

**OLDSMOBILE** *Sixes - Eights*





**F**ORTY years ago Oldsmobile produced the first car which ever proved a practical marketable job. In 1933 came a year when Oldsmobile took the world by storm with models which have since been slavishly and extensively copied. Now, in the new models, Oldsmobile makes history again. The *appearance* of these models throws down a challenge which every engineering feature about them justifies.

The new "6" and "8" engines give greatly improved performance, with greater reserve of speed and power, yet, operating at slower engine speeds, are more economical with petrol and oil, and will have exceptionally long engine life. The chassis gives 50% greater torsional strength than before. An all-steel Turret Top body fitted to the chassis makes one solid steel unit which gives strength unheard - of previously.

The semi-floating rear axle is re-designed and more ruggedly constructed to resist increased torque. A stabilized propeller shaft, new this year, permits the lowering of the centre of gravity and makes possible the lowering of the body floor 2½" without recourse to objectionable tunnelling of the floor or sacrifice of road clearance. *Cross Centre Control Steering*, now introduced for the first time, is the sweetest, most shock-proof steering ever experienced. The above features—and every other engineering development incorporated in the new Oldsmobile—have been tested over hundreds of thousands of miles by test drivers before being released to the public.



The story of Oldsmobile's engineering can best be told by the creed under which Oldsmobile operates. "*Change only for the sake of progress; never for the sake of change alone.*"





## THE SIX SEDAN

A car of extreme distinctiveness. Not a single touch that would add to perfect harmony has been overlooked. Note the dashing style, from the distinctive radiator along the sweep of the

uninterrupted, gleaming Turret Top roof. Six people can travel luxuriously in this Sedan, with ample room for luggage and spare wheel in the separate locked luggage compartments.



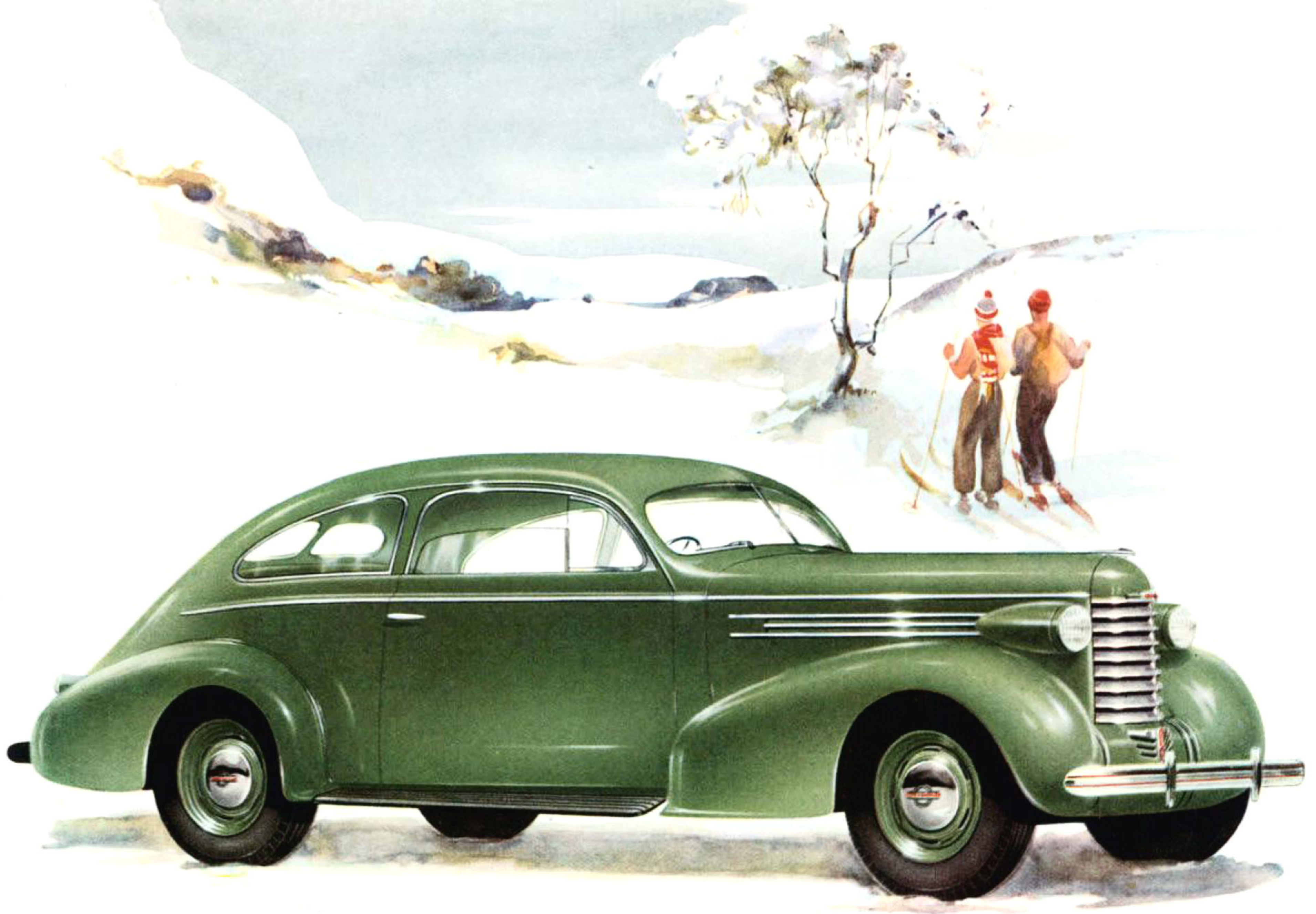
T H E G L A M O U R O F  
O L D S M O B I L E



**Y**OUR pride and pleasure in Oldsmobile will consist not only in the extreme comfort which it brings, the quietness and marvellous riding, the perfect comfort and control. You will be proud too of its challenging beauty and of the knowledge that everyone else who sees the car is admiring it intensely.

The onlooker will envy you. Your guests riding in the car will be generous with praise of its conspicuous, uncommon luxury. For years Oldsmobile has kept far ahead in every quality that car owners most desire. This year its qualities are much farther ahead of the generality than ever before. For pride's sake, pleasure's sake, and true economy's sake, the satisfaction of possessing Oldsmobile is incomparable.





## THE SIX COUPE

A Coupe with all the glamour of low, sweeping lines. Seats six passengers comfortably, with room for their luggage, or three passengers

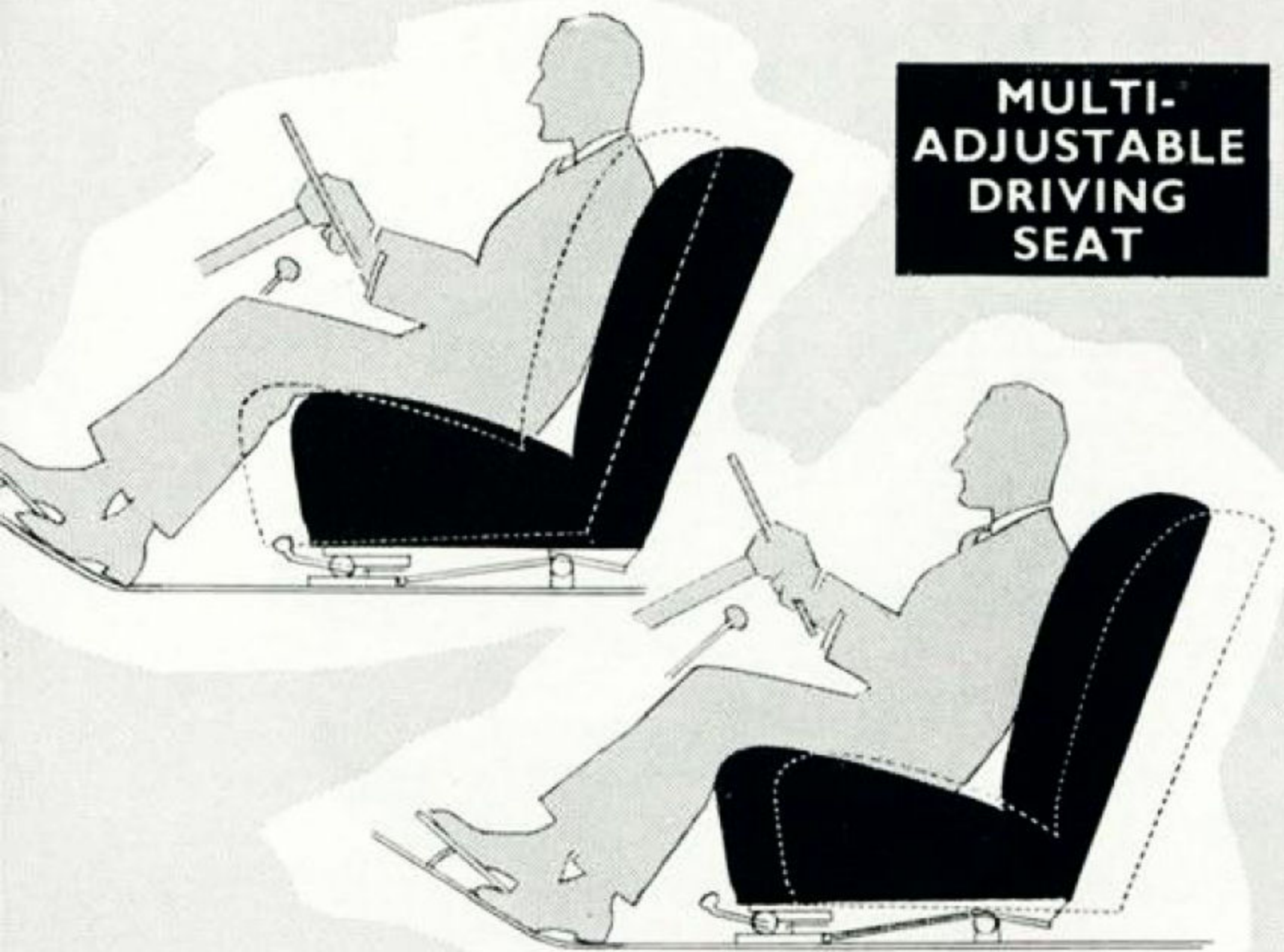
and several hundredweight of luggage as demonstrated on page 10. The Coupe is an ideal car for week-day business and week-end pleasure.



## RELAX-O-FORM SEATING



## MULTI-ADJUSTABLE DRIVING SEAT



## VISIBLE INSTRUMENTS



# ROOMY, SILENT, RESTFUL INTERIORS

As you step through the wide Oldsmobile doors, you are greeted by lounge comfort. Interiors harmonise with the body finish of the cars, which are this year more strikingly beautiful. Tenite hardware, in tones to match the solid leather upholstery, blends with the modernism of the instrument panel. The new placing of the engine allows more interior body room, the seats are now cradled between the front and rear axle, "Relax-o-Form" seating gives the most comfortable upholstery introduced into any car—soft enough to conform to the body, hard enough to withstand road shocks. But it is the silence of the 1937 Oldsmobile body that must impress you most. When you close the door of an Oldsmobile, you shut out the world. The insulation against sound is almost unbelievable. Stand beside an Oldsmobile and listen to the hub-bub of traffic noise. Become conscious of it—then step inside and close the door. This simple test alone will demonstrate more clearly than words how perfect a body can be. This insulation also entirely eliminates the body drumming of old fashioned steel bodies. It completely insulates the sound of tyre "sing." You can relax completely in an Oldsmobile, as no outside noise can possibly penetrate the body.

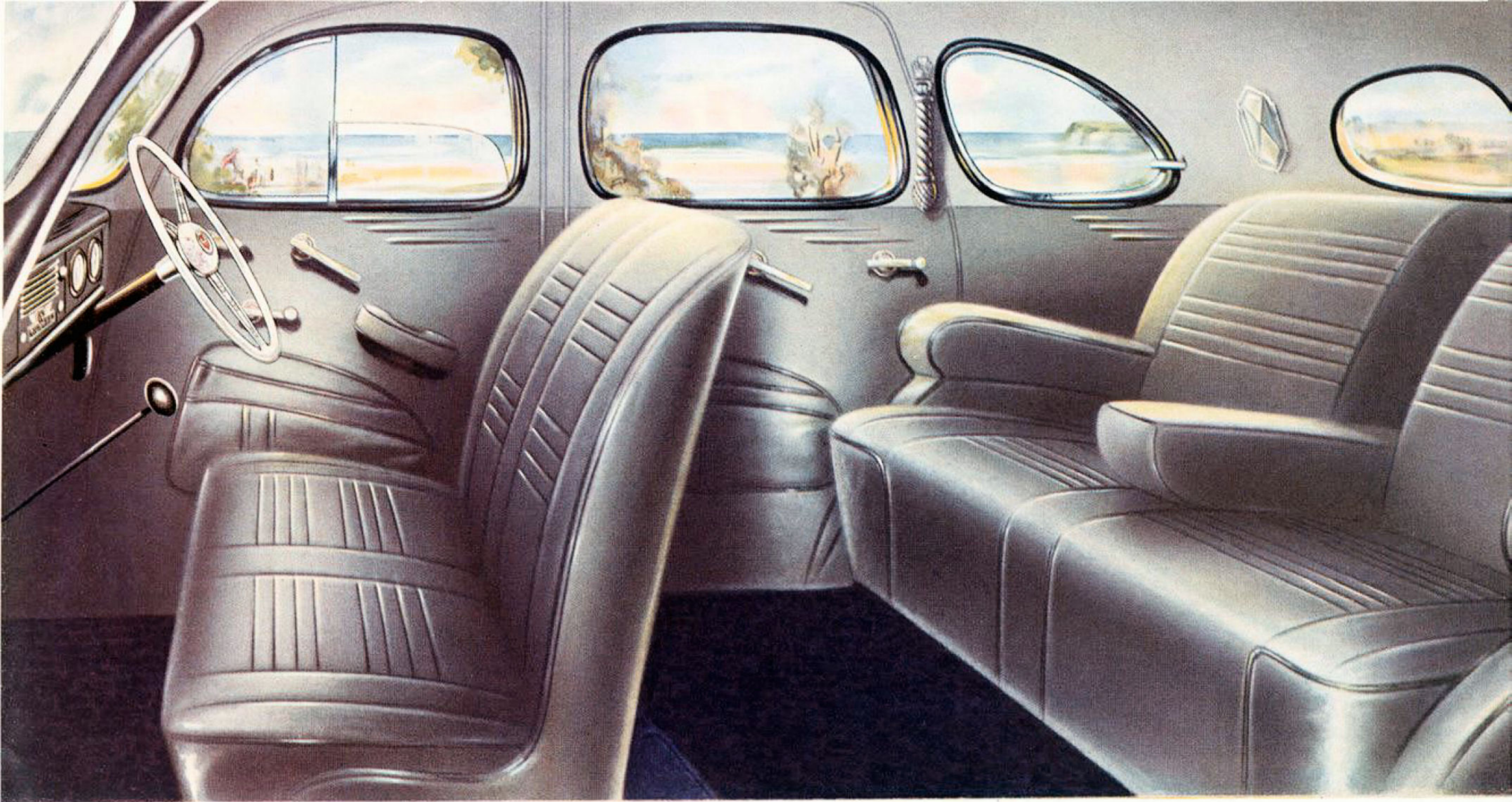


*Upper Left.*—"Relax-o-Form" seating, giving a new conception of seating comfort, soft enough to conform to the body, hard enough to withstand road shocks.

*Centre Left.*—Multi-Adjustable Driving Seat gives eight different seating positions. As the seat is moved forward for the short driver, the back becomes more upright and the seat is raised to give extra height for clear vision.

*Lower Left.*—The Instrument Panel of the Oldsmobile is a handsome addition to the car's beauty. Besides the instruments, it contains disappearing ash tray, parcel compartment, and a panel for an electric clock.





