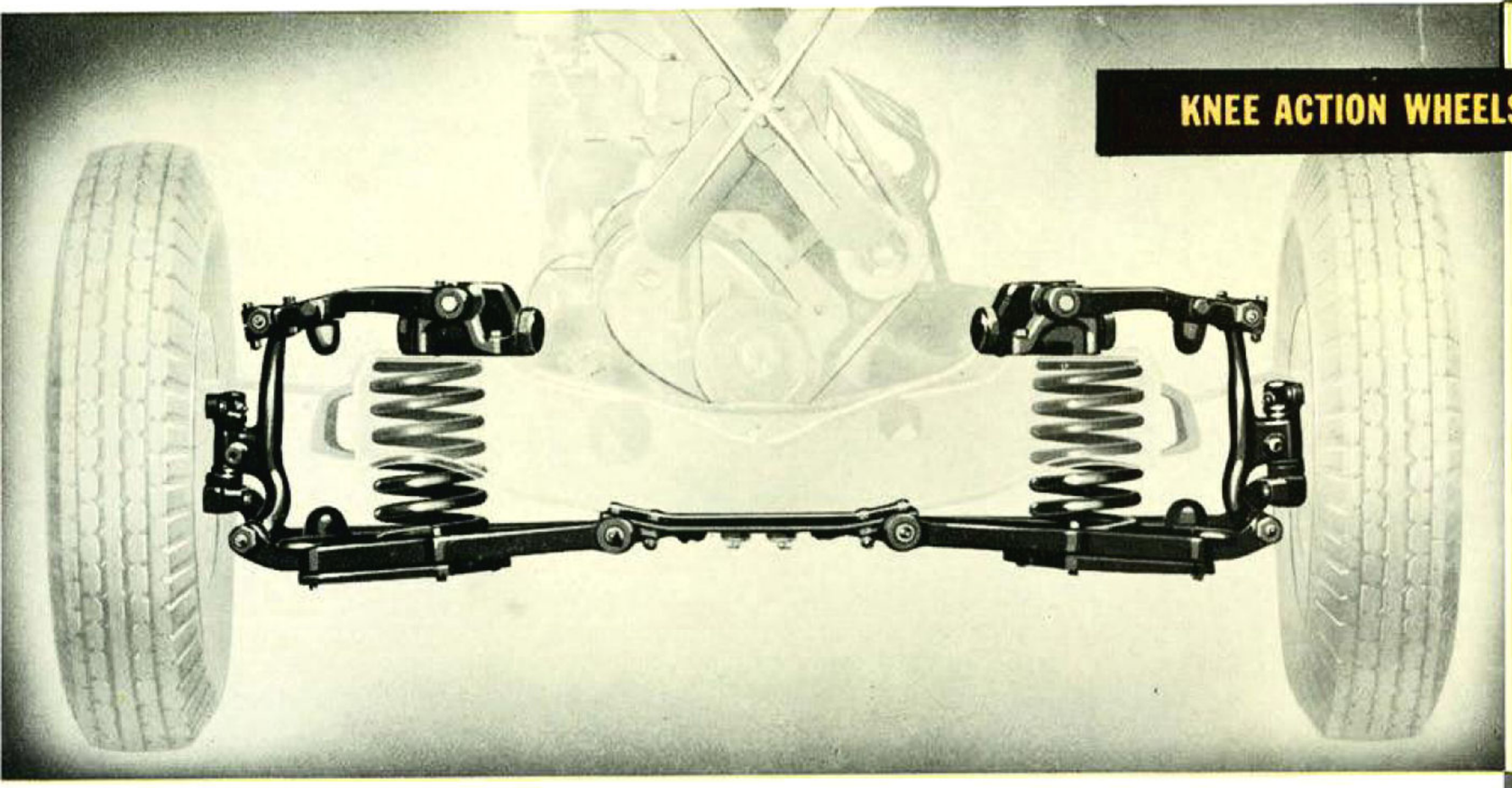
"EIGHT"

1. Super-Hydraulic Brakes.
2. Double Action Hydraulic Shock Absorbers—front and rear.
3. Tri-Cushion Engine Suspension.
4. Knee Action.
5. Safety Steel Wheels.
6. Synchro-Mesh Transmission.
7. Improved Hand-Brake Hook-up
8. Needle Bearing Universal Joint.
9. Semi-floating Rear Axle—Wide Double-Row Pinion Bearing.
10. Ride Stabilizer.
11. Centre-Control Steering.
12. Girder X-Type Frame.
13. Isolated Starter Control.
14. 100-horsepower Eight-cylinder Engine.
15. Automatic Choke.
16. High Efficiency Cylinder Head.
17. Air-Cooled Generator.

CENTRE-CONTROL STEERING



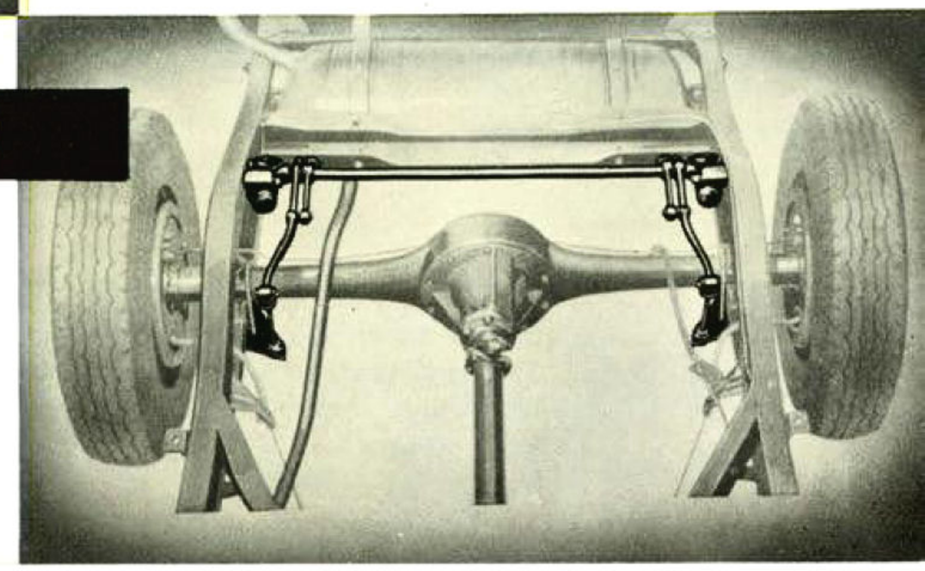
Exerting steering action on the front wheels, from a point exactly midway between them, instead of from one side, Centre Control Steering is one of Oldsmobile's big contributions to safety and ease of control. Steering is entirely divorced from road shocks and the car may be driven over the roughest roads with but the lightest touch on the wheel. In addition, less steering effort is required, and parking and turning become delightfully easy.



KNEE ACTION WHEELS

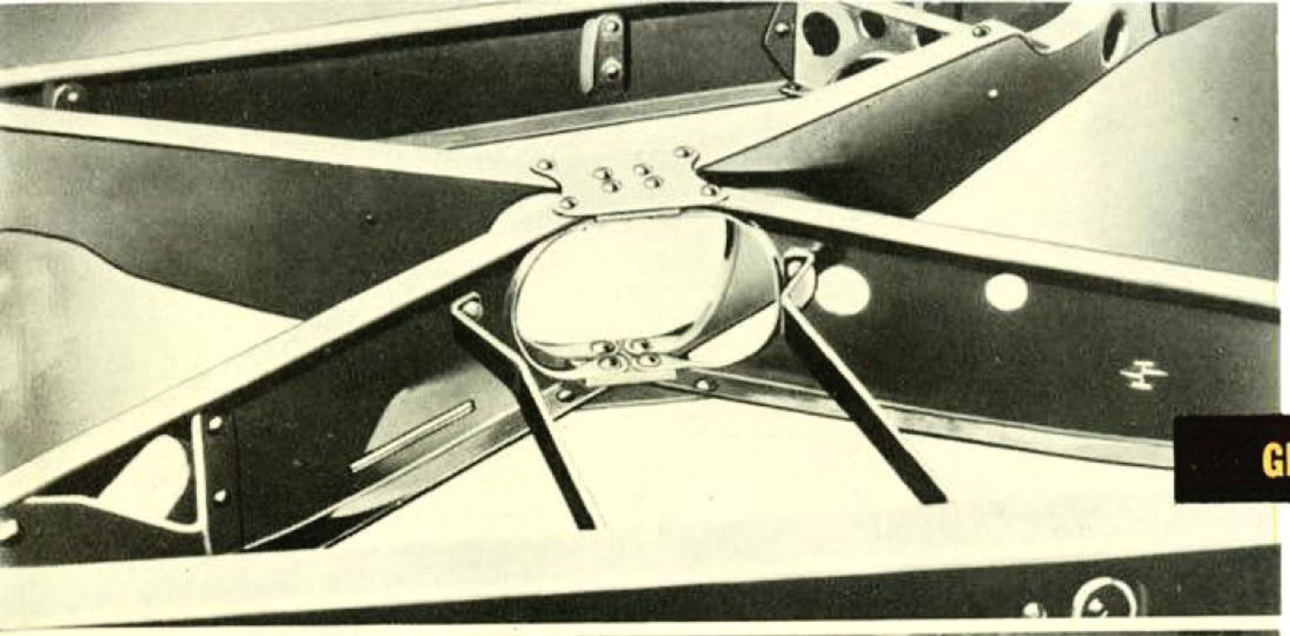
Oldsmobile again offers Knee Action Front Wheels as standard equipment. It is one feature that cannot be equalled for riding safety, roadability and rid'ng comfort. Coil front springs, perfectly harmonized in resiliency with the rear springs, are so mounted that each front wheel operates independently of the other, stepping over bumps with a knee-like action. Pitching, tossing, and neck-snapping are entirely eliminated. Tyre life is lengthened. Steering is easier. Knee Action is, without exception, the most important feature that can be built into any car.

