

IN PICKING *Stars*
AND *Cars*



IT'S THE *Close-up*
THAT COUNTS !

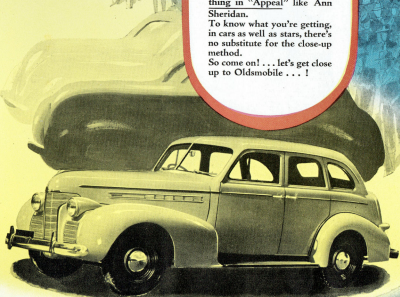


WHEN you "put your money on your next car, don't just pick one out of the crowd. Why not pick a star? Let's go star-gazing among the cars.

Let's get a close-up of the car that has marvellous movement like Fred Astaire . . . and toughness like Victor McLaglen . . . and the latest thing in "Appeal" like Ann Sheridan.

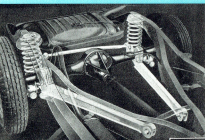
To know what you're getting, in cars as well as stars, there's no substitute for the close-up method.

So come on! . . . let's get close up to Oldsmobile . . . !



Fred Astaire and Oldsmobile for

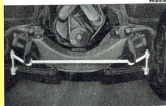
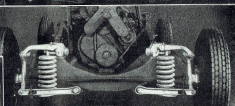
Marvellous Movement



LEFT: One of the reasons Oldsmobile is so supremely smooth, so free from sway and jolt and bounce — big, softly-ileting, constant-rate coil springs that cushion the rear of the car. These springs, remember, have no frictional surfaces, never need lubrication, and function perfectly under all conditions. Two sturdy stabilizing arms extend from the frame X-member to the rear axle, to take up all braking and driving strains and maintain perfect rear-axle alignment. Fore-and-aft movement is completely prevented.

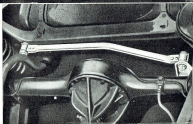
RIGHT, above: The smoothest steering you've ever known! Oldsmobile's new dual-circuit control steering makes it a sheer delight to handle the car on any road. Oldsmobile's steering, always outstanding, is more of a joy to handle than ever!

RIGHT, below: Independent Front Wheel Suspensions has been a feature of Oldsmobile for the past six years. Now, linked with Four-Way Stabilization, it smooths out road shocks to a degree that's nothing short of amazing.



ABOVE: Front Ride Stabilizer — acting in conjunction with the Rear Ride Stabilizer, controls rolling motion and keeps the car always on an even keel on turns and curves.

RIGHT: Rear Stabilization — anchored at one end to the frame and at the other to the rear axle, helps prevent rolling and side sway on curves and turns.



THE things that Fred Astaire can do in the way of movement are marvellous. There's no other word for it. The obstacles that he can take in his stride and turn into dancing rhythms, his wonderful balance and control, the lithe ease with which he can stop instantly after lightning evolutions, are unmatched . . . Just as he stands out from all other screen dancers for perfection of movement, so does Oldsmobile stand out from all other cars. This is one of the first things you discover when you come for a "close-up" of Oldsmobile.

FRED ASTAIRE, starring in "The Story of Vernon and Irene Castle," an RKO Radio Picture.

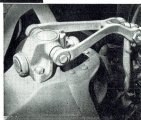


LEFT: Observation Vision adds immeasurably to the pleasure of running Oldsmobile through its paces — for you feel completely safe and secure when you can see so much of the road ahead and at the sides. A wider, deeper windscreen and side windows, narrower, stronger bus-section side pillars — 25% more Acrostyplate Safety Glass — give you wider vision, a greater sense of complete control.



LEFT: Safety Shift Gear Control allied to Synchro-Mesh Gears, for quicker, easier, smoother changes, lets you flick through the gears in a flash. The fact that you can change gear so quickly and easily is one of the reasons Oldsmobile is so SWIFT in get-away.

RIGHT: New Improved Shock Absorbers — double-acting, oil-and-lower hydraulic type. No matter how hard you hit the bumps, these shock absorbers will smooth out the road as no others can!