## LUXURIOUS INTERIORS

Oldsmobile interiors are luxuriously upholstered and appointed in character. Cushion construction, arm rests, every item of hardware — all express the best modern taste. The very broad, deep, form-fitting "Relax-o-Form" seats, the wide unobstructed floors, the many appointments which add immeasurably to convenient motoring — are all here to make your Oldsmobile the most restful riding, most

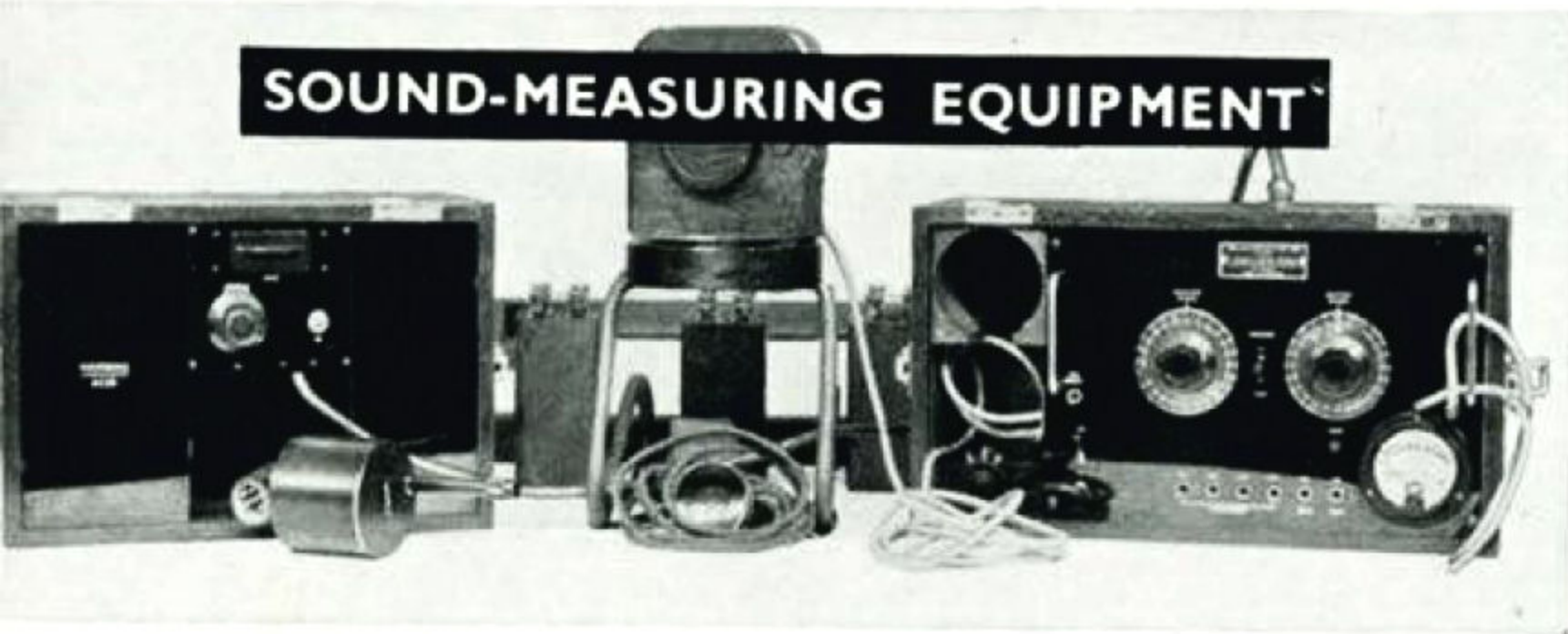
thoroughly satisfactory car you have ever owned. The Eight interior (illustrated above), has a centre arm rest in the rear seat, while the distinctive Tenite-finished flexible steering-wheel, standard on this model, is optional equipment, at slight extra cost, on the Six. From the striking dashboard to the rear window, from the floor covering to the turret top, there is comfort, luxury, and refinement.





## COMFORT

Every possible comfort feature is included in Oldsmobile, forming an array of features given by no other car. Independent front wheel springing turns the roughest road into a boulevard. Lower floors, without recourse to objectionable tunnelling or sacrifice of road clearance, together with more roomy bodies, give greater leg room and head room and allow easier ingress. No-draught ventilation gives you clean air and prevents the wind-screen from misting inside. In hot weather, torrents of air can be scooped into the car. In cold weather, the air can be kept moving without draughts. The new Multi-seating adjustment for the driver—the new positioning of the body—the new springs—the soft, pliable leather upholstery itself—all are features to make the comfort of Oldsmobile conspicuous, not merely when the car is new, but when it is a far-travelled veteran, too.



**LOWER UNOBSTRUCTED FLOORS  
GIVING MORE HEADROOM**

Oldsmobile's new stabilized propeller shaft permits the lowering of the body  $2\frac{1}{2}$  inches without recourse to tunnelling. The left hand diagram shows the conventional type of rear seating compartment, while the right demonstrates clearly the additional comfort of Oldsmobile.

*Upper Left.*—No-draught Ventilation is standard on all Oldsmobile models. No-draught Ventilation is essential for the absolute comfort of fresh air without draughts at all times.

*Centre Left.*—Sound Measuring Instruments, as used at Holden's to detect and eliminate all noise. These unique instruments make possible the silence of Oldsmobile's body.

*Lower Left.*—Unobstructed Floors give more leg room to Oldsmobile's rear seat passengers.





## THE EIGHT SEDAN

This year's 8-cylinder Oldsmobile Sedan sets a new standard for fine car performance, fine car luxury, and fine car appearance. Entirely new and distinctive styling sets a fashion trend that

will be in vogue for years to come. A long, commodious body and extra strong chassis is powered by a magnificent 110 h.p. engine. The Eight Sedan has a grace and beauty all its own.





**LARGE LOCKING LUGGAGE COMPARTMENT**



**COUPE WITH FIVE PASSENGERS**



**SHOWING AVAILABLE LUGGAGE SPACE**

## CONVENIENCE

"The car that gives you EVERYTHING" gives you more convenience features than ever before. All controls are placed in the most convenient position. Every angle of seating, gear lever and independent dash-mounted hand-brake has been scientifically determined. In the Sedan an even bigger locked luggage compartment ensures ample room for any contingency. In the Coupe, the luggage compartment is spacious when six passengers are carried. When the back seat is not in use, and when even more room is required for the stowing of goods, the seat folds forward, giving a huge unobstructed space unequalled for capacity in any other body type.

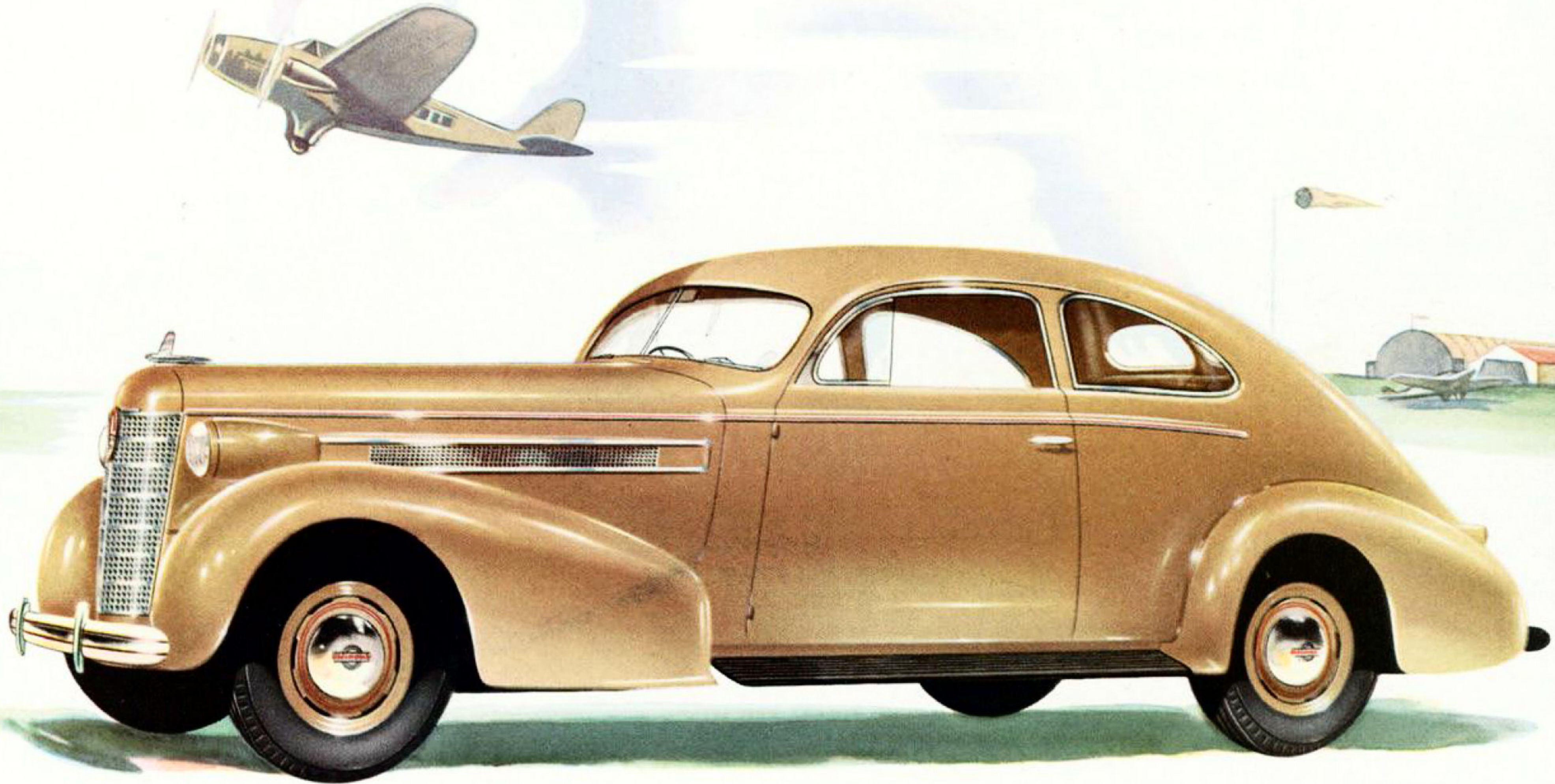


*Upper Left.*—The spacious Locking Luggage Compartment of Oldsmobile provides more than ample room for your luggage, as well as for the spare tyre and wheel and tools.

*Centre Left.*—The Coupe seats six passengers comfortably, with ample luggage room in the spacious luggage compartment.

*Lower Left.*—When only front seat passengers are required, the rear seat folds forward, giving truly amazing carrying capacity.



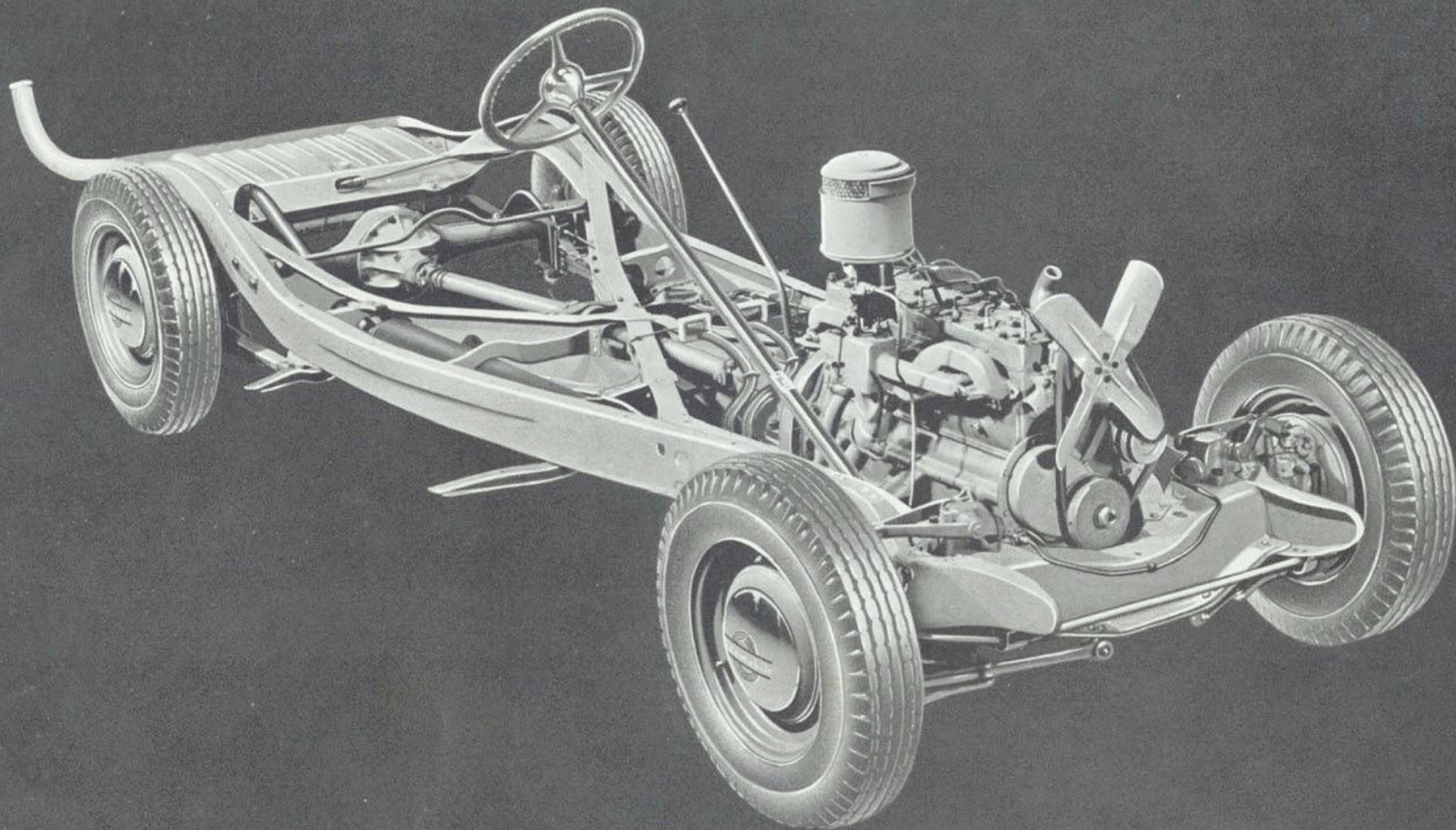


## THE EIGHT COUPE

As modern as tomorrow, the Oldsmobile Eight Coupe personifies the youthfulness of this modern age. Its appearance, its speed, and its

riding comfort, together with its great utility value, have an irresistible appeal to those who love the out-of-doors and the long open road.





## THE CHASSIS

The tremendously strong Oldsmobile chassis incorporates the following features:—1. A more economical Engine; 2. I-beam X-type Frame; 3. Independent Front-Wheel Springing; 4. Centre Control Steering; 5. Ride Stabilizers; 6. Stabilized Propeller Shaft; 7. All-Silent Synchro-Mesh Transmission; 8. The strongest Rear Axle ever built into a car; 9. Triple-sealed Super Hydraulic Brakes; 10. Cast Iron Braking Surfaces; 11. Safety Steel Wheels; 12. Double Action Shock Absorbers front and rear; 13. Mechanical Emergency Hand Brake; 14. Tri-Cushion Engine Suspension;

15. High Efficiency Cylinder Head; 16. Air-cooled Generator; 17. Light Weight Long Life Pistons; 18. Built-in Automatic Choke; 19. Vacuum Spark Control and Fuel Saver; 20. Valves and Cylinders Completely Water Jacketed; 21. Air-cooled Fuel Pump; 22. Leak-proof Ball Bearing Water Pump; 23. Positive Pre-engagement Starter. The chassis itself is wider, more rigid . . . the engine smoother, more flexible . . . the brakes more positive. Everything is here for maximum efficiency. Only with such a chassis and with such an engine can you get Oldsmobile's performance.