RIDE STABILIZER



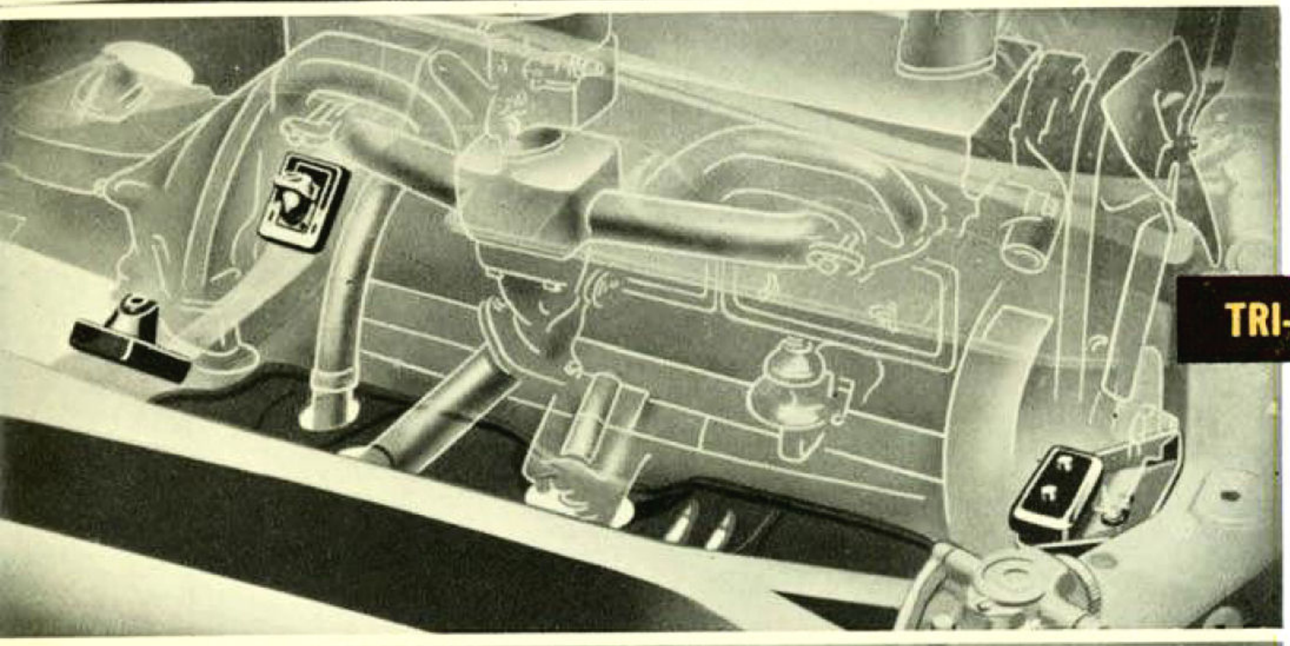
Checks the tendency of the body to "roll" or to tip outwards when making a turn, giving greater stability and enabling fast turns to be made with comfort and safety. Consists of a spring steel tension bar which is fastened to the rear shock absorbers. When one side of the frame tends to rise faster than the other, a twisting action in the stabilizer bar arrests and neutralises the motion.

The Car that gives you Everything



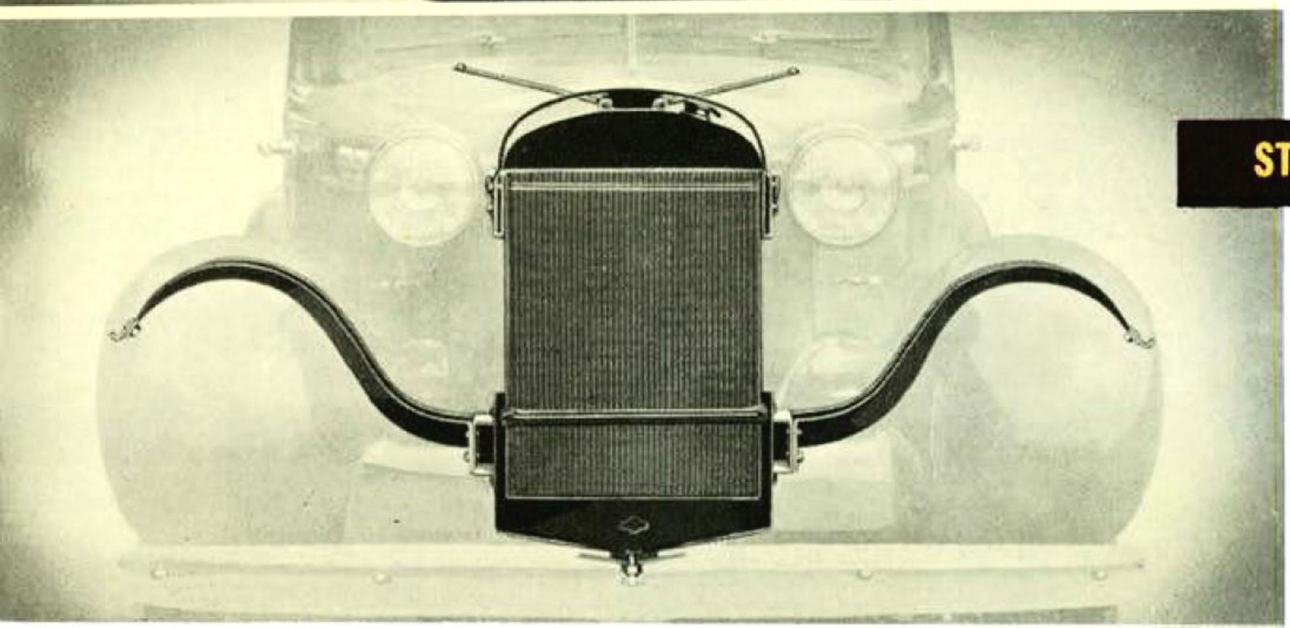
GIRDER X-TYPE FRAME

Oldsmobile's Improved X-type Frame offers tremendous resistance to twisting and warping, and forms a rigid foundation for the body, preventing the development of squeaks and rattles due to body movement. The extra strength of the new frame is due to the exceptionally thick steel reinforcing plates which are fitted between the upper and lower X-member flanges, with rivets extending through all four thicknesses of metal at 8 points, and also to the box-section side rail construction.



TRI-CUSHION SUSPENSION

Large rubber mountings at three points thoroughly isolate engine vibration and movement from the frame, and eliminate any tendency to top speed roar. A single point mounting of very soft rubber cushions the engine at the front, and the two rear mountings, located at the rear of the clutch housing, are now placed so that the spread between them is reduced, ensuring better absorption of torque reaction, while providing closer control over the movement of the engine.

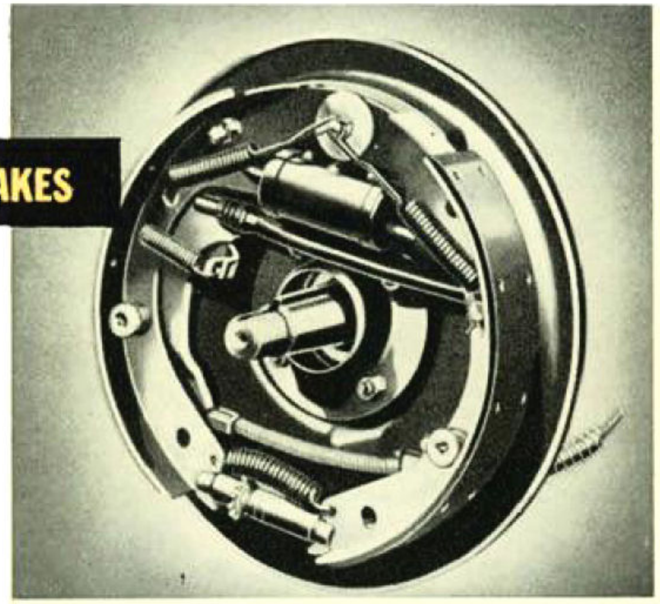


STABILIZED FRONT END

Fenders, Radiators and Lamps are pivoted on a single point as one unit, and cushioned from the rest of the car in a block of live rubber, eliminating front end vibration and weaving of the bonnet and fenders. This construction is extremely strong and prevents rattles and other noises developing in the front end of the car.