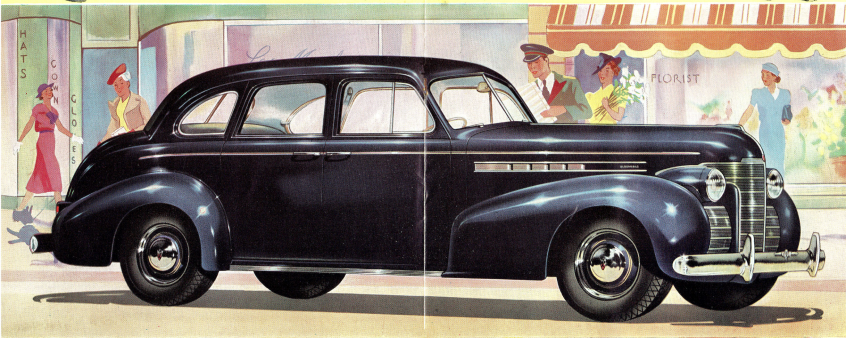


IT'S *Marvellous in Movement* LIKE FRED ASTAIRE

IT'S *Tough* LIKE VICTOR MC LAGLEN



IT POSSESSES THE *latest thing in "APPEAL"* LIKE ANN SHERIDAN



THE CAR THAT CALLS YOU TO A "CLOSE-UP" *Oldsmobile!*

Until you've had a "close-up" of Oldsmobile, you can't know how different it is from all other cars in its price class . . . largely because of four special Oldsmobile features that make an enormous difference in the life of the car, comfort of the driver, and restfulness of the passengers.

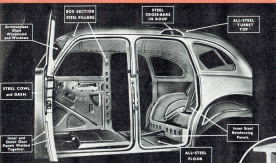
Those things are—Oldsmobile's new Quadri-Coil Springing — new Steering — new Four-Way Stabilization — and New Improved Cam-and-Lever Double-Acting Hydraulic Shock Absorbers.

That's why you must take the car on the road — on the worst road you know — and test it thoroughly. You must know how conspicuous — how important — how valuable — those differences are. It's the car you must buy, if your eyes are wide open for differences. There's nothing else in motoring like it.

We will be glad to put an Oldsmobile at your disposal at any time that suits you. You will accept the invitation, won't you?

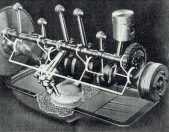
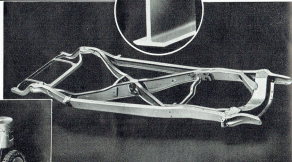
Victor McLaglen and Oldsmobile for

Toughness



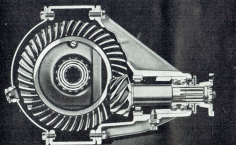
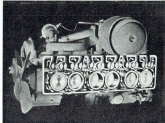
LEFT: Oldsmobile's Uni-steel Turret Top Body—reinforced with Steel Cross Bows, Steel Pillars, Inner Steel Reinforcing Panels, Inner and Outer Steel Door Panels, Steel Floor welded so that it becomes part of the body itself! Tough enough to take the worst any road can give it, strong enough to stand endless travel without warping a fraction.

RIGHT: I-Beam X-Member Frame, another example of Oldsmobile's TOUGHNESS! Made of I-Beam steel, the strongest form of construction yet devised! Braced at every point where strain must be taken—strengthened by box-section construction where the front wheels take the road-shocks!



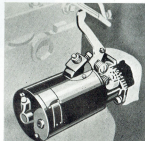
LEFT: Full Pressure Lubrication forces oil to crankshaft, crankshaft and connecting rod bearings, piston pins and cylinder walls. Protects every moving engine part.

RIGHT: Completely Cooled Cylinders ensure greater efficiency and longer life. Each cylinder is completely surrounded by water for its full length; intake and exhaust valve seatings are completely water-jacketed. "Hot spots" on cylinder walls are eliminated and risk of distortion is reduced by this cooling system.



VICTOR McLAGLEN, starring in "Full Confession," an RKO Radio Picture.

LEFT: Hypoid Rear Axle. Instead of the usual six, this rugged rear axle has seven bearings. Control-line of pinion gear is below center-line of ring gear. This means greater strength, reduced bearing loads, quieter operation.

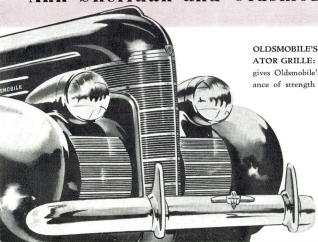


LEFT: Electro Hardened Pistons possess a super-hardened surface, far harder than iron, with amazing resistance to wear. Extremely light weight reduces load on connecting rods and crankshaft bearings.

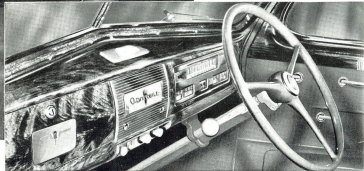
RIGHT: Positive Shift Starter—another Oldsmobile feature that means longer life and freedom from repair-bills. By this method, the starter gear is positively meshed with the flywheel gear before the starter begins to crank. Risk of slipping or burning the teeth is eliminated.