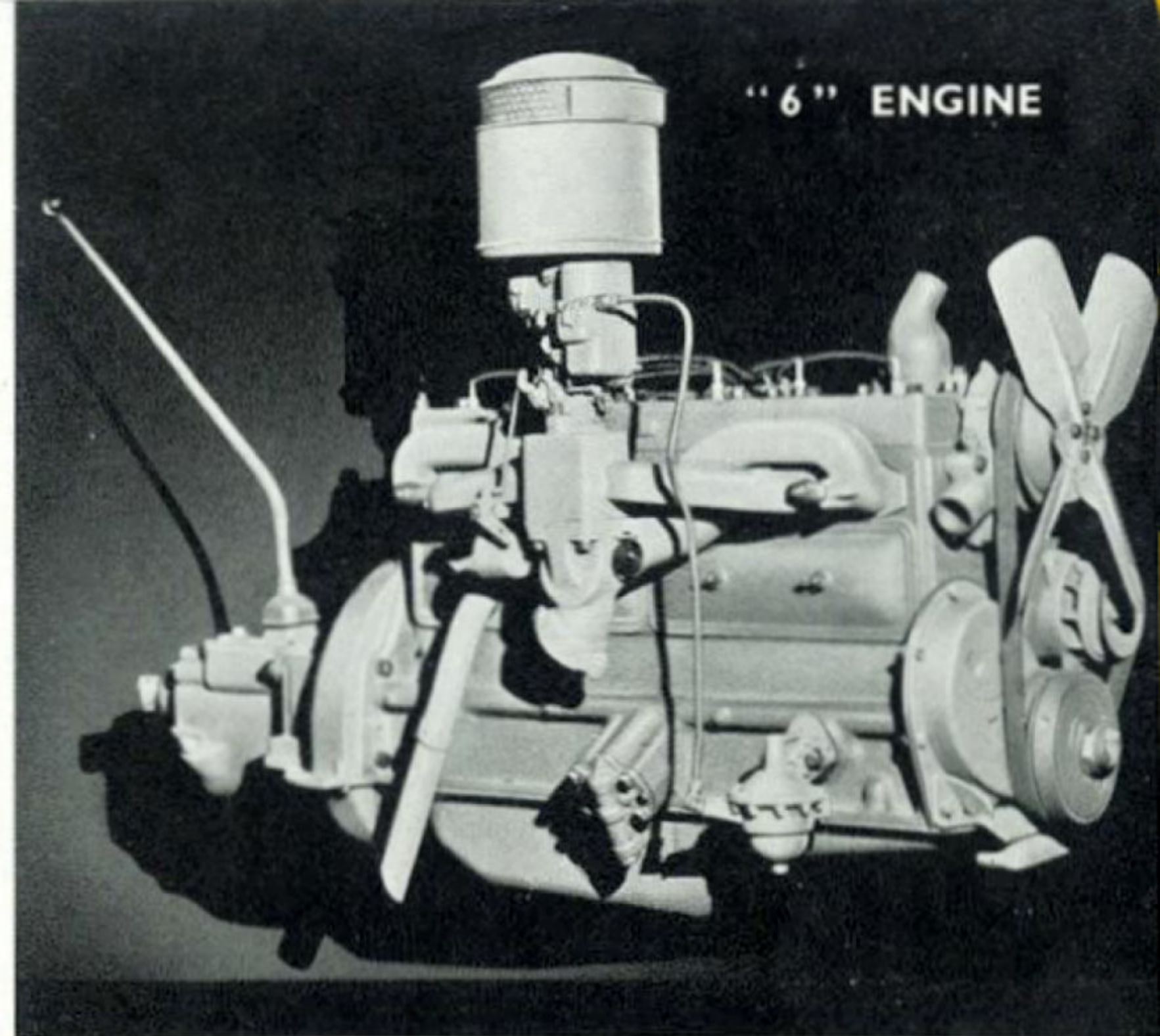
## BRILLIANT ENGINEERING— BRILLIANT PERFORMANCE

In the opening pages, brief mention was made of one or two of this year's advancements. Every engineering feature of Oldsmobile is as perfect as is humanly possible. Forty years of successful engineering and intensive research results today in a product that is outstanding. Following Oldsmobile's policy of adding nothing that is not proved and tried, this year sees all engine details even more refined. Individually some of these refinements are conspicuous, others are slight and subtle. Collectively they give performance previously impossible in cars of Oldsmobile's price-class. In chassis and engine you are assured of a thoroughly reliable, trustworthy product which, year in and year out, will stand up to its task. Rugged strength is combined with sparkling performance, speed, economy, and with safety.

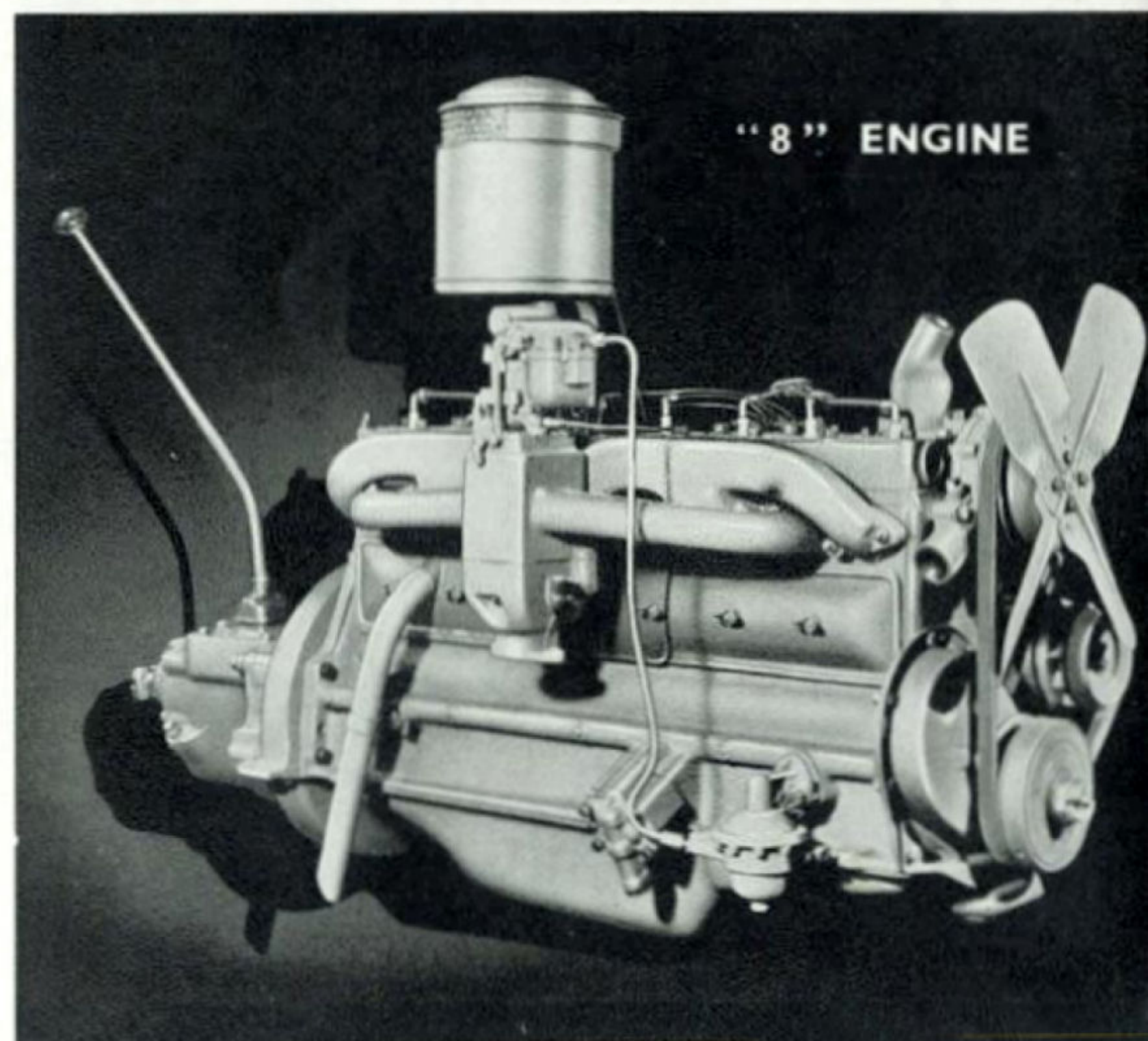


*Upper Right.*—The Six Engine. An advanced engineering masterpiece, giving silent speed and great reserves of power with unusual economy.

*Lower Right.*—The Eight Engine. 110 h.p., yet operating at lower engine speeds than previously. Gives more power and speed with lower petrol and oil economy and longer life.

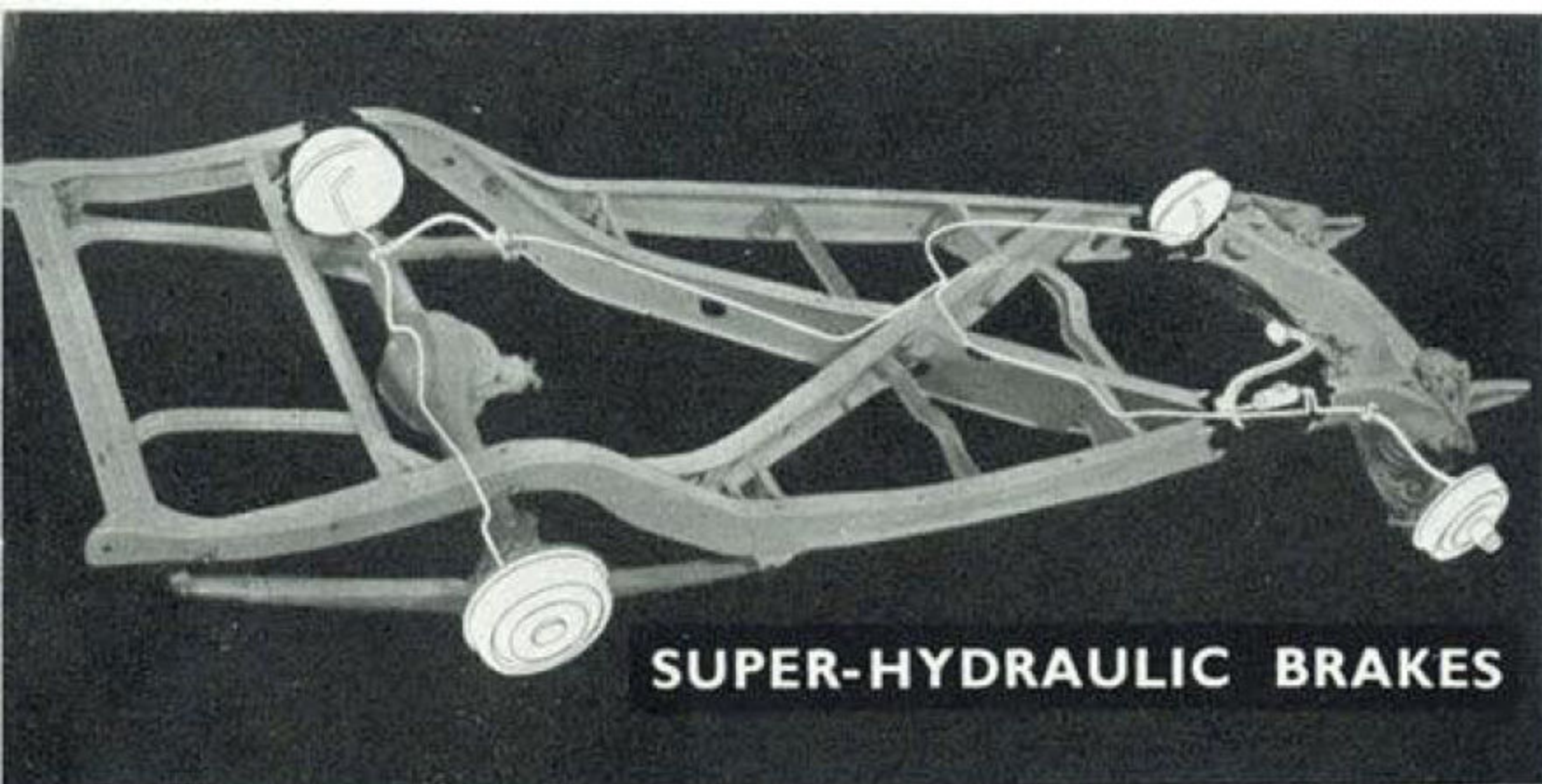


"6" ENGINE



"8" ENGINE

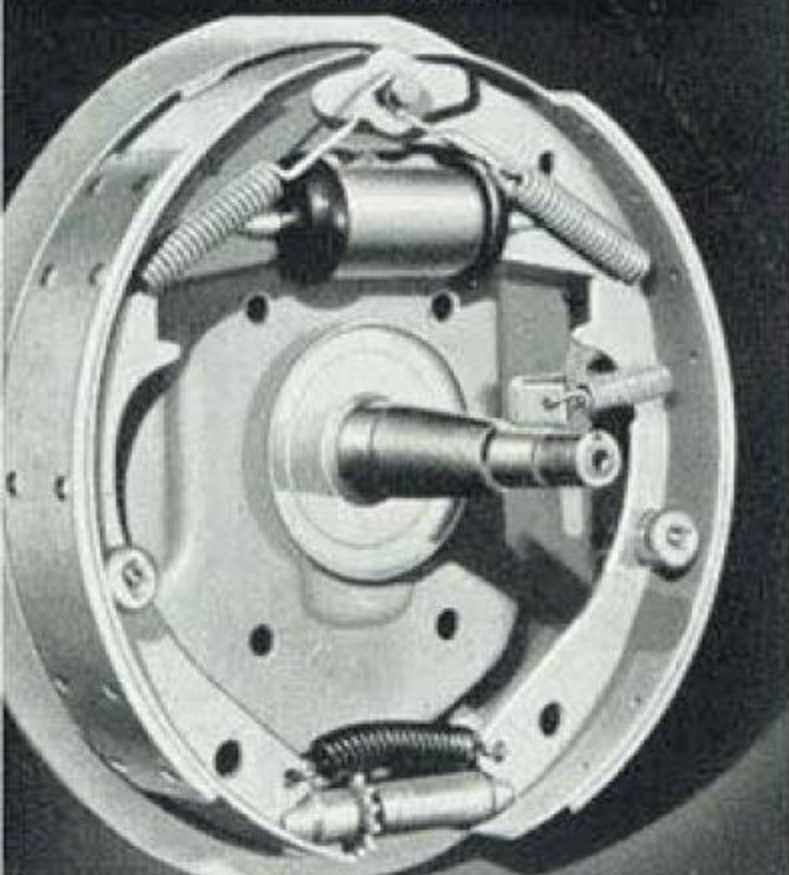




**SUPER-HYDRAULIC BRAKES**



**TRIPLE-SEALED  
SELF-ENERGIZING  
BRAKES**



**DASH-MOUNTED  
HAND-BRAKE**

## S A F E T Y

Perhaps the greatest contribution to modern motoring consists of the feature, and combination of features, that give greater safety. This year's Oldsmobile has an array of safety features ensuring the owner ease of mind not possible in any car without *all* these factors. All-steel body with Turret Top — Strong Rugged Frame — "Armourplate" Safety Glass Windscreens and all Side Windows — Super Hydraulic Triple-Sealed Brakes — Independent Hand Brake mounted on dash, instantly accessible and operating on the rear brake drums and not on the transmission — Independent Front Wheel Springing and Ride Stabiliser — Cross Centre Control, Self-Centring Steering, All-Silent Synchro-Mesh Gears. Only "The car that gives you EVERYTHING" gives you such a complete array of safety factors.



Oldsmobile's triple-sealed Super Hydraulic Brakes offer outstanding advantages in safety and ease of operation. Braking positively equalised by all brake shoes contacting the brake drums simultaneously. Triple-sealed and self-energizing, they are the most positive, trouble-free brakes in the world.

Mechanical Emergency Hand Brake. Easily accessible on the dash is a dependable and efficient mechanical system which operates on the rear wheels by means of steel cables. The Hand Brake operates independently of the Hydraulic Brake, giving Oldsmobile two separate and distinct safe braking systems.



# RELIABILITY

Shown on the right are four Oldsmobile reliability features — four out of a host of refinements which have made reliability the keynote in the manufacture of this outstanding product. 40 years of building and research are behind the car. Every constructional detail in the present models has been tested for absolute reliability over hundreds of thousands of miles of relentless driving. Twenty-four hours a day, day after day, they have been hurled over all types of roads, subjected to freezing temperatures and to intense heat, then re-tested on the workroom benches for the slightest sign of wear or defect. Nothing is left to chance. Year in and year out you are assured that your Oldsmobile will give you economical, trouble-free motoring pleasure.