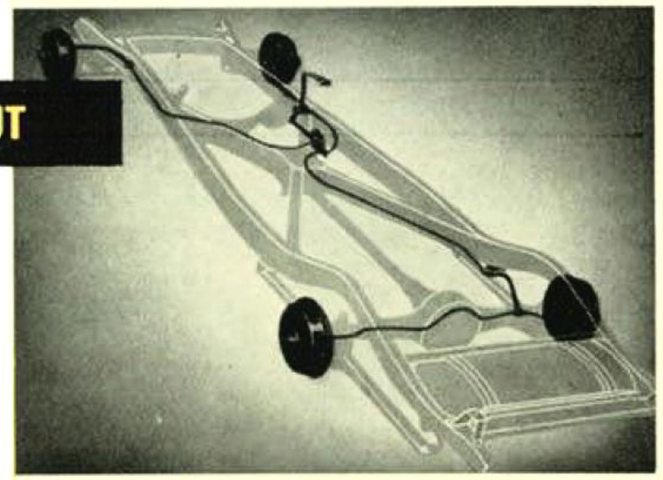
SUPER HYDRAULIC BRAKES

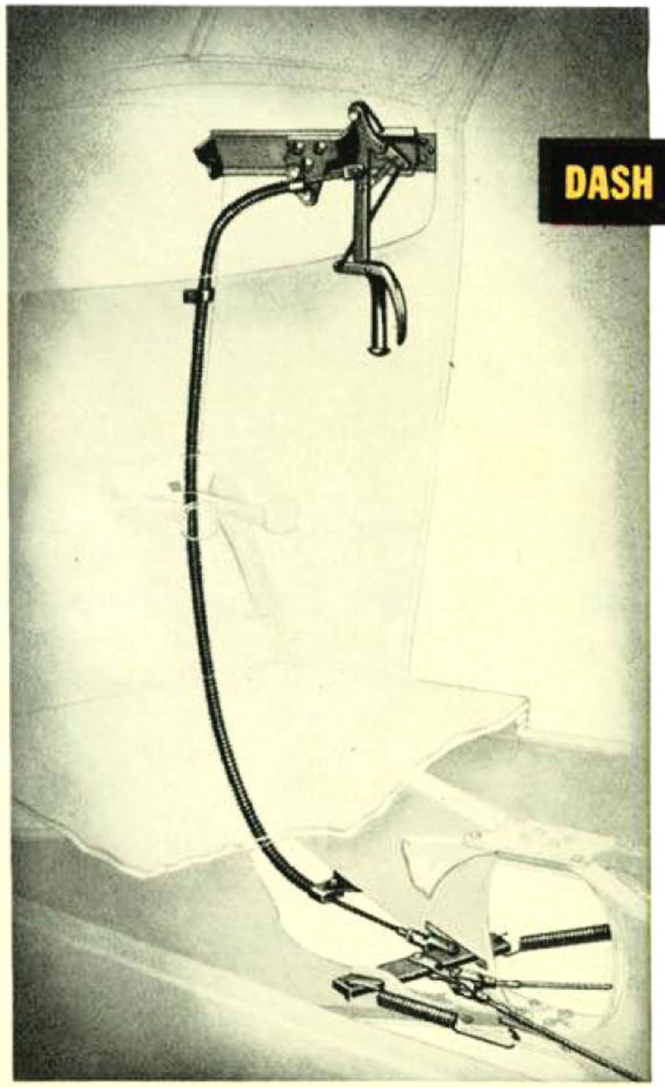
These self-energising Super Hydraulic Brakes have an effective braking area of 190 sq. ins. on the Six, and 207 sq. ins. on the Eight. Responsive to the slightest pedal pressure, they are always equalised for safe "straightline" stops, and operate smoothly without jarring the passengers, even on lightning quick stops in emergencies from high speeds.



FOOT-BRAKE LAYOUT

The master cylinder of the system is mounted behind the brake pedal. Piping leads to a cylinder inside each brake. Pressure in the master cylinder is transmitted equally to all four brakes.



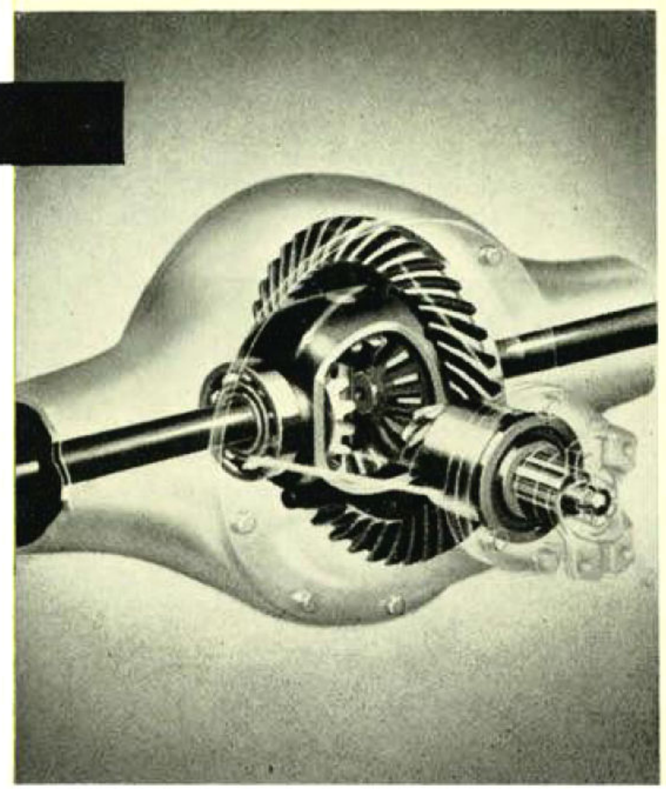


DASH HAND-BRAKE CONTROL

This new departure enables the hand brake to be placed in the most convenient position where it may be instantly brought into use in emergencies. It also provides more leg room for the driver and passengers in the front compartment. The hand brake is mechanical in operation, and operates on the rear wheels, functioning independently of the hydraulic brakes and giving the car two separate and distinct braking systems.

DIFFERENTIAL

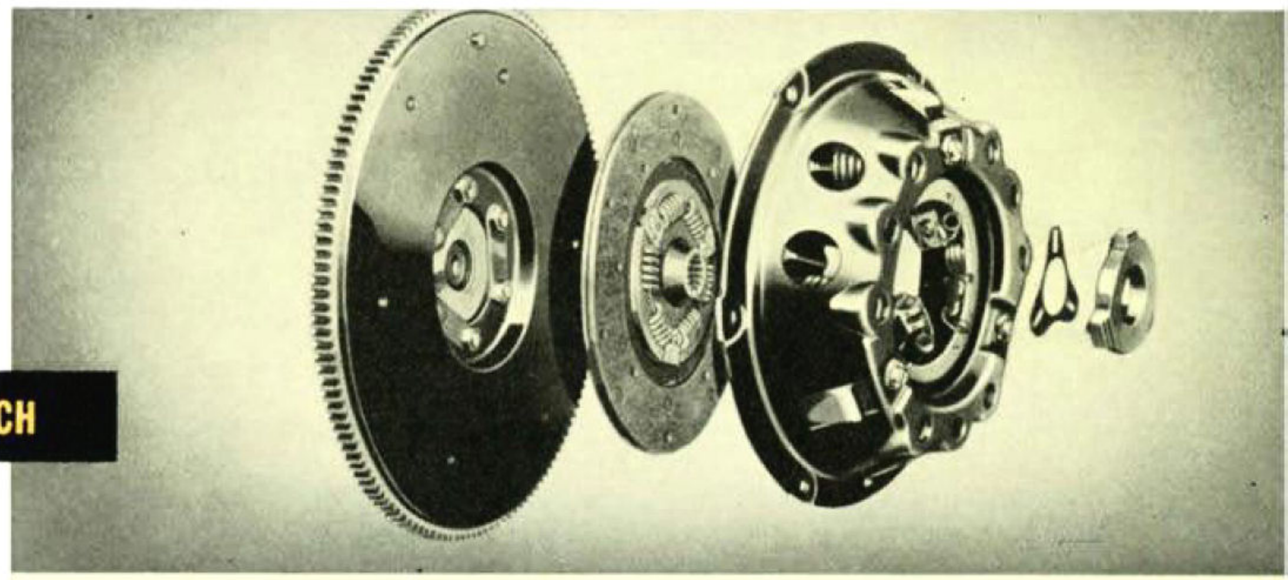
Quiet operation is assured through wide-spread double row ball-bearings, which furnish ample support of the drive pinion, and hold it in correct relation with the ring gear. These bearings have a high load capacity, ensuring long life, and provision is made for very simple adjustment of bearing position. The banjo-type pressed steel engine housing provides maximum strength with low unsprung weight.



THREADED SPRING SHACKLE

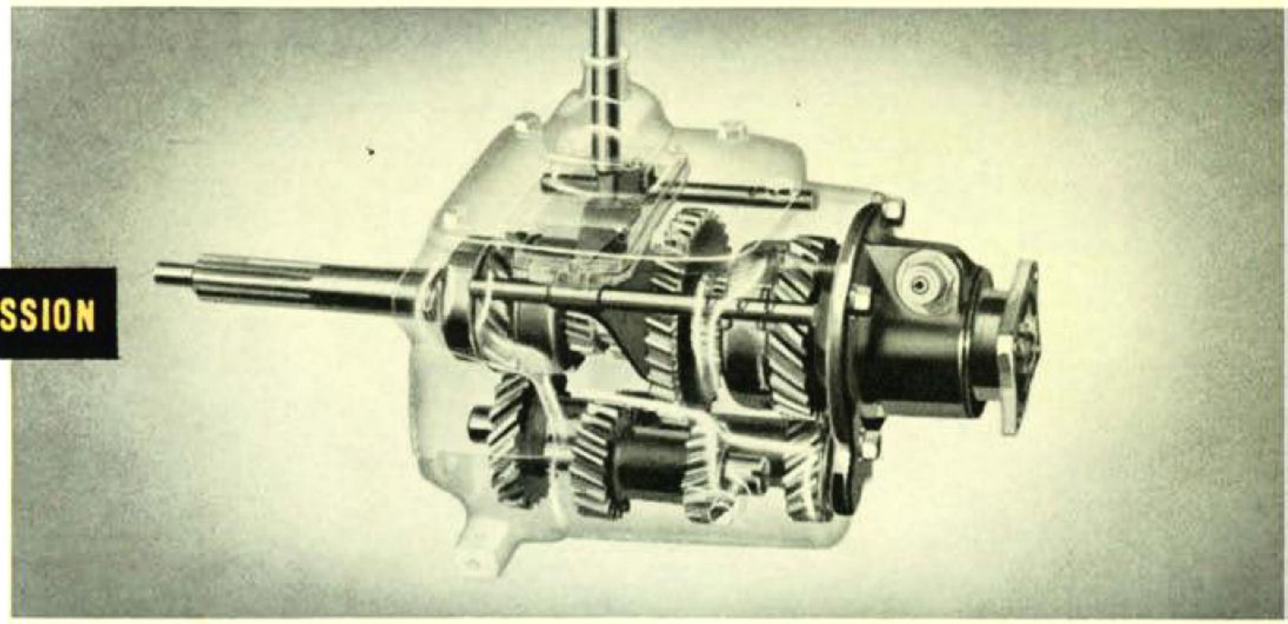
Threaded Shackles permit the free movement required for flexible spring action yet completely eliminate side sway and shackle noise. Because of the threaded construction these shackles provide a greater bearing surface and are less subject to wear, and **no** adjustments are required. Space is provided for a generous quantity of lubricant.