Ann Sheridan and Oldsmobile for



OLDSMOBILE'S DIE-CAST RADIATOR GRILLE: Gleaming die-cast metal gives Oldsmobile's front end an appearance of strength and quality that the lighter, stamped metal types used on other cars cannot attain. Bullet-shaped headlights set low between the fenders and the bonnet, and fenders that sweep back into the lines of the body, add to Oldsmobile's appearance of swift, fleet-footed grace.

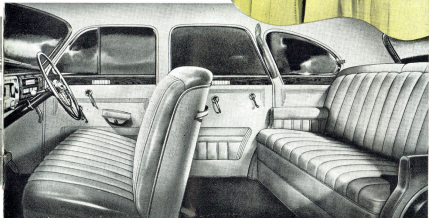


OLDSMOBILE'S INSTRUMENT PANEL: A fitting match for the beauty of Oldsmobile's exterior is the completely smooth Instrument Panel, with all controls recessed flush with the surface for greater safety. Smooth, durable Tenite knobs and the surface of the panel are finished in colours that harmonise with the interior. The straight-line arrangement of the instrument dials makes reading easy.

the latest thing in APPEAL

THERE are thousands of adorably pretty girls who would be only too glad of the chance to become world famous . . . but only one every now and then reaches the top pinnacle. This year it's Ann Sheridan. She has beauty and prettiness that enslave admiration. To succeed in the face of so much competition, she must be flawless in line and proportion . . . Compare cars for perfection of decorative proportion and detail. Here, too, Oldsmobile is the star.

ANN
SHERIDAN,
Warner Bros.
star.



OLDSMOBILE'S INTERIOR is finished in genuine leather, with a new "Super-Dull" finish that maintains its attractive freshness far longer. Arm rests and assist loops, deeper cushions, cloth head-linings, coloured Tenite handles and knobs on the window and door controls are all of a design and shade that add to the beauty of the car and the refinement and luxury of the interior styling.



Come and Get Your "Close-Up" of the OLDSMOBILE

You can't come to a decision about the real value of ANY car until you know how much more Oldsmobile offers you for the money. So come in and get a close-up of the car. Check over the differences that lift it out of the ruck of cars up among the stars. Then take it on the road. Get at the wheel, and FEEL the difference in handling it. Come in to-day if you can, and give yourself the opportunity of experiencing something you couldn't buy elsewhere without going up into an entirely different price class. There's an Oldsmobile waiting at our showrooms NOW!

GENERAL MOTORS-HOLDEN'S LIMITED

BRISBANE . . . SYDNEY . . . MELBOURNE . . . ADELAIDE . . . PERTH

ABRIDGED SPECIFICATIONS.

SERIES SIXTY: Wheelbase—115 inches. Turning circle, 36½ feet . . . Engine—Displacement, 216 cubic inches. Electro-hardened lightweight pistons. Full-pressure lubrication . . . Clutch and Transmission—Single plate 9-inch dry plate clutch. All-Silent Synchro-Mesh Transmission . . . Tyres—Low-pressure, balloon tyres. 16 x 6.00 inches, mounted on safety steel wheels. **SERIES SEVENTY:** Wheelbase—120 inches. Turning circle, 38½ feet . . . Engine—Displacement, 230 cubic inches. Electro-hardened lightweight pistons. Full-pressure lubrication . . . Clutch and Transmission—Single plate 9½-inch dry plate clutch. All-Silent, Synchro-Mesh Transmission . . . Tyres—Low-pressure, balloon tyres. 16 x 6.50 inches, mounted on safety steel wheels. **BOTH MODELS:** Fuel and Cooling System—Down-draught carburetion. Automatic choke. Thermostatically controlled cooling system. Ball-bearing water pump . . . Electrical System—Under-bonnet battery, 12-plate, 6 volt. Air-cooled generator with automatic charging control. Positive shift starter . . . Suspension—Quadri Coil Springing. Independent front suspension. Heavy coil springs at rear. Four-Way Stabilisation. Hydraulic Shock Absorbers, front and rear . . . Frame—Rigid-girder type, I-beam X-member construction . . . Steering—Dual Centre-Control, providing perfect steering geometry. Worm and double roller design . . . Brakes—Super-Hydraulic, self-energizing type. 11-inch drums with cast-iron braking surfaces. Mechanical braking system on rear wheels. Armourplate Safety Glass in windscreen and all side windows in all models.

Prices, specifications, and equipment subject to change without notice.