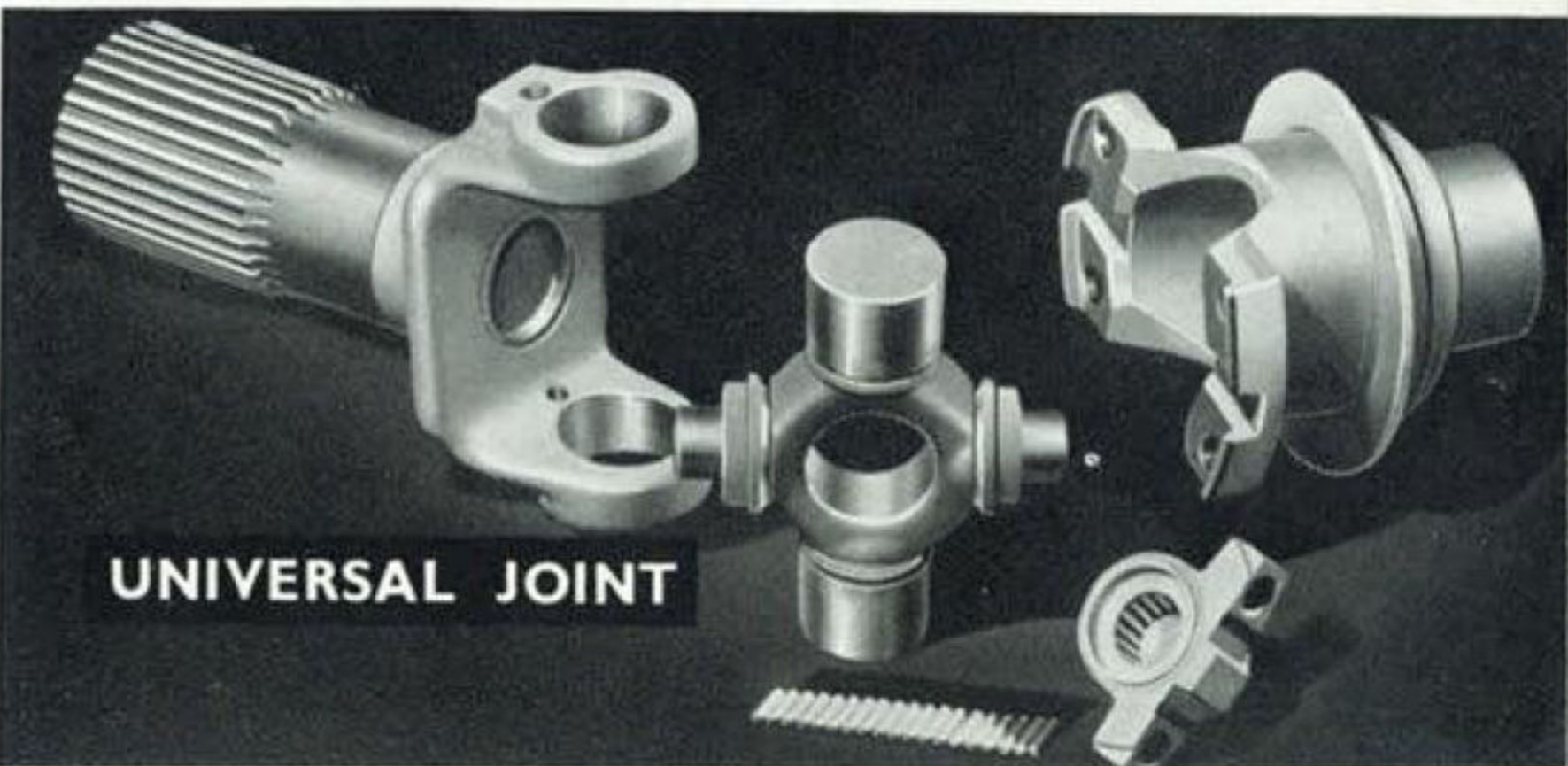
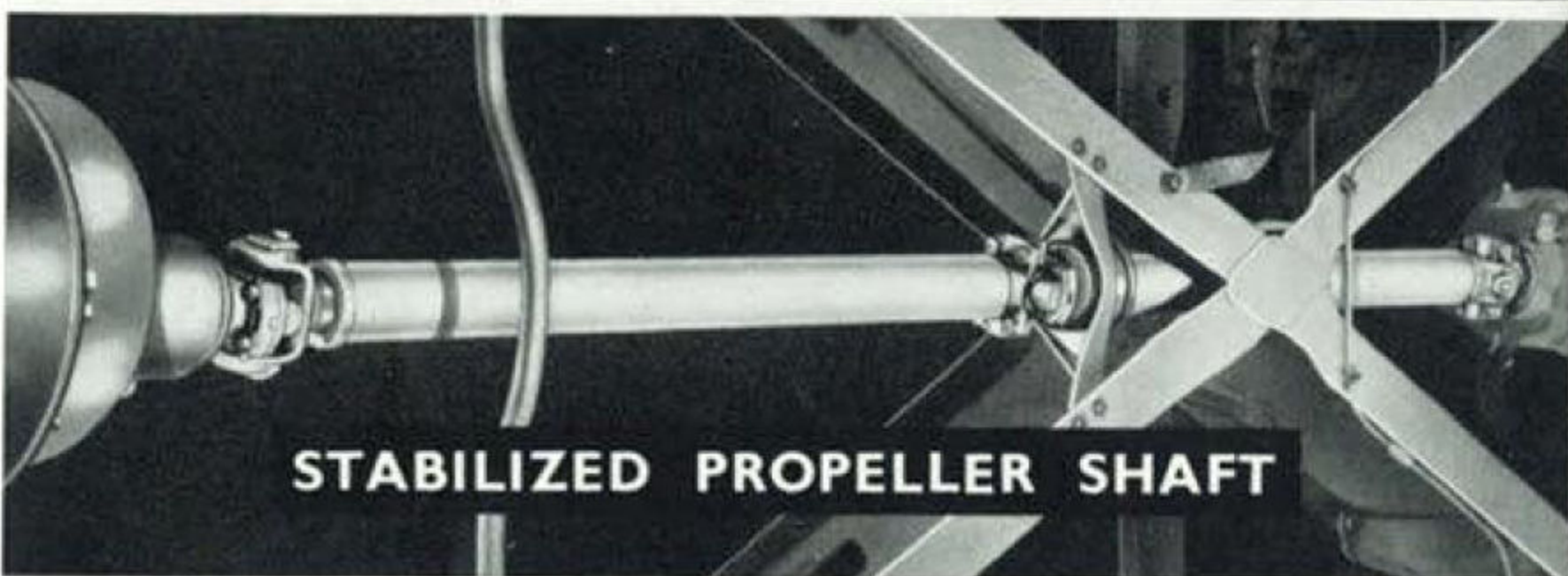
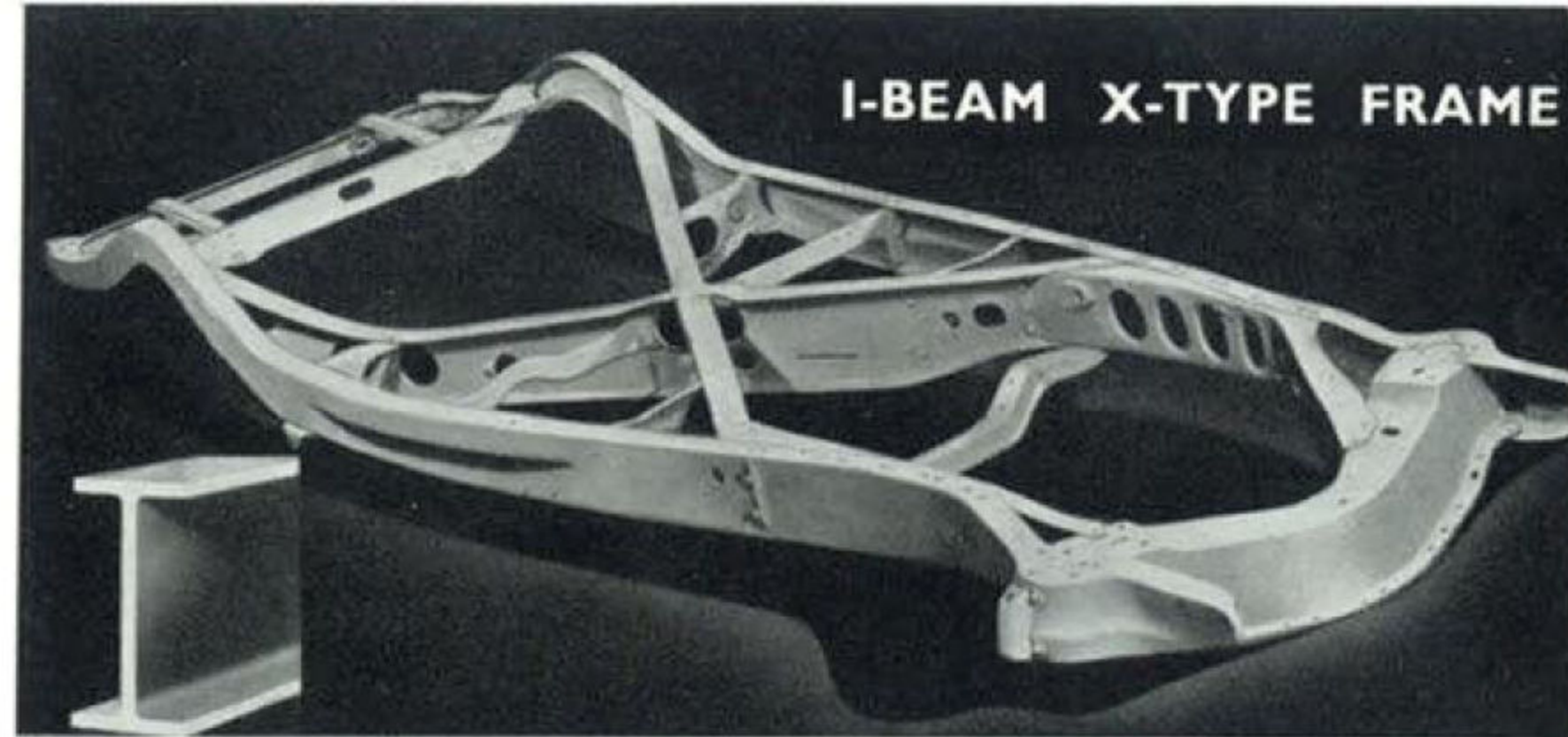


*Upper Right.*—I-Beam X-Type Frame. Great torsional rigidity is imparted by sturdy I-beams. Three sets of cross-members are incorporated between the side rails and the X-member. Diagonal corner braces increase still further the exceptional strength.

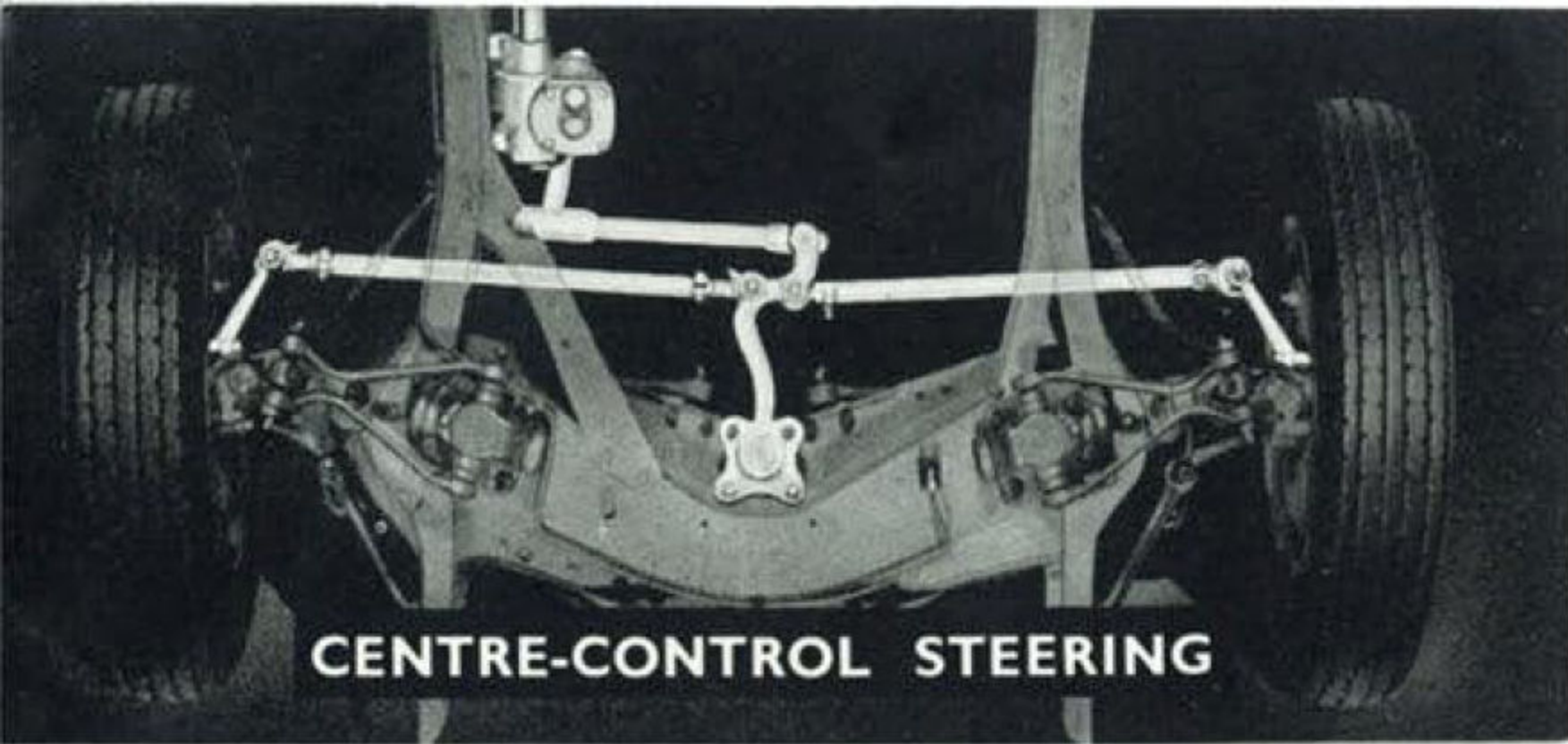
*7-Bearing Rear Axle.*—This year's Rear Axle is the strongest, in proportion to load, ever built into a motor car. Its seven oversize ball and roller bearings further ensure long life and a minimum of rolling resistance.

*Stabilized Propeller Shaft.*—This entirely new and exclusive construction greatly strengthens the drive system, whilst achieving  $2\frac{1}{2}$ " lower floors, thus lowering the centre of gravity and increasing head room. It further allows the retention of the time-proven spiral bevel rear drive.