The Car that gives you Everything



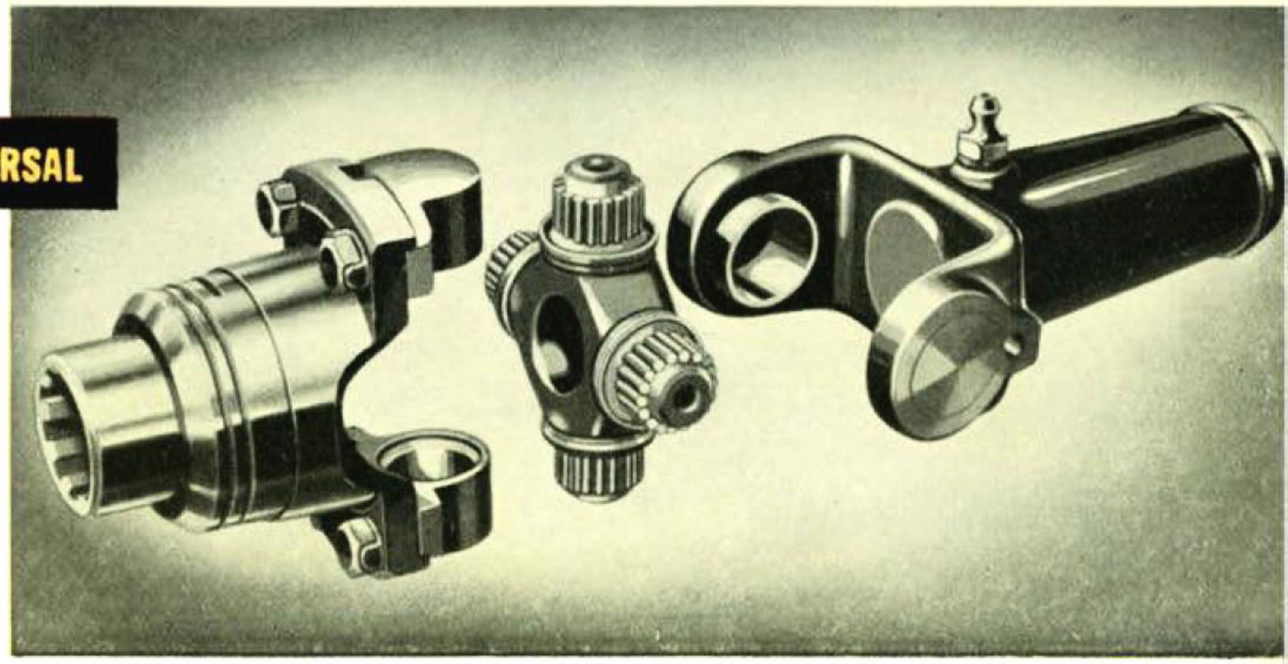
SINGLE-PLATE CLUTCH

Clutch action is smooth and positive, because the Clutch is a single dry disc with knife-edge lever, and strut construction, and because the throw-out equaliser shaft is mounted on bearings. A self-aligning clutch release bearing which never requires lubrication, and a cast iron release collar which contacts the release bearing each time the clutch is disengaged, ensure quiet and dependable clutch action.



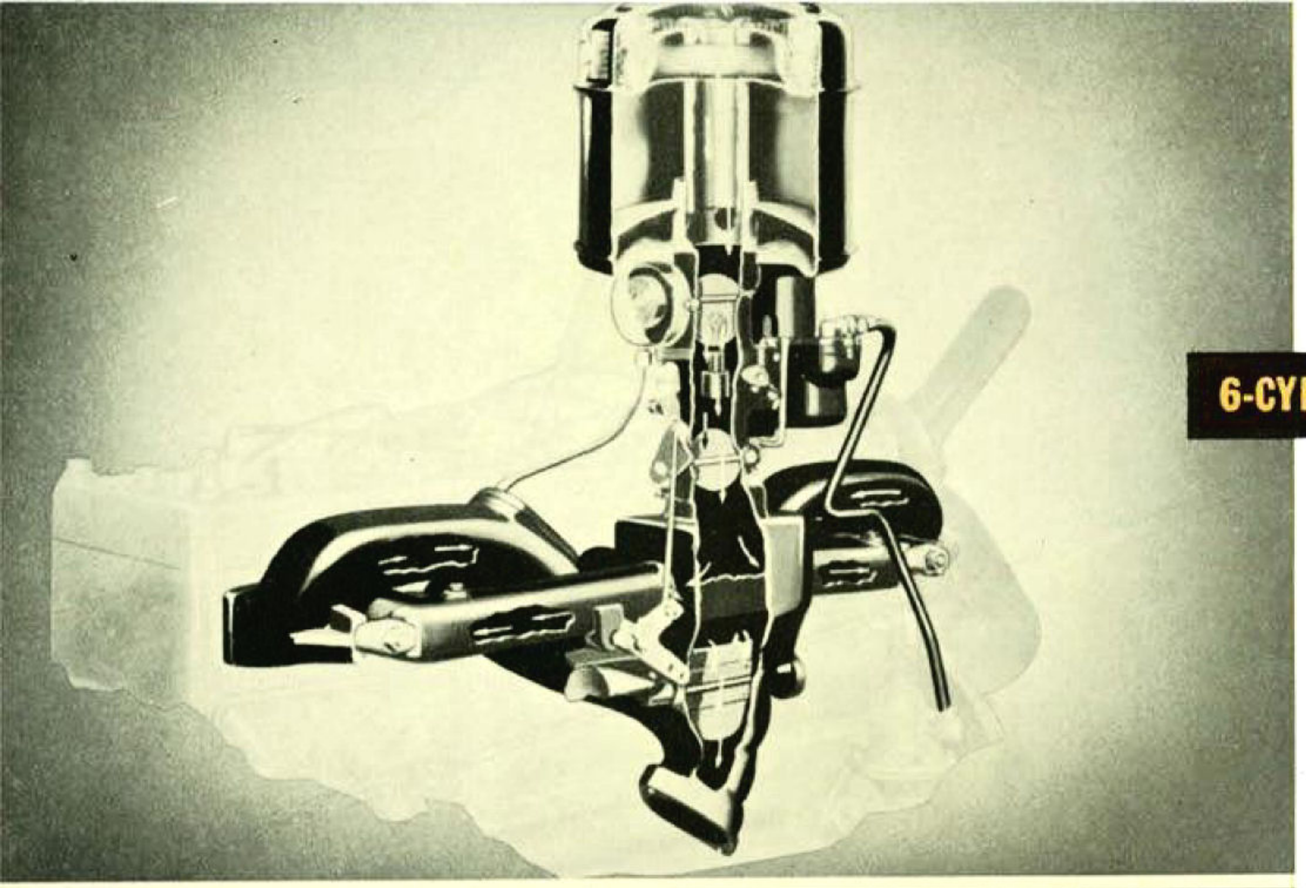
SYNCHRO-MESH TRANSMISSION

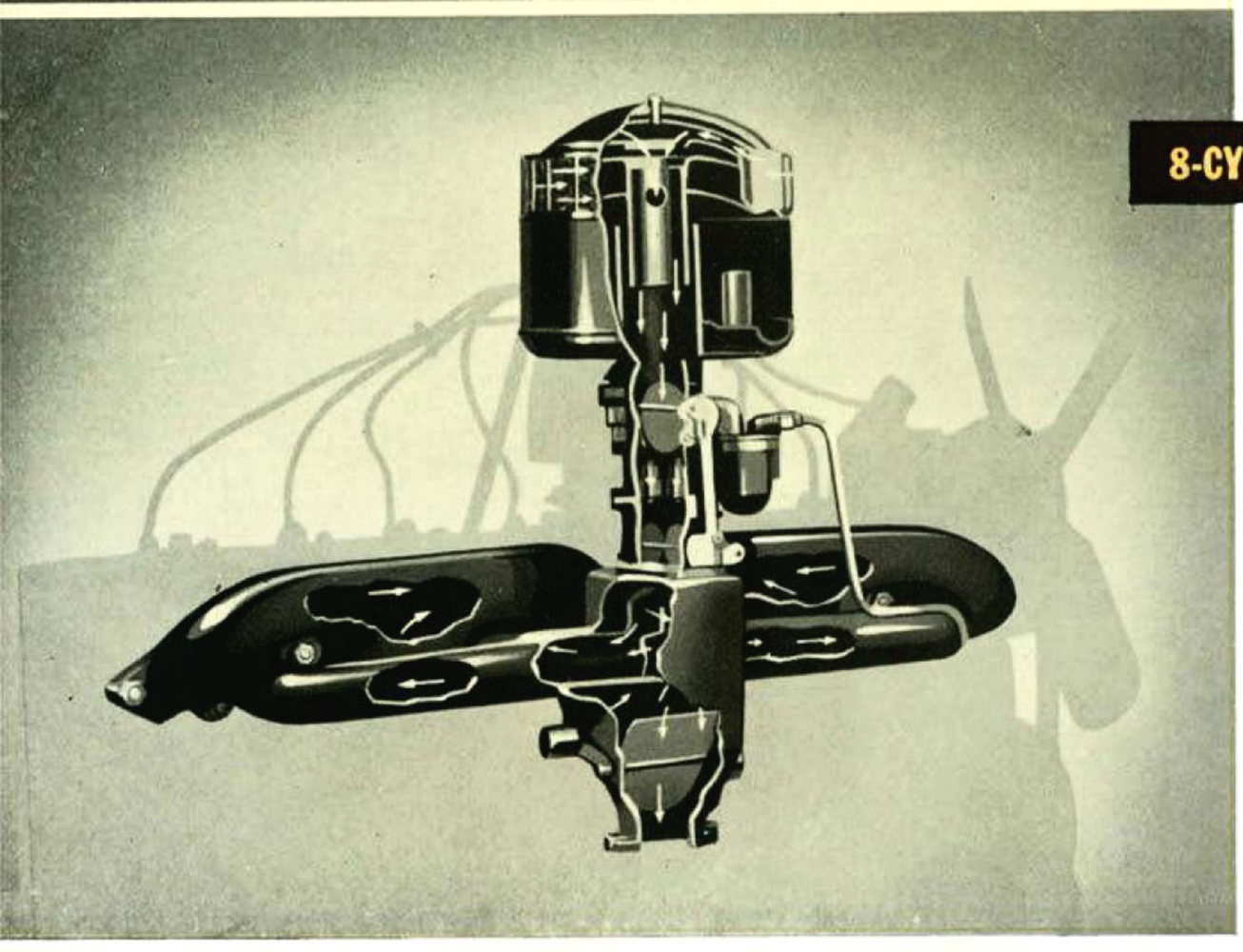
Oldsmobile's transmission is one of the outstanding advances in automotive engineering in the past few years. Meshing gears brought to the same rotating speed by means of synchronising cones and collars just before the gear change is completed, allow the change to be made deliberately and without hesitation, and without gear clashing at all driving speeds.



NEEDLE BEARING UNIVERSAL

Oldsmobile's needle bearing universal joints provide practically frictionless operation. The construction is extremely rugged, and the drive, instead of being through the bolts which hold the flanges together, is through square lugs. Depressions on the flanges, effectively sealed against entrance of dirt and water, are packed with sufficient lubricant at the time of assembling to last for 25,000 miles or more.





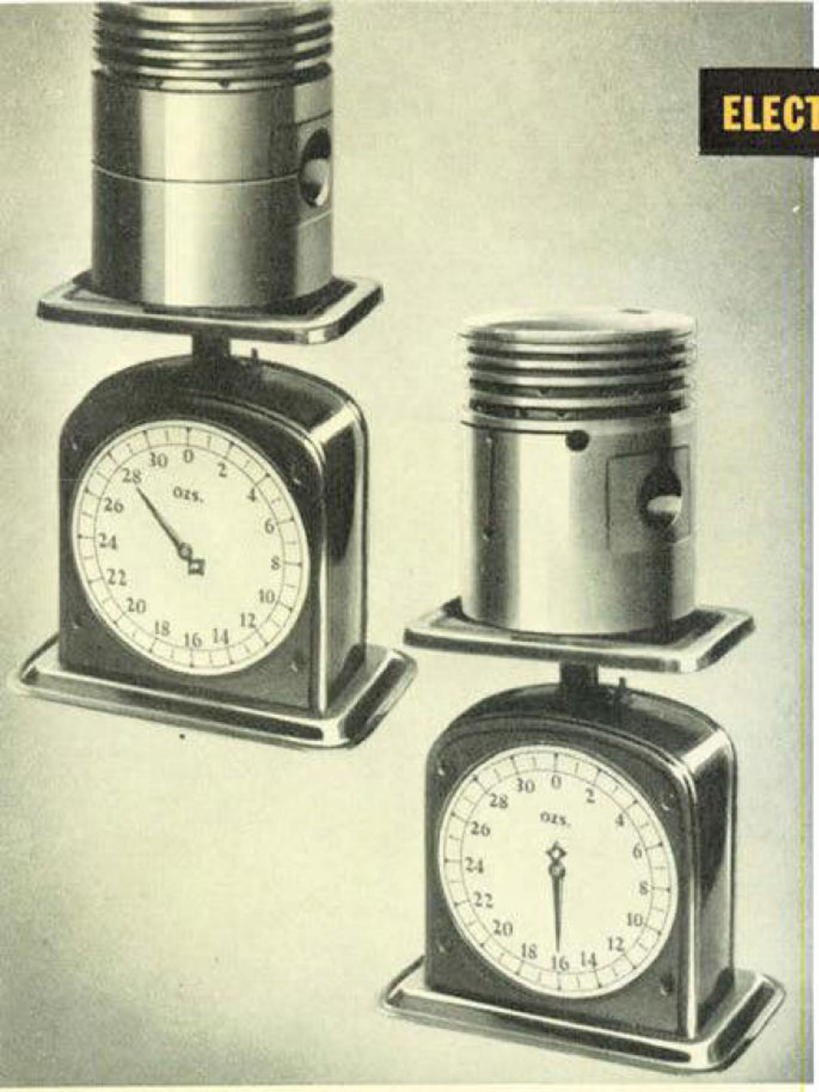
The Car that gives you Everything

6-CYLINDER CARBURETTION

New type down draught carburettion provides better economy and more dependable performance, and contributes to easier starting, greater acceleration, better hill climbing and greater power, without excessive fuel consumption. Metering pins, instead of jets, keep the mixture ratio more uniform at all speeds, giving economy and smoothness of operation. Triple Venturi tubes in the air chamber ensure straight flow of the gases out of the carburettor for correct manifold distribution. An anti-percolation device ensures immediately responsive starting, after extremely hard runs in very hot weather, by preventing the percolation or boiling of the petrol in the carburettor, which is a common hot weather trouble.

8-CYLINDER CARBURETTION

The Oldsmobile "8" has dual carburettion—two carburettors and manifolds in a single unit—assuring uniform fuel distribution to all eight cylinders. In addition to the advantages applicable to the 6-cylinder carburettion, there is incorporated in the "8" manifold an atomising device, centrally located pocket, and drain, contributing to easy cold weather starting. Down slope manifold branches improve fuel distribution. Both "6" and "8" systems are equipped with vertical type air cleaners and silencers, with an unusually large cleaning mesh. Automatic chokes on both "6" and "8" provide more efficient and positive operation, and simplify cold weather starting.