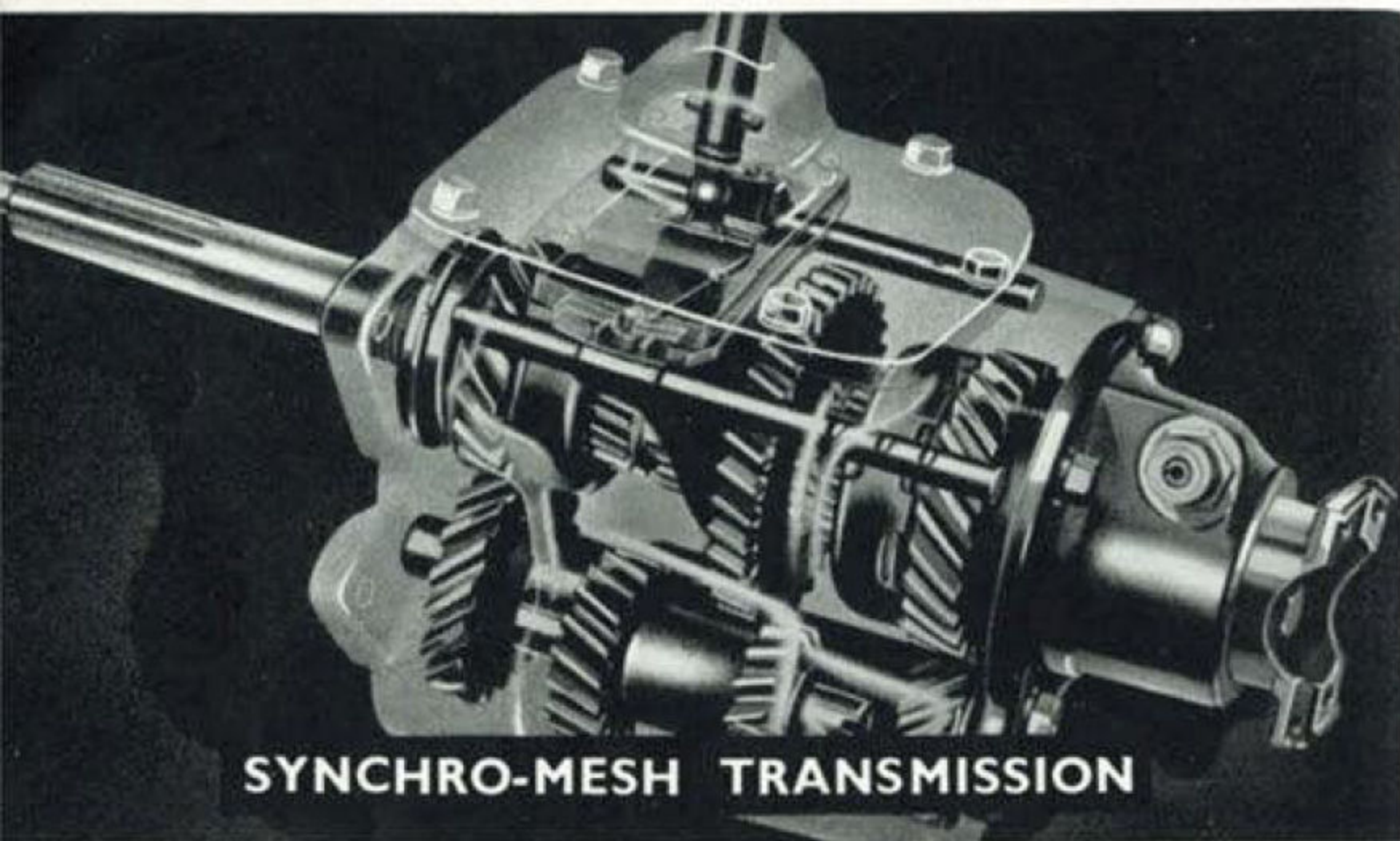
The *Universal Joints* incorporate roller bearings of the needle type. They do not require additional lubrication for 25,000 miles or more.



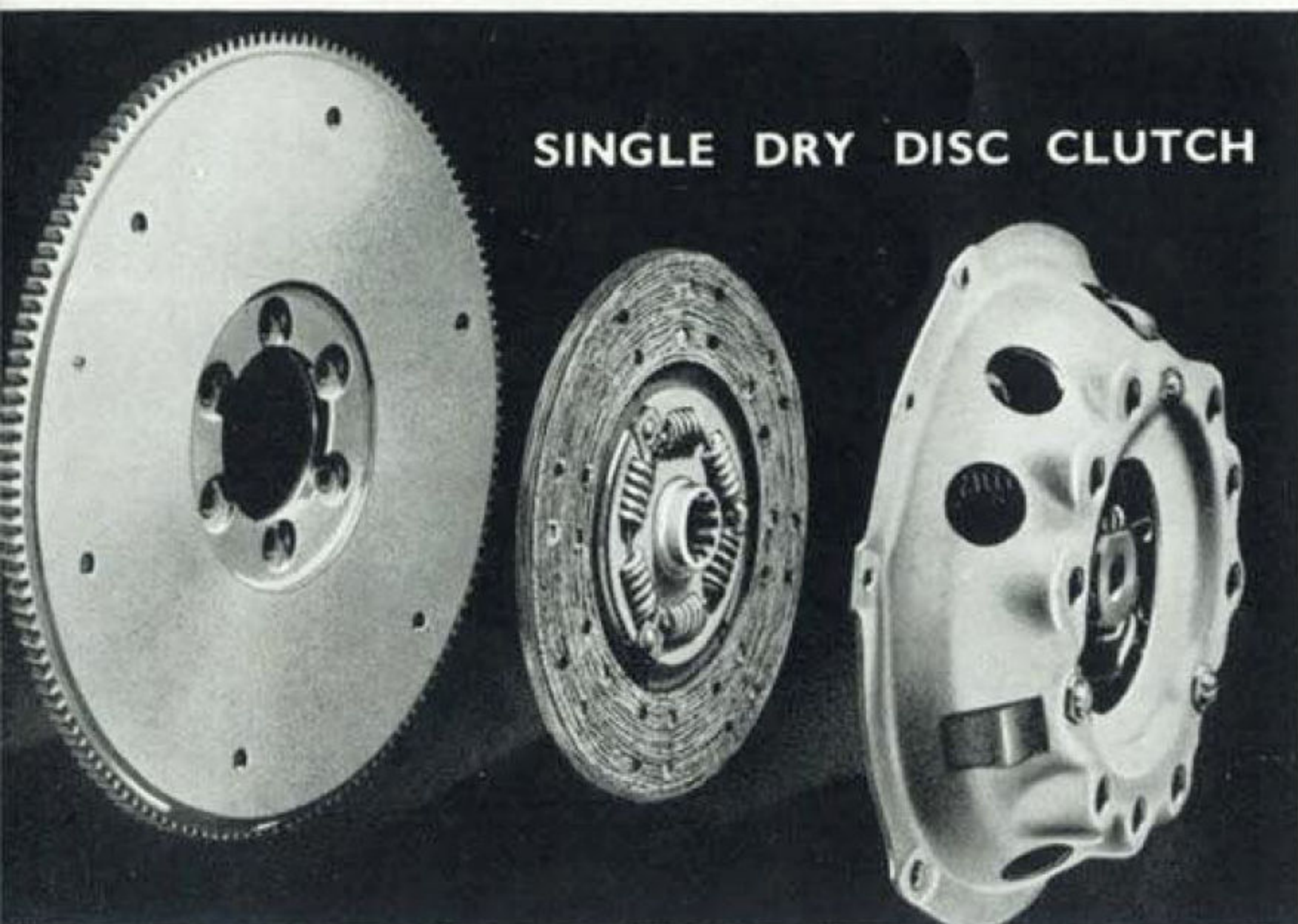




**CENTRE-CONTROL STEERING**



**SYNCHRO-MESH TRANSMISSION**



**SINGLE DRY DISC CLUTCH**

## EASE OF CONTROL

Drive one mile, or drive all day, in an Oldsmobile, and you get out of the car without a sign of driving or riding fatigue. The nerve strain of driving has been eliminated by features such as Centre-Control Steering, making Oldsmobile the easiest car to handle. The slightest touch of the wheel, and the car responds. A flick of the hand and all-silent Synchro-Mesh Gears throw the car from low—to second—to top. No noise—no effort. A light touch on the accelerator, and the surge of power sweeps the car forward in smooth flight. Where braking is concerned, your mind is relaxed. Oldsmobile's large, super-hydraulic, self-equalizing brakes will bring you to a steady straight-line stop in a few short feet. There is also an independent mechanical braking system operated by the hand brake, mounted on the dash, and instantly accessible. Mind and body are relaxed in an Oldsmobile.



*Upper Left.*—Cross Centre Control Steering makes Oldsmobile steering even more certain, easy and accurate at all speeds. Steering effort is applied from a central point through the steering arms of equal length.

*Centre Left.*—All-Silent Synchro-Mesh Transmission. Makes gear shifting safe, easy and quiet in all gears at all speeds. It provides positive, quiet meshing by bringing all gears to exactly the same rotating speed just before the shift is completed.

*Lower Left.*—The new single Plate Clutch has auxiliary cushioning springs behind the facings, to render fierce action or sudden letting-in of the clutch virtually impossible. The new facing material is also a feature, being wound in a continuous spiral to give still smoother, sweeter action, and longer life.



# RIDING AND DRIVING COMFORT

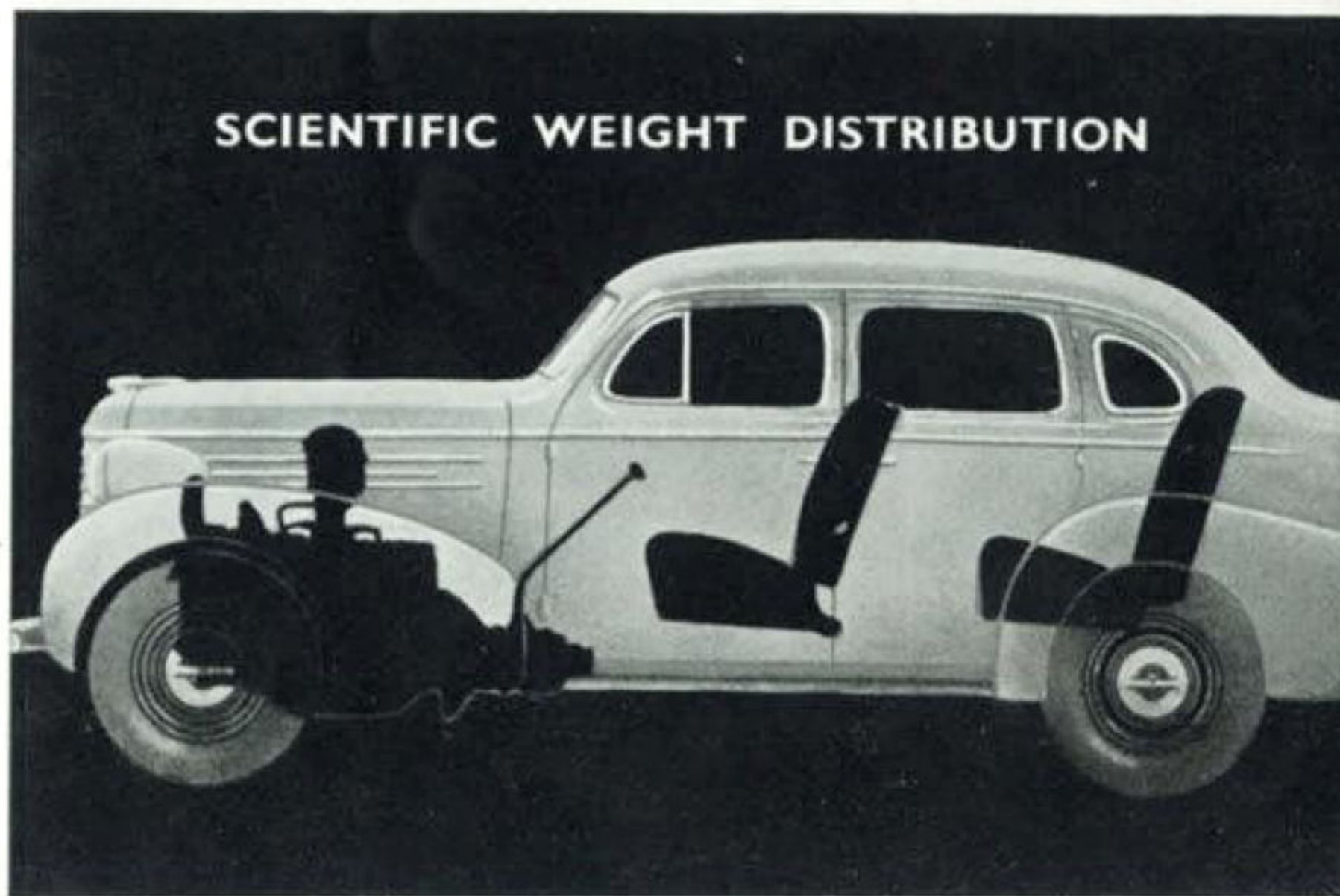
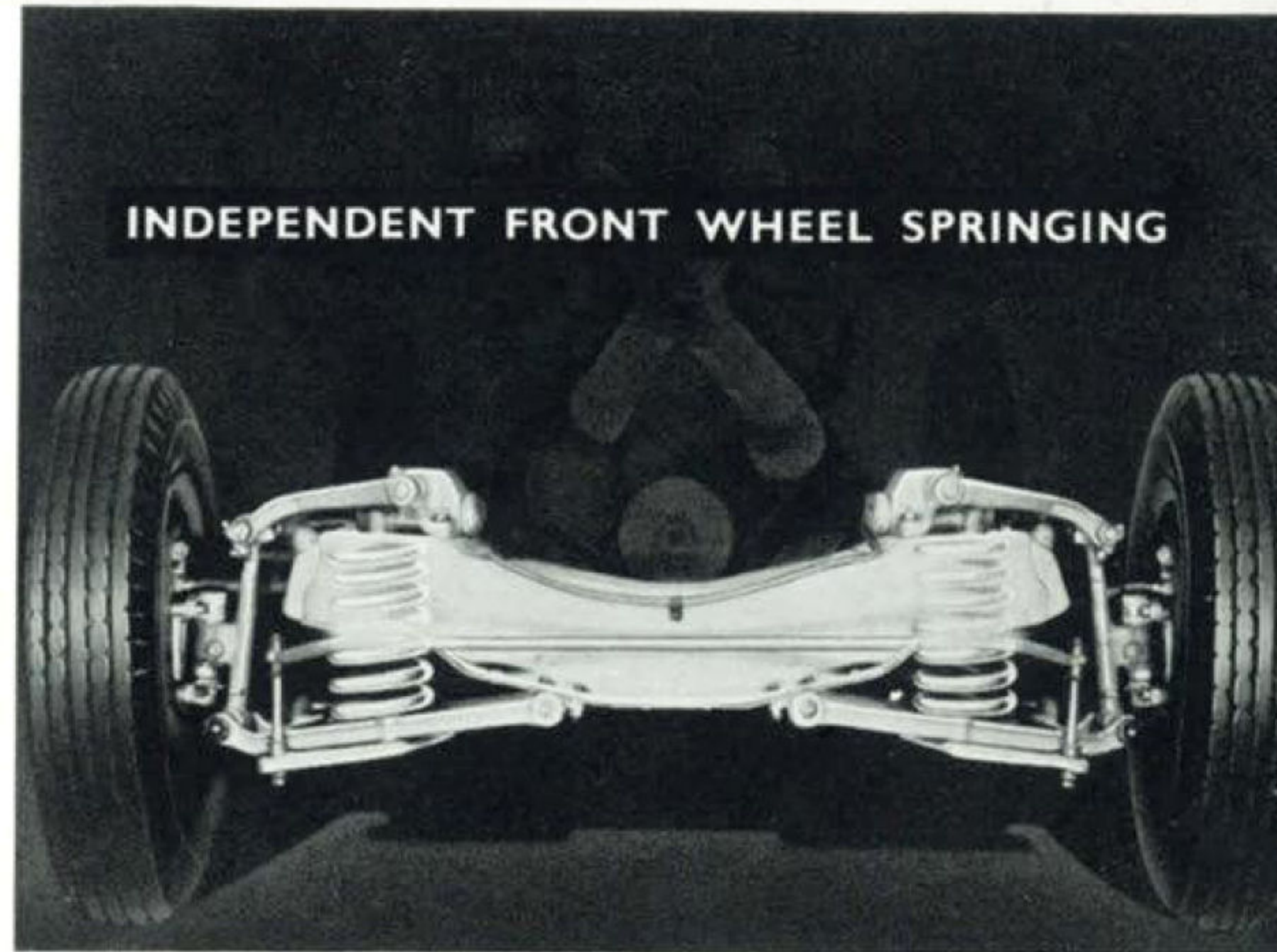
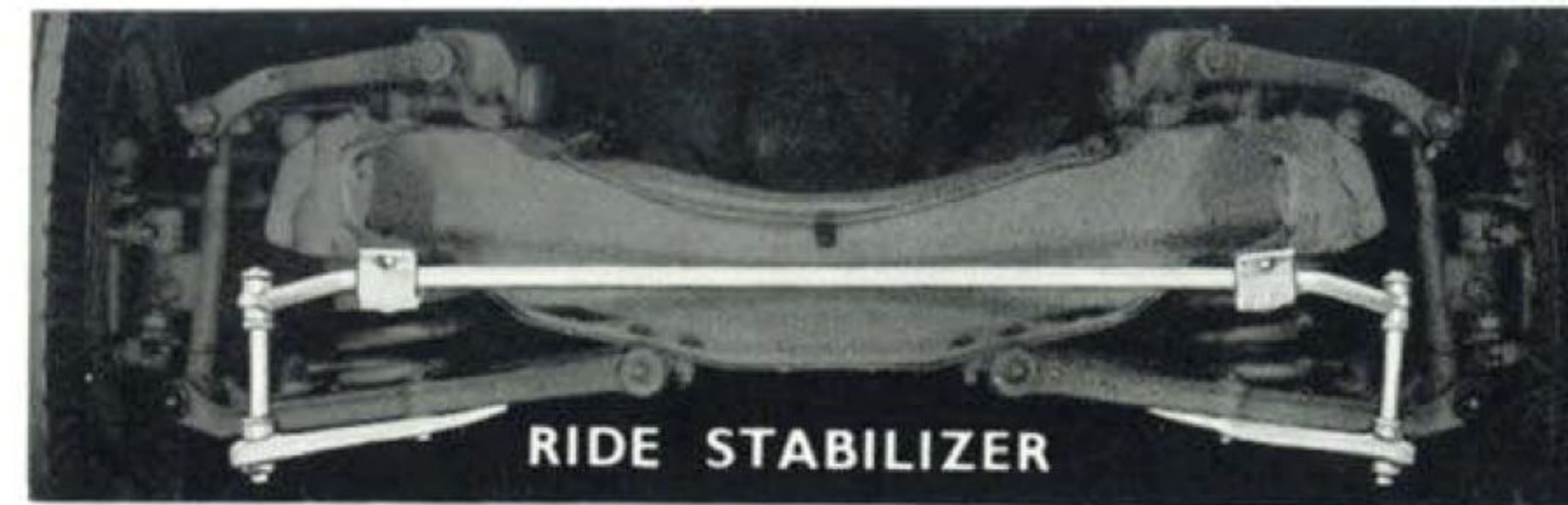
Whether you are the driver or a passenger, you are assured of utmost comfort. No longer are rear seat passengers subjected to side-sway, axle bump, and the usual road shocks associated with the back seat. Oldsmobile's advanced type independent front-wheel springing eliminates the pitch-and-toss, neck-snapping oscillation of the conventional type of springing, and gives ease of cornering, while the Ride Stabilizers eliminate the tendency of the body to sway. The cradling of front and rear seats between the axles, and evolution of "Relax-o-Form" seat springing, contribute to the utter *smoothness* of motion. You might be stationary for all the vibration you receive. When Oldsmobile is travelling over any road at sixty or seventy miles an hour, front and rear seat passengers can read in peace — can even write.