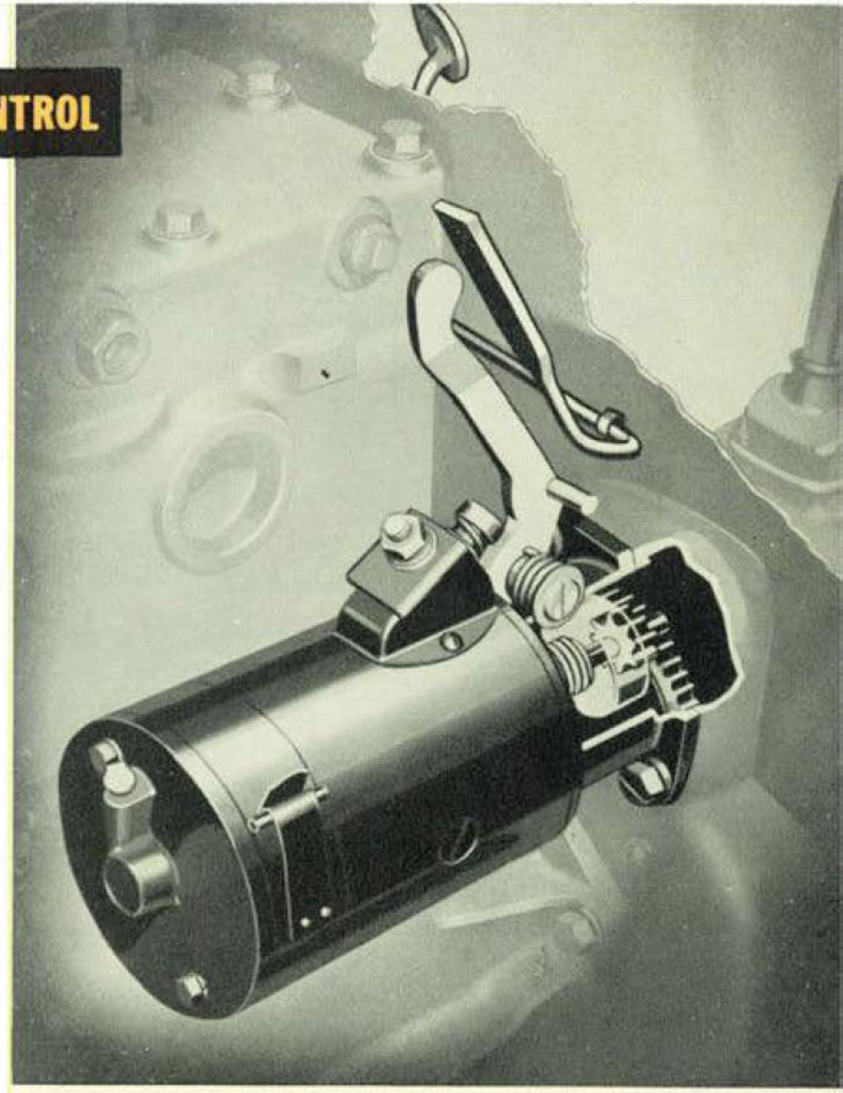


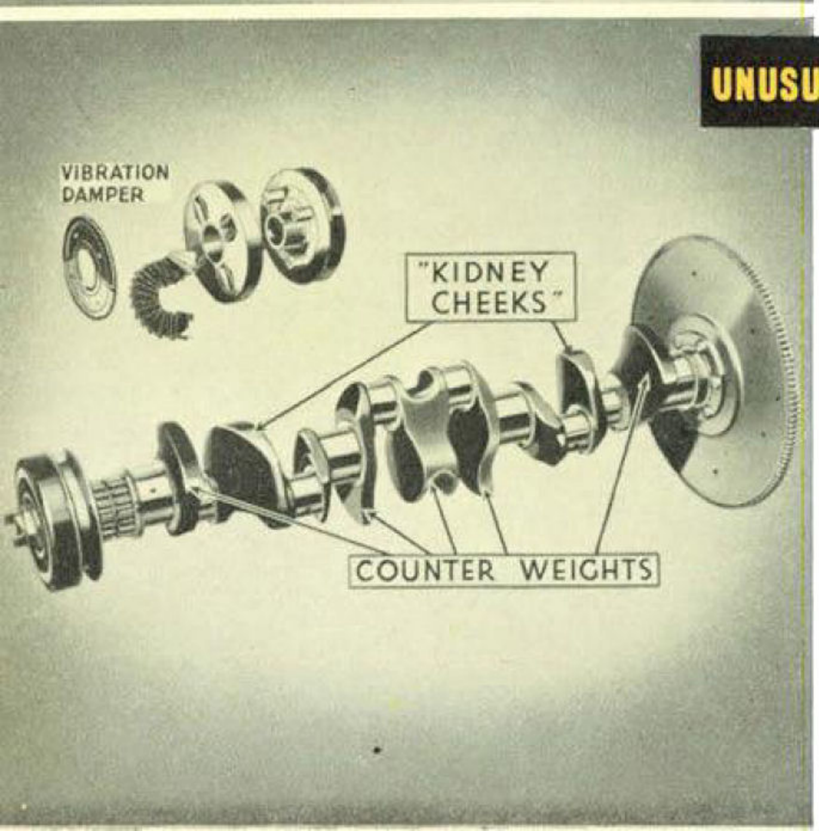
ELECTRO-HARDENED PISTONS

Through the application of a new electro-hardening process, Oldsmobile engineers have been able to produce a 45% lighter weight piston, with an extremely hard, wear-resisting surface that ensures long piston life. By lightening the weight of the reciprocating parts of the engine, these new electro-hardened pistons provide for smoother operation at all speeds, better performance and a reduction of the load on the crankshaft and connecting rod bearings, with consequently longer bearing life.

ISOLATED STARTER CONTROL

Under normal running conditions, the Starter Control has no mechanical connection with the engine. It makes no contact with the starting motor control arm, so preventing direct transmission of noise and vibration to the front compartment. The hole on the toeboard, through which heat and noise normally would enter the driving compartment is sealed, further contributing to riding and driving comfort.



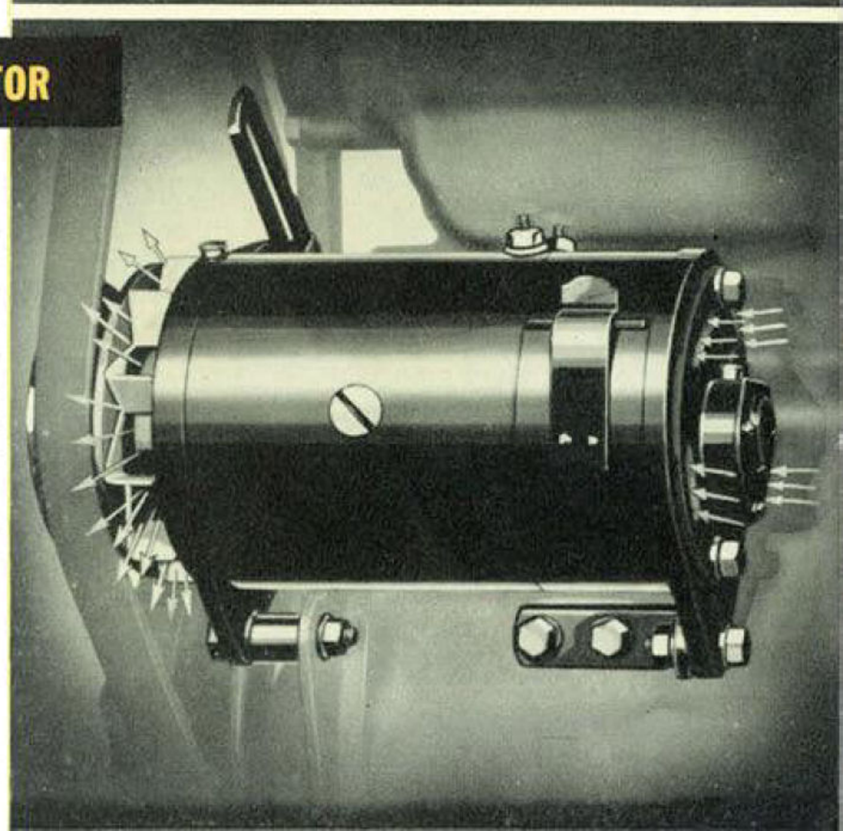


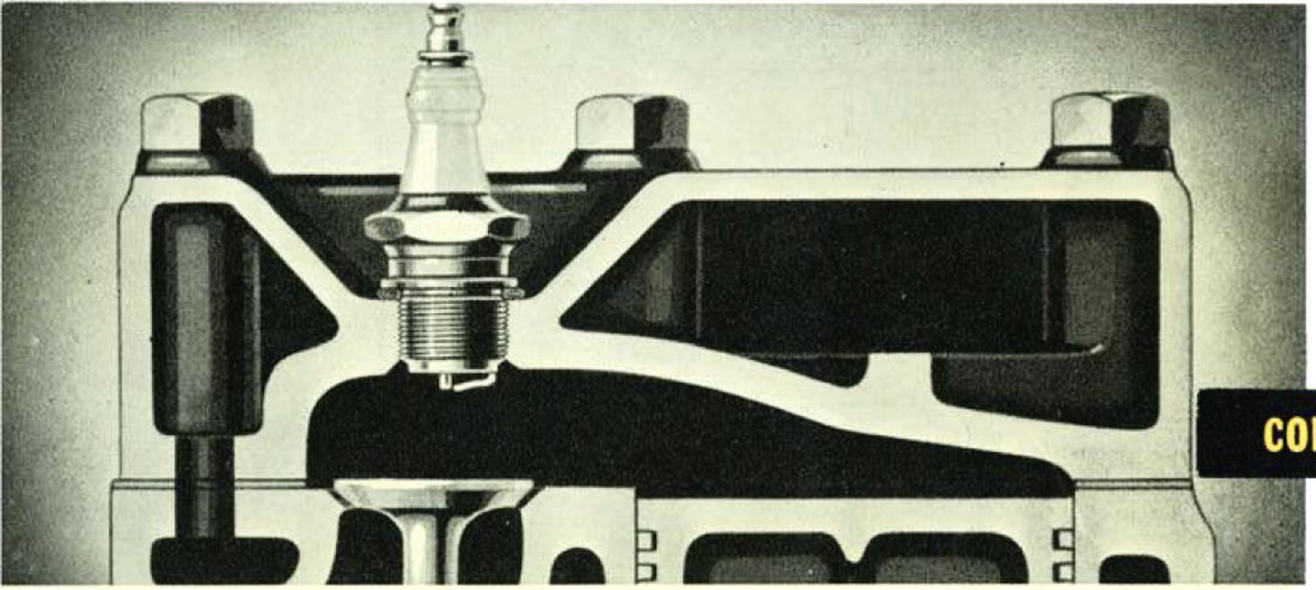
UNUSUALLY HEAVY CRANKSHAFT

With light-weight pistons, it is customary to use a lighter crankcase and crankshaft, in order to reduce manufacturing costs. With Oldsmobile's adoption of light-weight pistons, the crankshafts have not been reduced in weight, with the result that the engine functions with a greater degree of smoothness. The weight of the "6" crankshaft is 86 lbs. The "8" crankshaft weighs 94 lbs. The crankshaft is equipped with vibration damper.

AIR-COOLED GENERATOR

To provide additional power for radio, extra lights, windshield wipers and other electrical accessories, a generator with higher charging rate, air-cooled by a fan operating on the generator pulley, is provided. The generator charge rate is automatically regulated according to requirements, by a voltage-control unit. This provides for up to 5 amps. higher rate of charge with a low battery than when battery is fully charged.

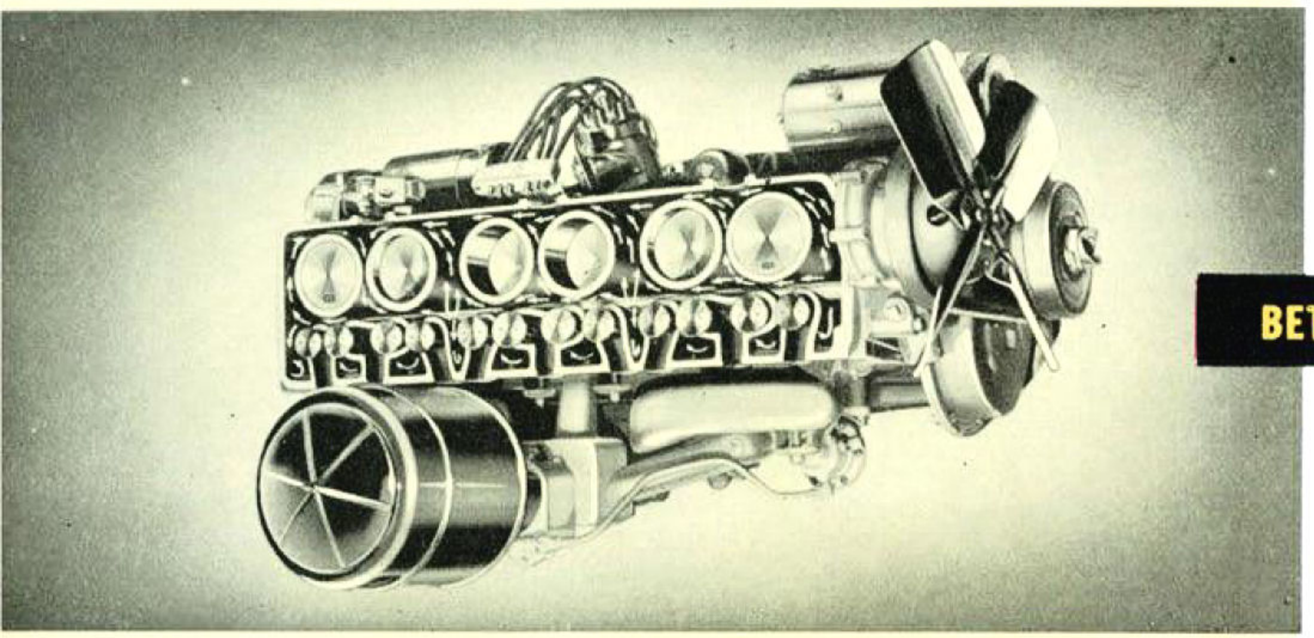




The Car that gives you Everything

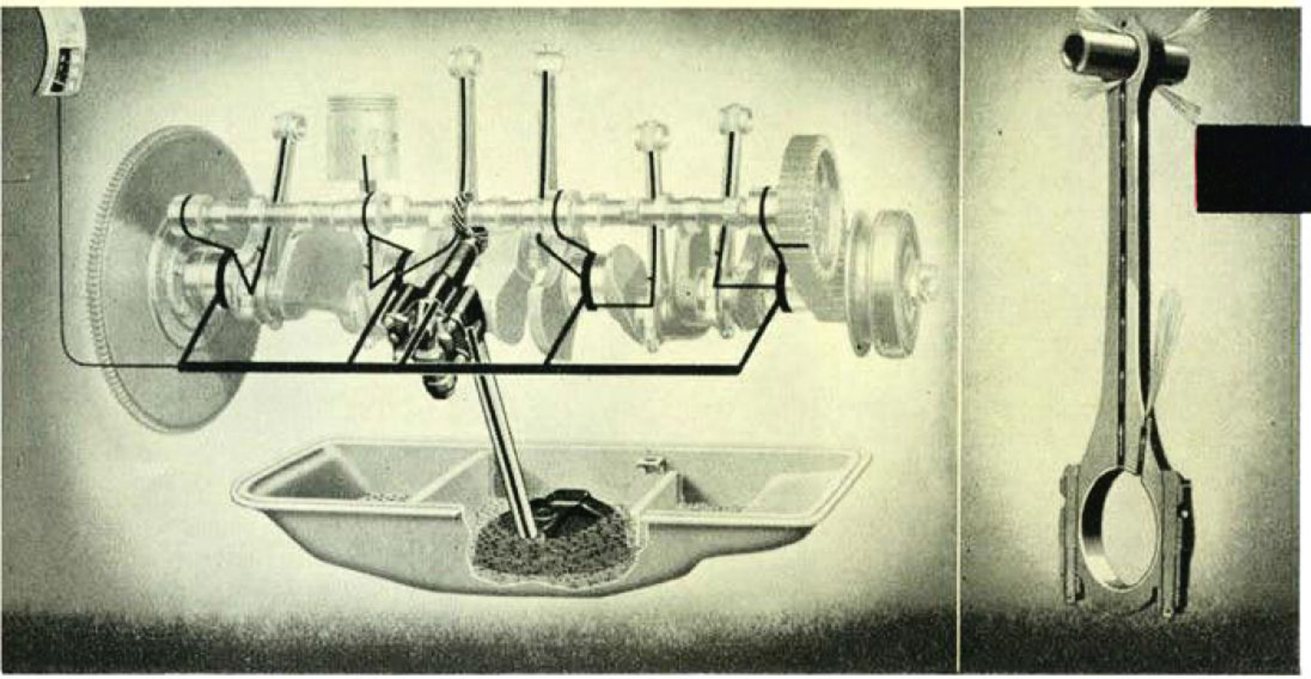
COMBUSTION CHAMBER

Higher developed horsepower and flashing performance, combined with unusual petrol economy, are due in a large measure to the high efficiency combustion head, which permits the use of a 6-1 compression ratio on the "6," and a 6.2-1 compression ratio on the "8." This type of cylinder head provides for improved detonation characteristics and a quicker flow of gas.



BETTER ENGINE COOLING

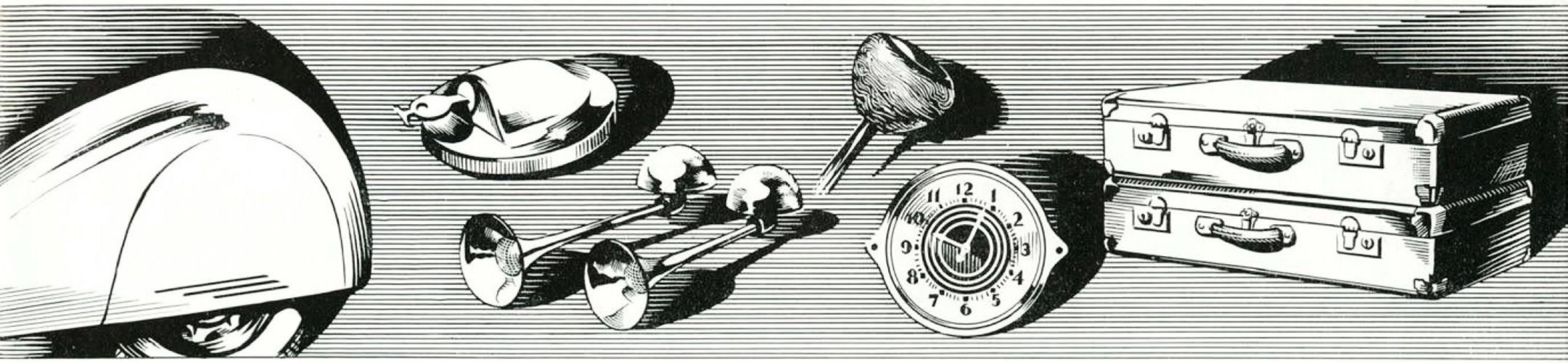
Valves are positively cooled by complete water jacketing of the exhaust valve seats, and all cylinders are completely surrounded by water, thus ensuring uniform cooling and expansion of the cylinders and consequently better compression seal and oil economy. By re-circulating the water when warming up, the engine is quickly brought from cold to normal operating temperature.



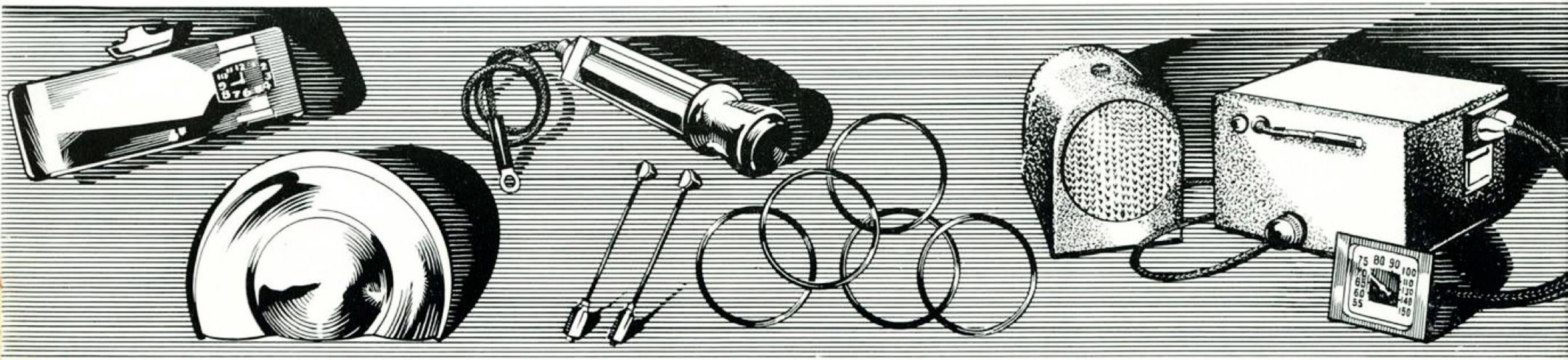
OILING SYSTEM

Positive fuel pressure feed is provided to all camshaft, crankshaft and connecting rod bearings and piston pins. A pressure spray keeps the timing chain lubricated. Oiling of the valve mechanism is taken care of by oil thrown from the connecting rods. The connecting rods (inset at left) are rifle drilled to deliver oil under pressure to the piston pins. A spray of oil under high pressure drenches the cylinder walls, just prior to the piston reaching the top of its stroke.