*Upper Right.*—Oldsmobile's fine roadability and stability are further improved by both Front and Rear Stabilizers, which eliminate side sway and body roll, and result in better control at high speeds or when cornering.

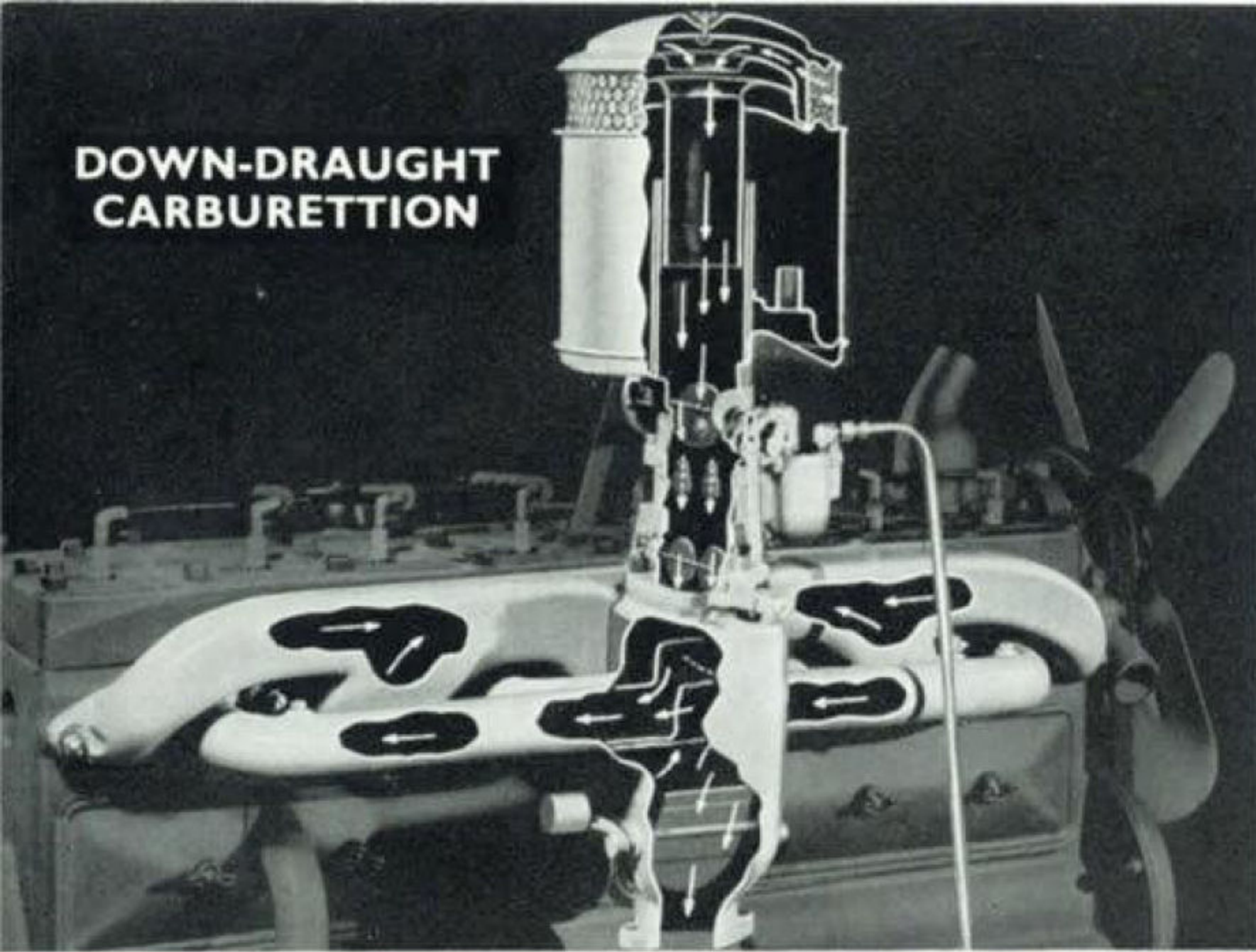
*Centre Right.*—Oldsmobile's famous Cadillac-type Independent Front-Wheel Springing, with its free-acting resilient coil springs, results in perfect riding comfort for front and rear passengers. Independent Front-Wheel Springing makes all cars with the old-fashioned rigid front axle obsolete. It is one of today's greatest factors in smooth travel, safety, roadability and handling ease. Endorsed by cars such as Rolls Royce and Mercedes Benz, as well as *all* Continental racing cars, it is obviously the only correct method of suspension. Tested and proved in actual use by millions of owner drivers, it can confidently be said that no one who has once experienced Independent Springing would consider a car without it.

*Lower Right.*—Scientific Weight Distribution. Seats cradled between front and rear wheels. Even weight distribution to provide uniform spring action.





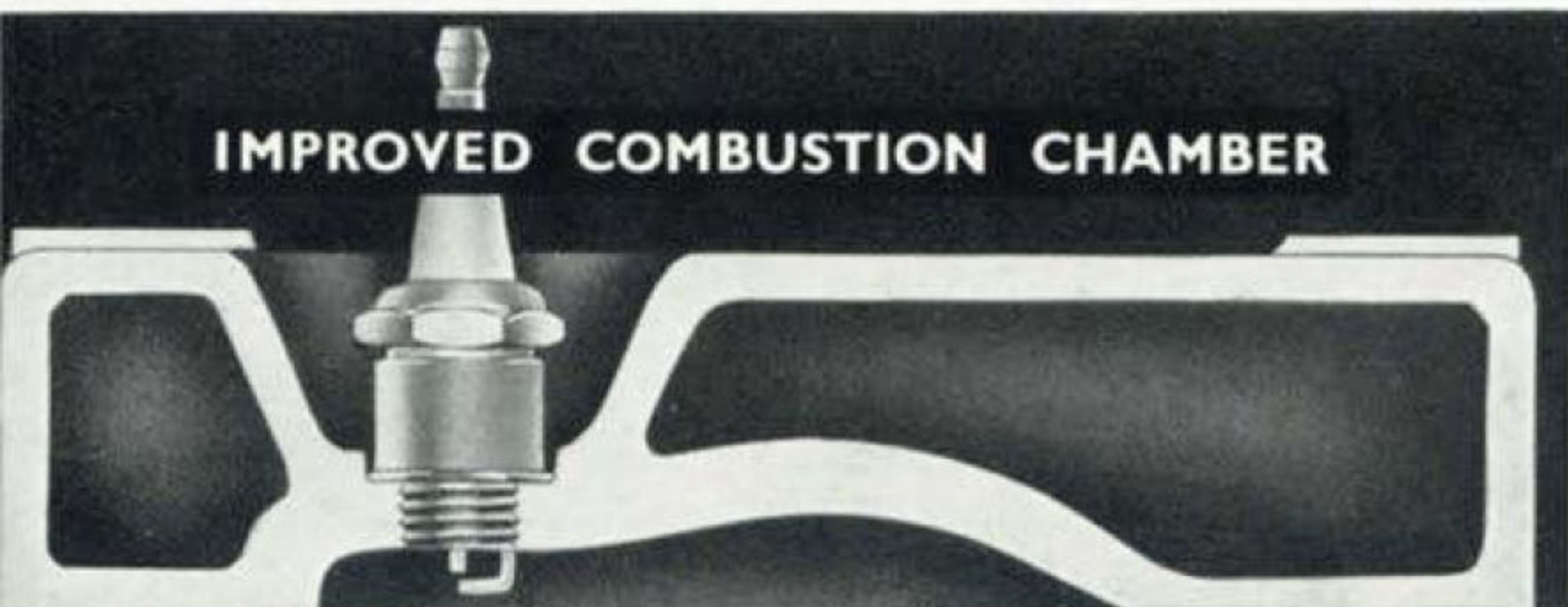
## DOWN-DRAUGHT CARBURETTION



## FUEL SAVER



## IMPROVED COMBUSTION CHAMBER



# ECONOMY

Always economical in running and repair costs, the new models Six and Eight set entirely new standards of economy. Down-Draught Carburettion, a special fuel saver, and an improved type Combustion Chamber, as depicted on this page, are only three of Oldsmobile's economy devices. From the buying price, through its years of running, to its re-sale, Oldsmobile is an economical car. Engines have been evolved which, while giving even more brilliant performance, do so at lower engine speeds. Even the non-technical reader will realise that lower engine speeds must mean less petrol and oil consumption, and less wear and tear of the engine. On a year's running this economy is substantial.



*Upper Left.*—The new Down-Draught Carburettor has enlarged Venturi Tube Enlarger Jet, allowing an air stream to pass through with the petrol. This system more completely atomises the petrol as it emerges from the jet. The larger jet is also naturally immune from blockage caused by dirt particles.

*Centre Left.*—Vacuum Fuel Saver. The ignition system incorporates a vacuum Fuel Saver automatically controlling the spark advance in proper relation to driving speeds, giving maximum fuel economy. It also eliminates spark knock.

*Lower Left.*—Improved Combustion Chamber. Another Oldsmobile economy feature, this year's Combustion Chamber is of the most advanced design in internal combustion engineering.



# SMOOTHNESS

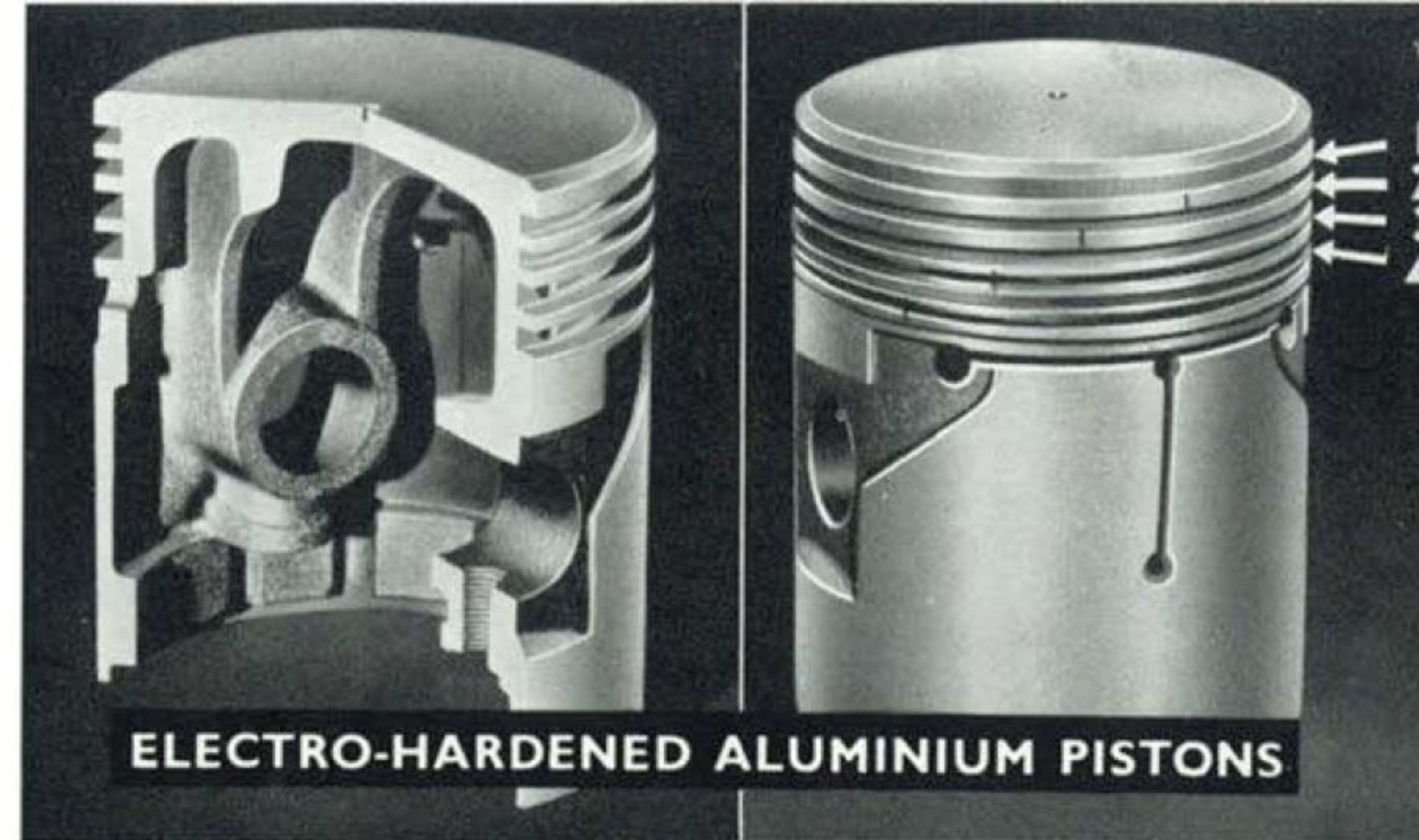
Engineering refinements have resulted in the smoothest power unit possible. The counterbalanced crankshaft, with careful balancing both statically (at rest), and dynamically (in motion), provides exceptionally smooth operation and maximum bearing glide. The Crankshaft Vibration Dampener effectively neutralises torsional vibration. With independent front wheel springing and scientifically constructed rear springs, road shocks are eliminated. No engine vibration is transmitted to the chassis or steering column. The engine is mounted at three points on cushions of live resilient rubber to absorb all vibration. Centre Control Steering virtually isolates the steering mechanism from the chassis, so that no road jolts can be transmitted to the driver.



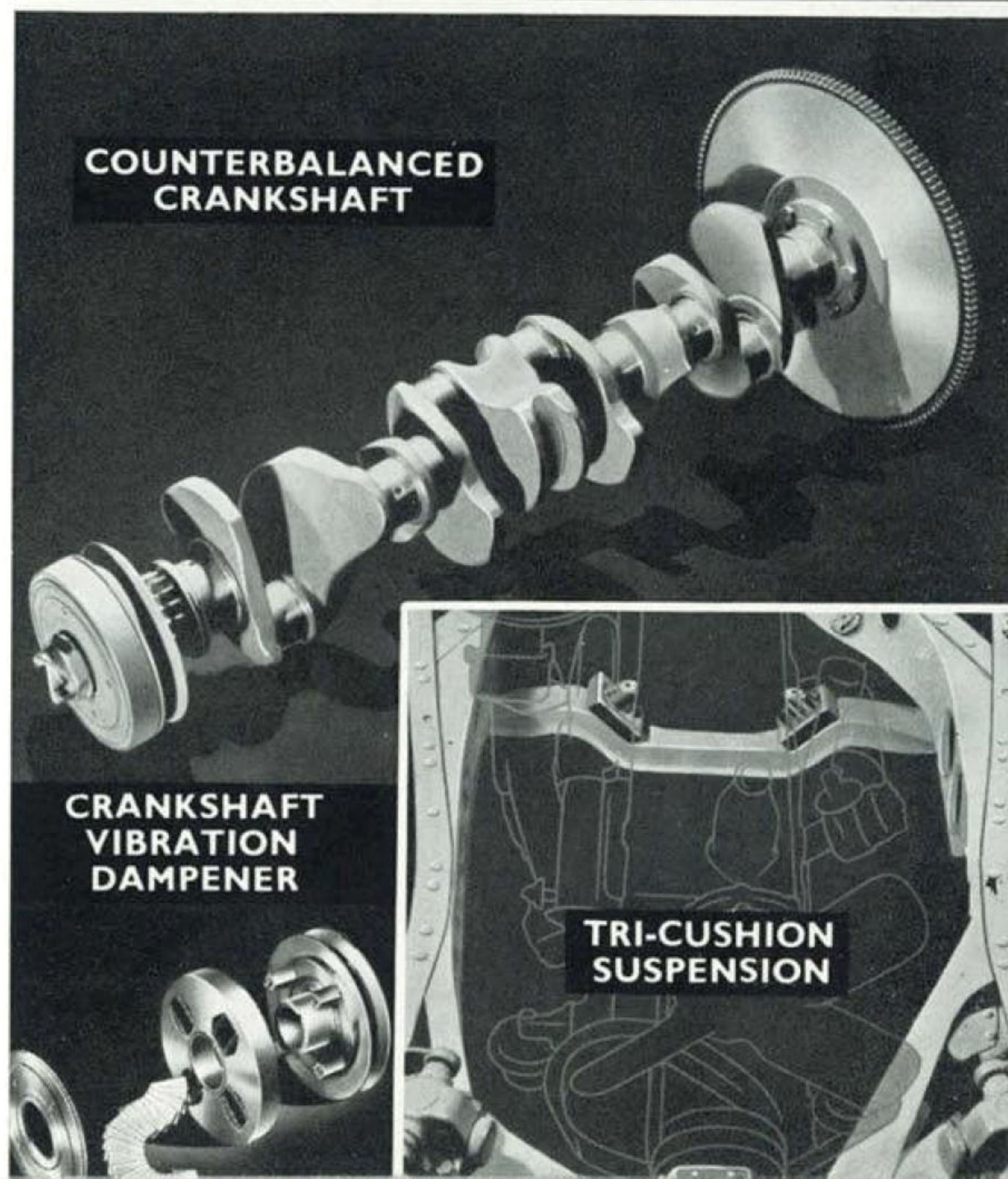
Electro-hardened Aluminium Pistons reduce the weight of reciprocating parts, and lengthen the life of main and connecting rod bearings. These pistons give longer, trouble-free engine life, and contribute to Oldsmobile's performance.

Counterbalanced Crankshaft. The combination of a high degree of counterweighting of the Crankshaft with careful balancing, provides exceptionally smooth operation and maximum bearing life. The Crankshaft Vibration Dampener eliminates all torsional vibration.

Tri-Cushion Suspension eliminates any transmission of engine vibration to the chassis or steering. Resilient rubber absorbs all engine tremor.



**ELECTRO-HARDENED ALUMINIUM PISTONS**

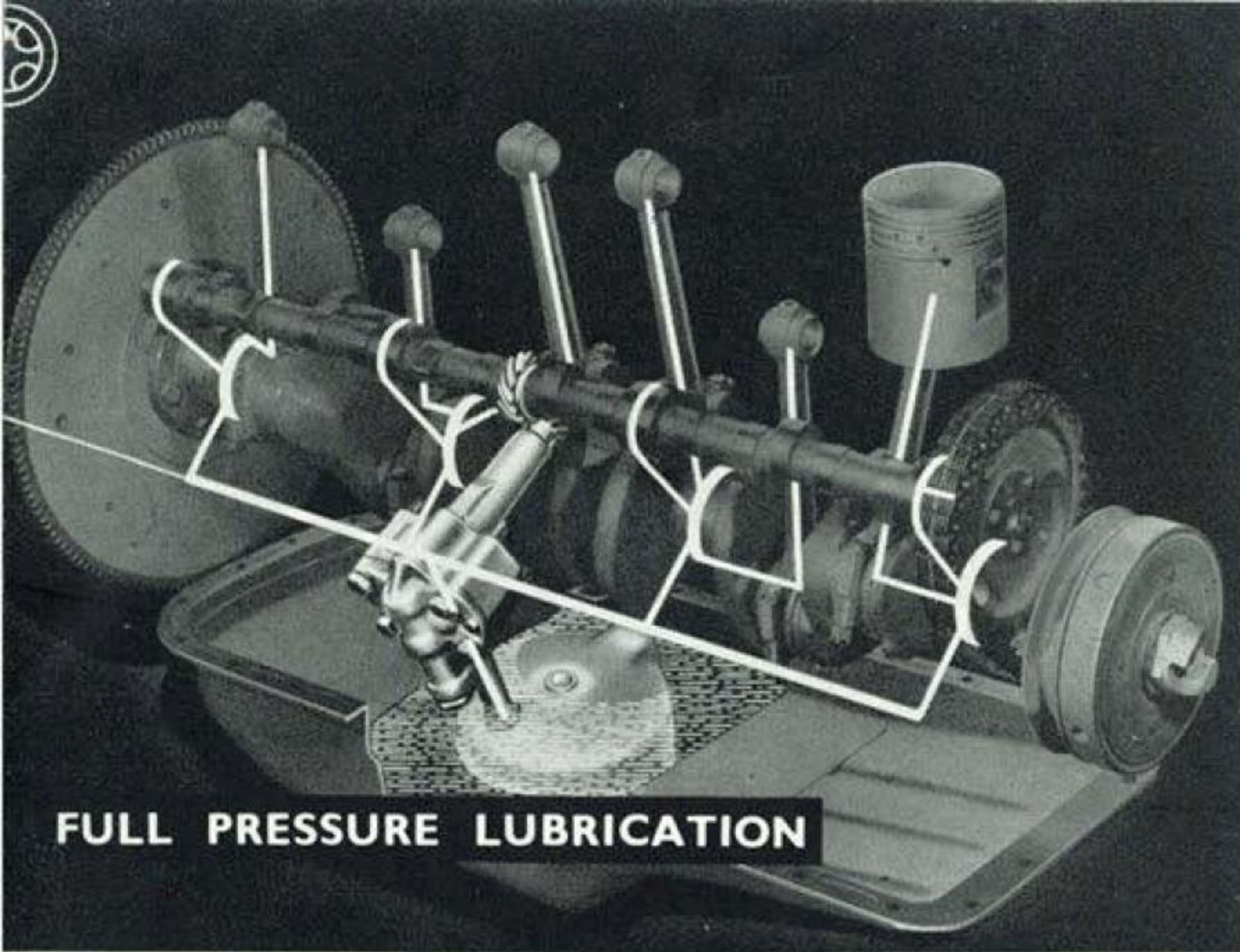


**COUNTERBALANCED  
CRANKSHAFT**

**CRANKSHAFT  
VIBRATION  
DAMPENER**

**TRI-CUSHION  
SUSPENSION**

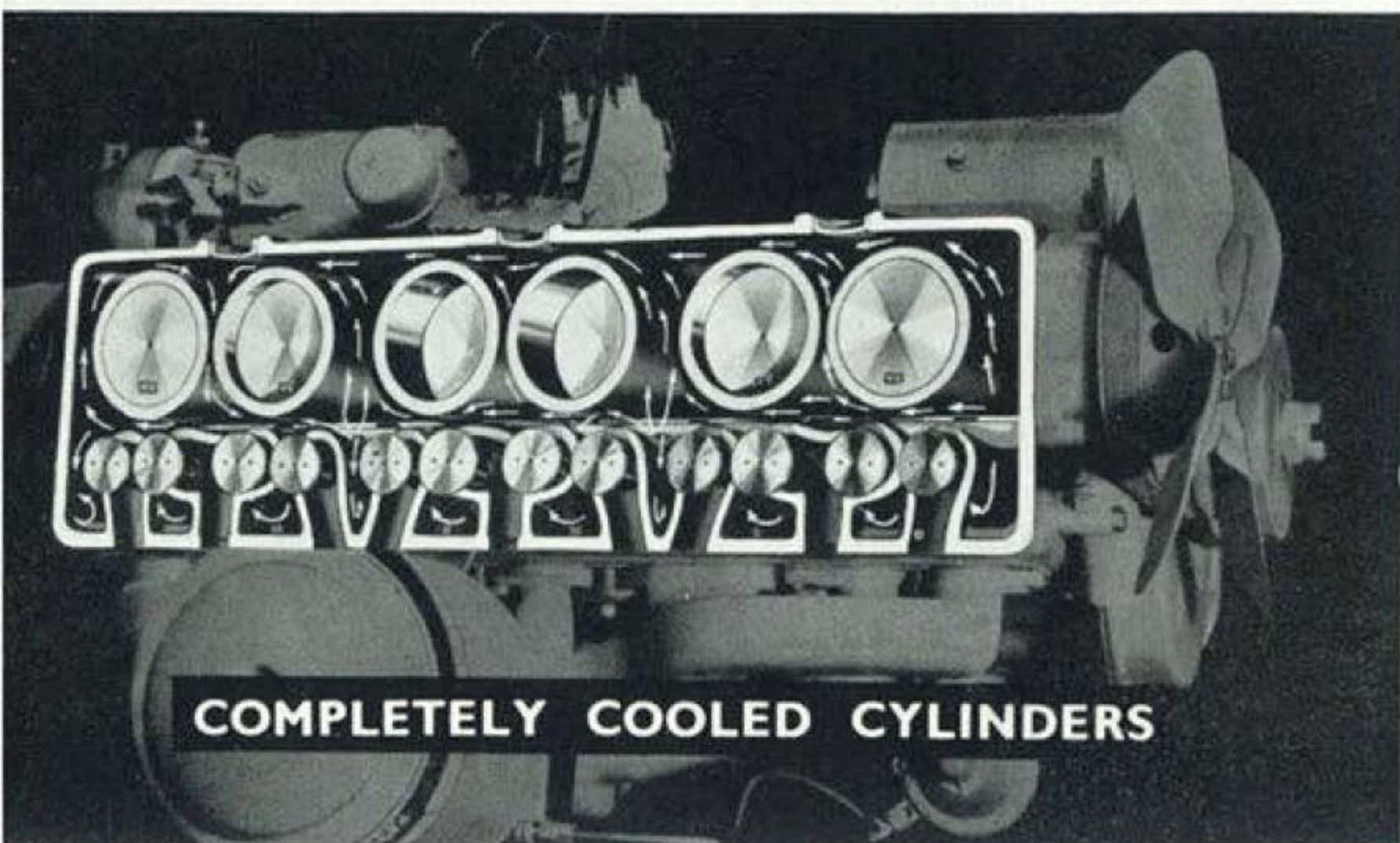




**FULL PRESSURE LUBRICATION**



**FULL LENGTH WATER JACKETS**



**COMPLETELY COOLED CYLINDERS**

## LONG LIFE

In buying your new Oldsmobile, be assured that you will secure new-car performance for many years. Everything possible has been done to see that engine, chassis and body will stand up to the hardest and roughest travel. Full pressure lubrication assures oil being supplied to all crankshaft, camshaft, connecting rod bearings, piston pins and cylinder walls. The timing chain is lubricated by pressure spray. The valve mechanism is positively lubricated in the most scientific manner. Oldsmobile's cooling system is exceptionally efficient, the cylinders being completely surrounded by water the full length of the barrel, and the valve seats being completely water-jacketed. Valve guides are extra long, and the exhaust valves are forged from special heat-resisting steel.

Features already mentioned, such as All-Steel Turret Top Body, which cannot deteriorate after years of hard work, "Armour-plate" Safety Glass, which does not crack or discolour, and others, all contribute to the *long life* of Oldsmobile.