NEW OLDSMOBILE ACCESSORIES—DECORATIVE AND USEFUL



Pictured on this page are a number of the many accessories, now available at small cost, to add even more to the appearance, comfort and convenience of the new Oldsmobile Models. Each of these accessories has been specially designed for Oldsmobile and is as much a part of the whole as any item of standard equipment. If purchased with your new Oldsmobile they can be financed under the G.M.A.C. Deferred Payment Plan.



Illustrated are—Left to right, top row: Fender Streamliners. Gaslok Cap. Matched Horn Unit. De Luxe Gear Lever Ball. Electric Panel Clock. Suitcase Set. Bottom row: Rear View Mirror with Clock. Metal Tyre Cover. Cigarette Lighter. Fender Markers. Wheel Mouldings.

G.M.-H. AIR CHIEF CAR RADIO—A 6-valve Superhet. with one dual-purpose and one triple-purpose valve, giving 9-valve performance. Electro-dynamic speaker mounted above windscreen gives ear level reception. Specially engineered for Oldsmobile, which is wired ready for installation. The finest car radio in Australia.

AUTHORISED DEALER FOR OLDSMOBILE

Service

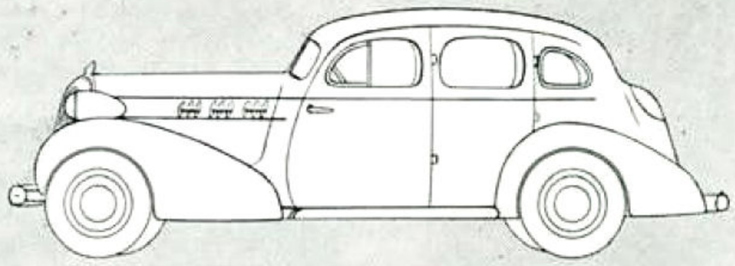
On purchase of your Oldsmobile you receive the General Motors-Holden's OWNER SERVICE POLICY, entitling you to two thorough inspections and adjustments without charge, and protecting you for 90 days, or 3,000 miles of operation, against defects of workmanship or material.

Owner Service Policy

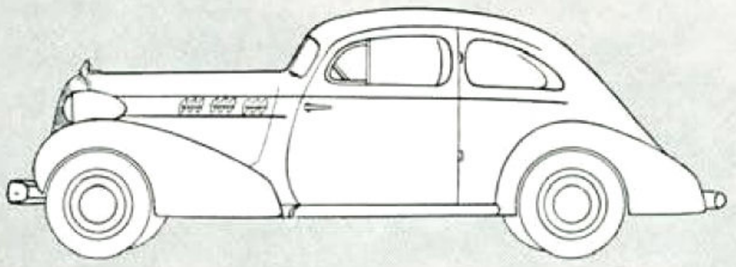
Wherever you travel, there's an authorised Oldsmobile dealer handy, with equipment and properly trained mechanics for repairs, replacements or service work on Oldsmobile.

Deferred Payment Plan

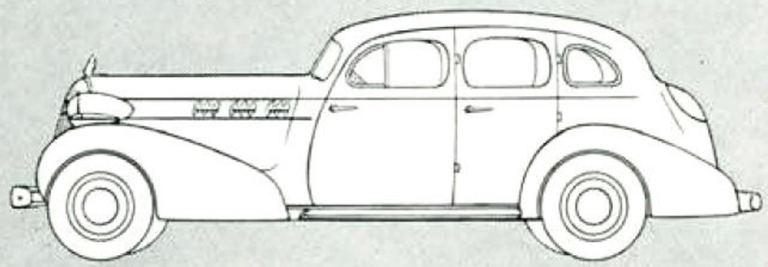
By purchasing your Oldsmobile under the G.M.A.C. deferred payment plan you save money through low finance charges, secure valuable insurance protection, and make sure of considerate treatment. G.M.A.C. (General Motors Acceptance Corporation) is the largest financing institution in the world. Your Oldsmobile dealer will gladly arrange a purchase plan according to your requirements. Factory approved Oldsmobile accessories purchased with your car can be included in the total purchase price financed under the G.M.A.C. plan.



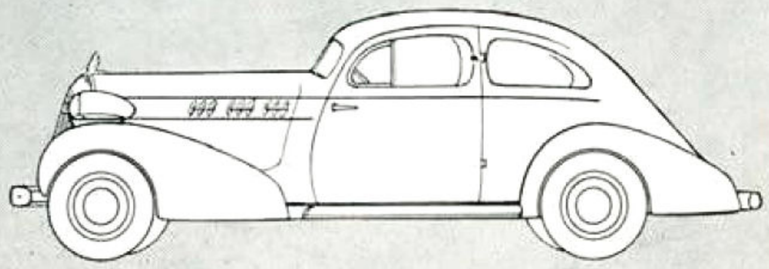
Six-cylinder Sedan
90 H.P.–115 inch Wheelbase



Six-cylinder Coupe
90 H.P.–115 inch Wheelbase



Eight-cylinder Sedan
100 H.P.–121 inch Wheelbase



Eight-cylinder Coupe
100 H.P.–121 inch Wheelbase

CONDENSED OLDSMOBILE SPECIFICATIONS

OLDSMOBILE SIX

ENGINE—L-head type. Bore, 3-5/16 inches; stroke, 4⅛ inches; displacement, 213.3 cubic inches; R.A.C. horsepower, 26.3. Developed brake horsepower, 90 at 3,500 R.P.M.

LUBRICATING SYSTEM—100 per cent. full pressure to all main, connecting rod, camshaft bearings and piston pins. Positive pressure spray to cylinders and timing chain.

COOLING SYSTEM—Pump circulated with thermostatic control and re-circulation during warming-up period. Harrison cellular radiator. Cylinder barrels entirely surrounded by water jacketing for complete cooling. Valve seats pressure cooled by water distributing tube.

FUEL SYSTEM—Down-draught carburettion with automatic choke and heat control. Carburettor fitted with air cleaner and intake silencer. 15-gallon fuel tank.

TRANSMISSION—Synchro-Mesh Silent Shift with all-silent helical gears, including reverse.

GENERATOR—Air-cooled type. Charging rate automatically regulated by battery requirements.

LIGHTING—Two beam headlights with toe board button control for dipping the beam.

FRAME—Rigid X-type with box section side rails, front and rear.

BRAKES—Super-Hydraulic with self-energising feature. Mechanical emergency brake, hand-operated from dash.

STEERING—Centre-control with worm and roller steering gear.

FRONT SUSPENSION—Knee-Action type independent suspension with soft coil springs.

RIDE STABILIZER—Steel bar joining two rear shock absorbers, counteracts tendency of car to roll and sway on curves and rough roads.

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

WHEELS and TYRES—Safety steel equipped with drop-centre rims and 16 x 6.50 super balloon tyres.

WHEELBASE—115 inches.

BODY—Safety Body by Holden. Equipped with no-draught ventilation system and enclosed tyre and luggage compartments. Thoroughly insulated against heat, cold, dust and noise. Safety windscreen of "Armourplate" Glass.

OLDSMOBILE EIGHT

ENGINE—L-head type. Bore, 3 inches; stroke, 4¼ inches; displacement, 240.3 cubic inches; R.A.C. horsepower, 28.8. Developed brake horsepower, 100 at 3,600 R.P.M.

LUBRICATION SYSTEM—100 per cent. full pressure to all main, connecting rod, camshaft bearings and piston pins. Positive pressure spray to cylinders and timing chain.

COOLING SYSTEM—Pump circulated with thermostatic control and re-circulation during warming-up period. Harrison cellular radiator. Cylinder barrels entirely surrounded by water jacketing for complete cooling. Valve seats pressure cooled by water distributing tube.

FUEL SYSTEM—Dual down-draught carburettion with automatic choke and heat control. Carburettor fitted with air cleaner and intake silencer. 15-gallon fuel tank.

TRANSMISSION—Synchro-Mesh Silent Shift with all-silent helical gears, including reverse.

GENERATOR—Air-cooled type. Charging rate automatically regulated by battery requirements.

LIGHTING—Two beam headlights with toe board button control for dipping the beam.

FRAME—Rigid X-type with box section side rails, front and rear.

BRAKES—Super-Hydraulic with self-energising feature. Mechanical emergency brake, hand-operated from dash.

STEERING—Centre-Control with worm and roller steering gear.

FRONT SUSPENSION—Knee-Action type independent suspension with soft coil springs.

RIDE STABILIZER—Steel bar joining two rear shock absorbers, counteracts tendency of car to roll and sway on curves and rough roads.

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

WHEELS and TYRES—Safety Steel with drop centre rims and 16 x 7.00 super-balloon tyres.

WHEELBASE—121 inches.

BODY—Safety Body by Holden. Equipped with no-draught ventilation system and enclosed tyre and luggage compartments. Thoroughly insulated against heat, cold, dust and noise. Safety windscreen of "Armourplate" Glass.

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE.

GENERAL MOTORS–HOLDEN'S LIMITED

BRISBANE — SYDNEY — MELBOURNE — ADELAIDE — PERTH

PRINTED IN AUSTRALIA

Oldsmobile

KNEE ACTION

RIDE STABILIZER

CENTRE-CONTROL STEERING

SUPER-HYDRAULIC BRAKES

ALL-SILENT SYNCHRO-MESH GEARS

90 H.P. 6-CYL. ENGINE, 100 H.P. 8-CYL. ENGINE

BODY BY HOLDEN

NO-DRAUGHT VENTILATION

INBUILT LOCKED LUGGAGE COMPARTMENT