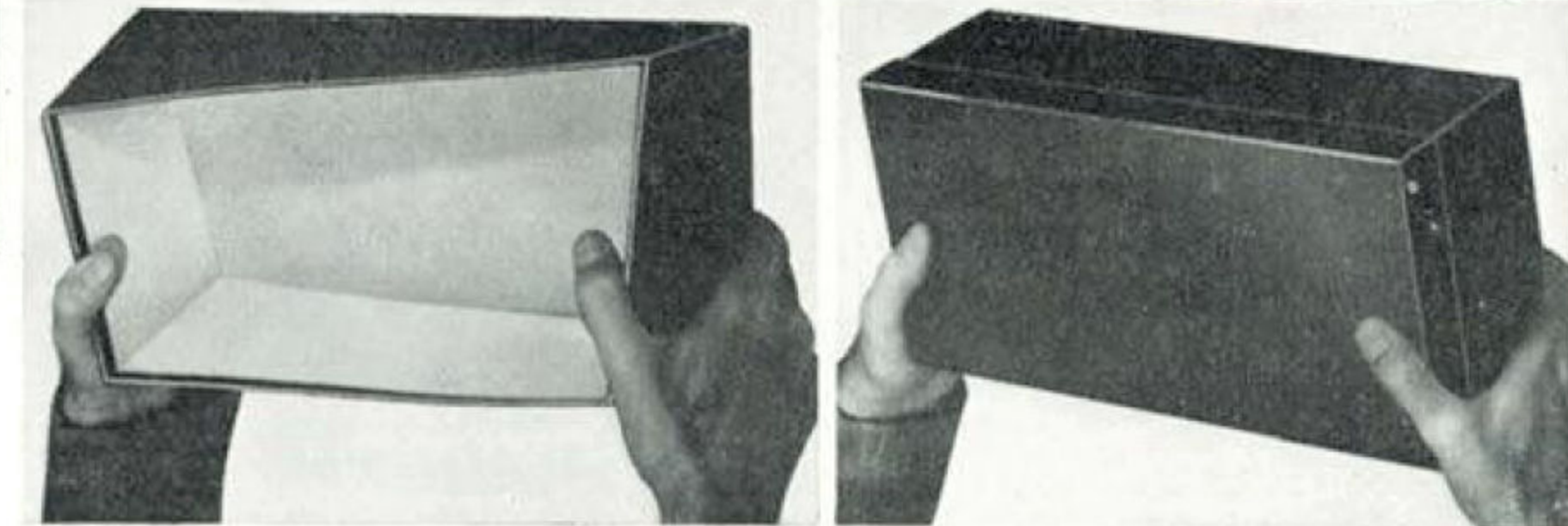
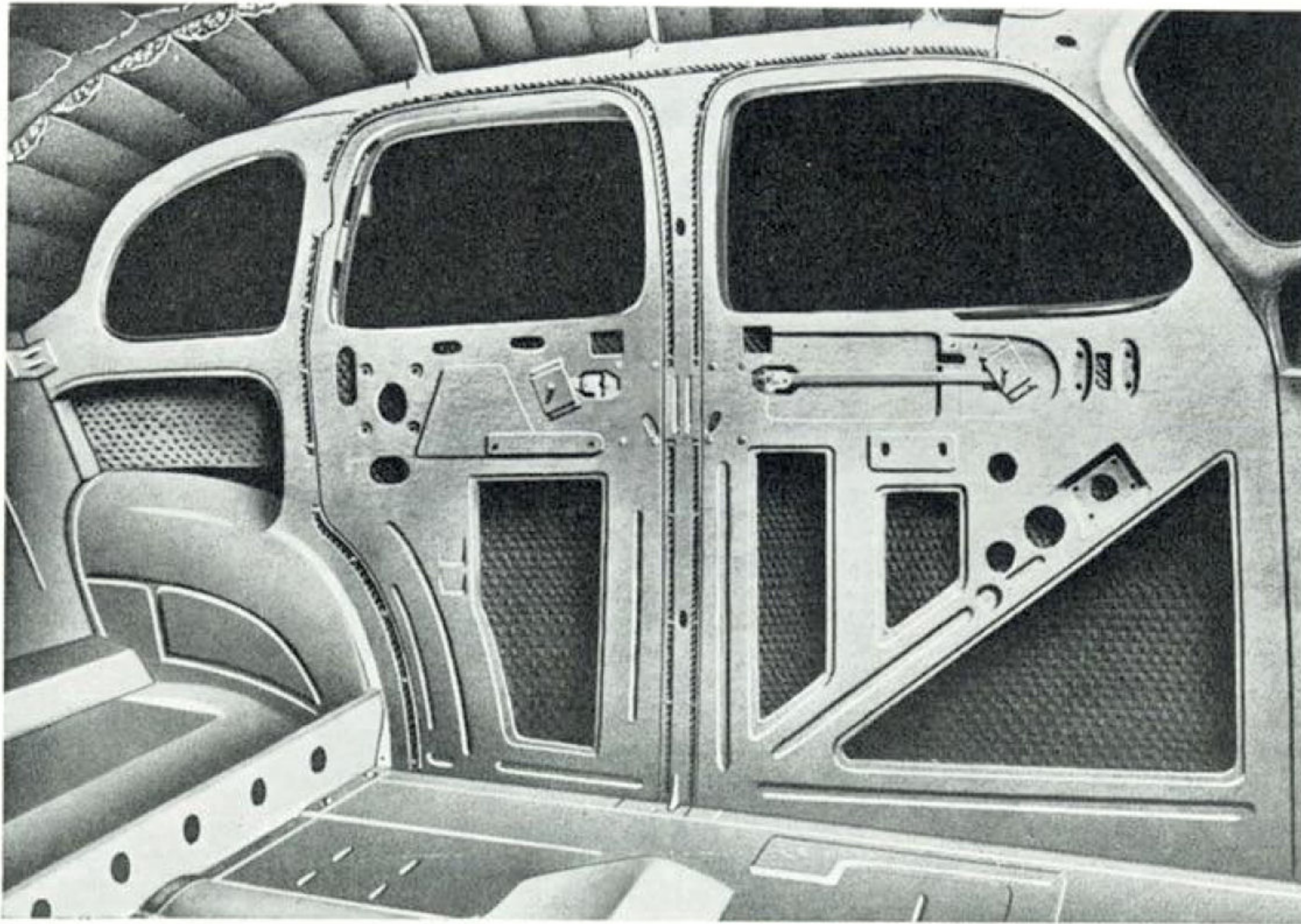


*Upper Left.*—Oldsmobile's lubrication is not merely full pressure to all bearings, and through rifle drilled connecting rods to pistons and piston pins. In addition, there is independent pressure oiling to each cylinder wall, ensuring an oil spray around the bore, just before each piston starts its downward stroke.

Oldsmobile's new Cooling System carries the water down to the crankcase, so reducing oil temperatures by 25 degrees. The cylinders themselves are evenly cooled for their full length, and the water completely surrounds each individual cylinder and each valve. There is independent pressure cooling with water fresh from the radiator direct to each valve seat.



# SAFETY NEW TO AUSTRALIA



This new body marks an entirely new engineering development in Australia. The new beauty and roominess are easily discernible, greater visibility for the driver and passengers is obvious, while the increased silence and comfort are quickly and easily demonstrated. There are too, many hidden values. The whole constructional strength, made possible without the use of one piece of wood, is a factor which ensures unheard-of quietness. No wood to expand in wet weather, and to contract with heat, ensures a body free from rattles and squeaks year after year. The entire car is now one steel unit, with even greater strength in the chassis itself. The addition of the Turret Top Unisteel Holden Body gives almost 100 per cent. greater torsional strength. This is easily demonstrated. Take a tin and see how easily you can twist it. Now put on the lid and see how rigid it becomes. The Oldsmobile is safe to ride in. Rigid steel doors fit tightly in the steel body panel, making other refinements and advantages possible. Only such a body can be satisfactorily sealed against dust and sound, and insulated against heat. The Unisteel Turret Top Body on Oldsmobile is cooler in the summer and warmer in the winter. In Oldsmobile you glide in silent safe flight encased in steel. Even the glass in the windscreen and side windows is steel tough. Should "Armourplate" Glass break under terrific impact, there are no flying splinters. The glass disintegrates into small round-edged particles which cannot cut or scratch.

Buy Oldsmobile and buy safety. Safety in the car itself, and the safety of a good investment.







## THE 1937 "AIR CHIEF" RADIO

This year's powerful Oldsmobile "Air Chief" Radio gives greater power and more perfect tone reproductions than was ever thought possible in car radio. A 5-valve Super-heterodyne with one dual purpose valve and one triple, and with performance actually up to 9-valve standards. Station after station comes through clearly, without fading. The remarkably fine selectivity eliminates any "overlap" of stations. From the highest treble to the deepest base, the whole gamut of notes and tones is reproduced perfectly. A radio in your car will shorten the longest drive. You are in touch at all times with your favourite sport, or with any particular item you desire. For days in the open, imagine the joy a radio such as this can bring you at so small a price. Get one fitted when you buy your car.

Other accessories, etc., also available at very low cost, are Fender Markers, Gas Lock Cap, Insect Screen, Kool Kooshion, Radiator Oil, and G.M.-H. Duco Cleaner Polish. In giving the final touches to a car, it is impossible for the manufacturer to suit all tastes. For individuality's sake, therefore, certain approved accessories are manufactured for Oldsmobile. These are utility and appearance accessories which can be purchased with your new Oldsmobile under the confidential G.M.A.C. Deferred Payment Plan.

## OLDSMOBILE ACCESSORIES

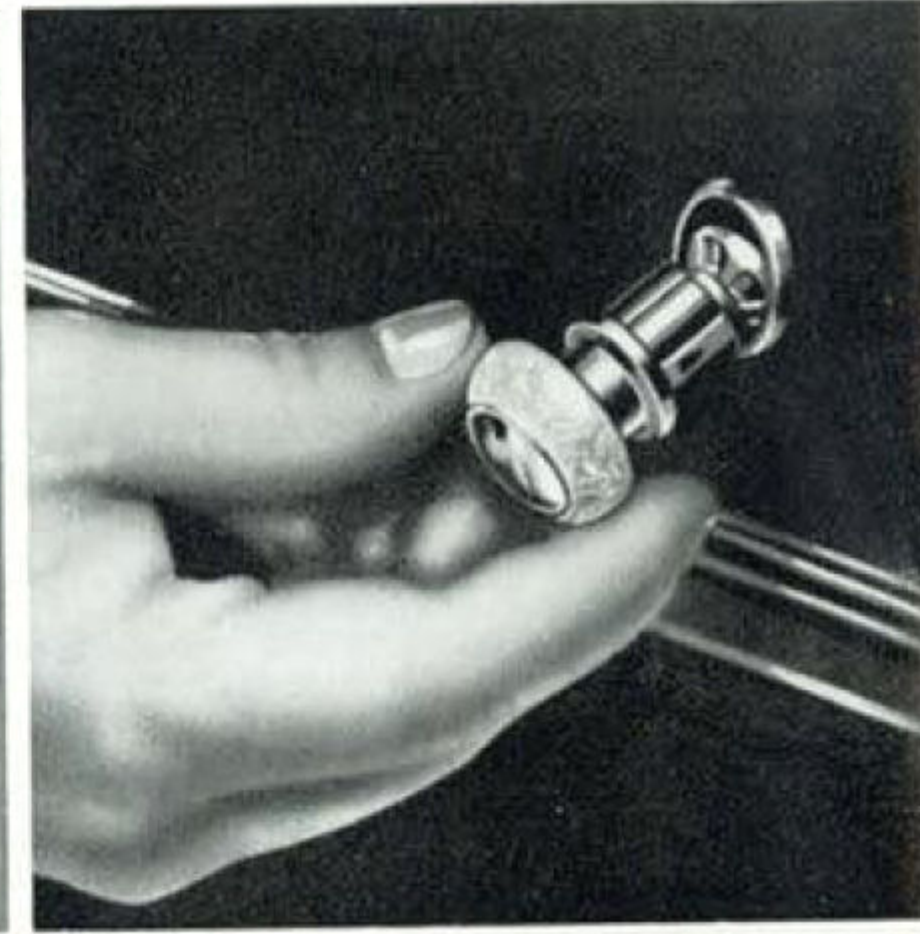
Illustrated at the right are four useful Oldsmobile accessories.

*Top Left.* — An Electric Clock for installation in the dashboard, matching all dashboard fittings.

*Upper Right.* — Tenite-finished Cigarette Lighter. Not only a convenience feature, but also a great safety factor.

*Lower Left.* — Tenite Gear Lever Knob, made in various colours to match the upholstery and Tenite hardware of the car.

*Lower Right.* — Chrome Wheel Mouldings and Chrome Discs. These add individuality to any car. Made of stainless steel, heavily chrome plated and rust-resisting, they will stay bright and gleaming.



## OLDSMOBILE SERVICE



When you buy an Oldsmobile, you are assured of unparalleled after-sale service. Certain valuable services are guaranteed. For instance, you receive an Owner Service Policy, entitling you to two thorough inspections and adjustments without charge, and protecting you for 90 days or 3000 miles of operation—whichever is reached first—against defects of workmanship or material. Wherever you travel there is an authorised Oldsmobile dealer stocking genuine Oldsmobile spare parts, and ready to render you willing service always.

## CONFIDENTIAL DEFERRED PAYMENT PLAN

When you acquire your Oldsmobile under the G.M.A.C. Confidential Payment Plan, you enter into business relations, not with an outside finance organisation, but with a Company which is a unit of General Motors, and thus has a direct interest in maintaining your satisfaction in your car. Because General Motors' Acceptance Corporation is the largest hire purchase institution in the world, it is able to offer low rental charges, and to arrange a payment plan fitted to your individual requirements. Your local Oldsmobile dealer will explain the G.M.A.C. Plan to you, and arrange your payments on a basis convenient to you.



# ABRIDGED OLDSMOBILE SPECIFICATIONS

## OLDSMOBILE SIX

**ENGINE**—L-head type. Bore, 3-7/16 inches; stroke, 4½ inches; displacement, 229.7 cubic inches; R.A.C. horsepower, 28.4; developed brake horsepower, 95 at 3400 r.p.m.

**LUBRICATING SYSTEM**—100% full pressure to all main, connecting rod, camshaft bearings and piston pins, with spray to other parts.

**COOLING SYSTEM**—Harrison cellular radiator, with thermostatic control and recirculation system. Cylinders completely surrounded by water, and valves positively cooled by water jacketing of the seats.

**FUEL SYSTEM**—Down-draught carburettion, fitted with automatic choke and heat control. Carburettor fitted with air cleaner and intake silencer.

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

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

**LIGHTING**—Multi-beam Headlights, with toe-button control for dipping.

**FRAME**—Rigid I-beam X-type. Three sets of cross members between side rails and X-member. Diagonal corner braces.

**BRAKES**—Triple-sealed self-energizing super hydraulic. Also mechanical dash-mounted emergency hand brake, operating on rear drums.

**STEERING**—Improved Cross Centre Control, with worm and roller steering gear.

**SPRINGING**—Independent Front Wheel Springing with resilient coiled springs. Rear springs are semi-elliptic type.

**RIDE STABILIZERS**—Front and rear. Front—mounted in rubber on frame, and connected to the front coil spring seats. Rear—steel bar bolted directly to rear shock absorber arms.

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

**WHEELS AND TYRES**—Pressed steel equipped with drop centre rims and 16 x 6.50 super balloon tyres.

**WHEELBASE**—117 inches.

**BODY**—Unisteel Turret Top Safety Body by Holden. Equipped with No-Draught Ventilation, "Armourplate" Safety Glass in windscreen and all side windows. "Relax-o-Form" Seating, and increased large Luggage and Spare Wheel Compartments. Thoroughly insulated against heat, cold, dust and sound.

## OLDSMOBILE EIGHT

**ENGINE**—L-head type. Bore, 3½ inches; stroke, 3¾ inches; displacement, 257.1 cubic inches; R.A.C. horsepower, 33.8. Developed horsepower, 110 at 3600 r.p.m.

**LUBRICATING SYSTEM**—100% full pressure to all main, connecting rod, camshaft bearings and piston pins, with spray to other parts.

**COOLING SYSTEM**—Harrison cellular radiator, with thermostatic control and recirculation system. Cylinders completely surrounded by water, and valves positively cooled by water jacketing of the seats.

**FUEL SYSTEM**—Dual Down-draught carburettion, fitted with automatic choke and heat control. Carburettor fitted with air cleaner and intake silencer.

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

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

**LIGHTING**—Multi-beam Headlights, with toe-button control for dipping.

**FRAME**—Rigid I-beam X-type. Three sets of cross members between side rails and X-member. Diagonal corner braces.

**BRAKES**—Triple-sealed self-energizing super hydraulic. Also mechanical dash-mounted emergency hand brake, operating on rear drums.

**STEERING**—Improved Cross Centre Control, with worm and roller steering gear.

**SPRINGING**—Independent Front Wheel Springing with resilient coiled springs. Rear springs are semi-elliptic type.

**RIDE STABILIZERS**—Front and rear. Front—mounted in rubber on frame, and connected to the front coil spring seats. Rear—steel bar bolted directly to rear shock absorber arms.

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

**WHEELS AND TYRES**—Pressed steel equipped with drop centre rims and 16 x 7.00 super balloon tyres.

**WHEELBASE**—124 inches.

**BODY**—Unisteel Turret Top Safety Body by Holden. Equipped with No-Draught Ventilation, "Armourplate" Safety Glass in windscreen and all side windows. "Relax-o-Form" seating, and increased large Luggage and Tyre Compartments. Centre arm rest in rear compartment. Thoroughly insulated against heat, cold dust and sound.

SPECIFICATIONS AND EQUIPMENT SUBJECT TO CHANGE WITHOUT NOTICE.

**GENERAL MOTORS-HOLDEN'S LIMITED**

BRISBANE

— SYDNEY

— MELBOURNE

— ADELAIDE

— PERTH



# Highlights

Turret Top

Ride Stabilizer

More Body Room

Armourplate Glass

Relax-o-form Seating

No-Draught Ventilation

Extra Strong Back Axle

Super Hydraulic Brakes

Higher Engine Efficiency

All Steel Body by Holden

Triple Sealed Brake Drums

All-Silent Synchro-Mesh Gears

Multi-Adjustable Driving Seat

Improved Centre-Control Steering

2½in. Lower Floor Without Tunnel

Independent Front-Wheel Springing

Large Locked Luggage Compartment



**OLDSMOBILE** *Sixes - Eights*