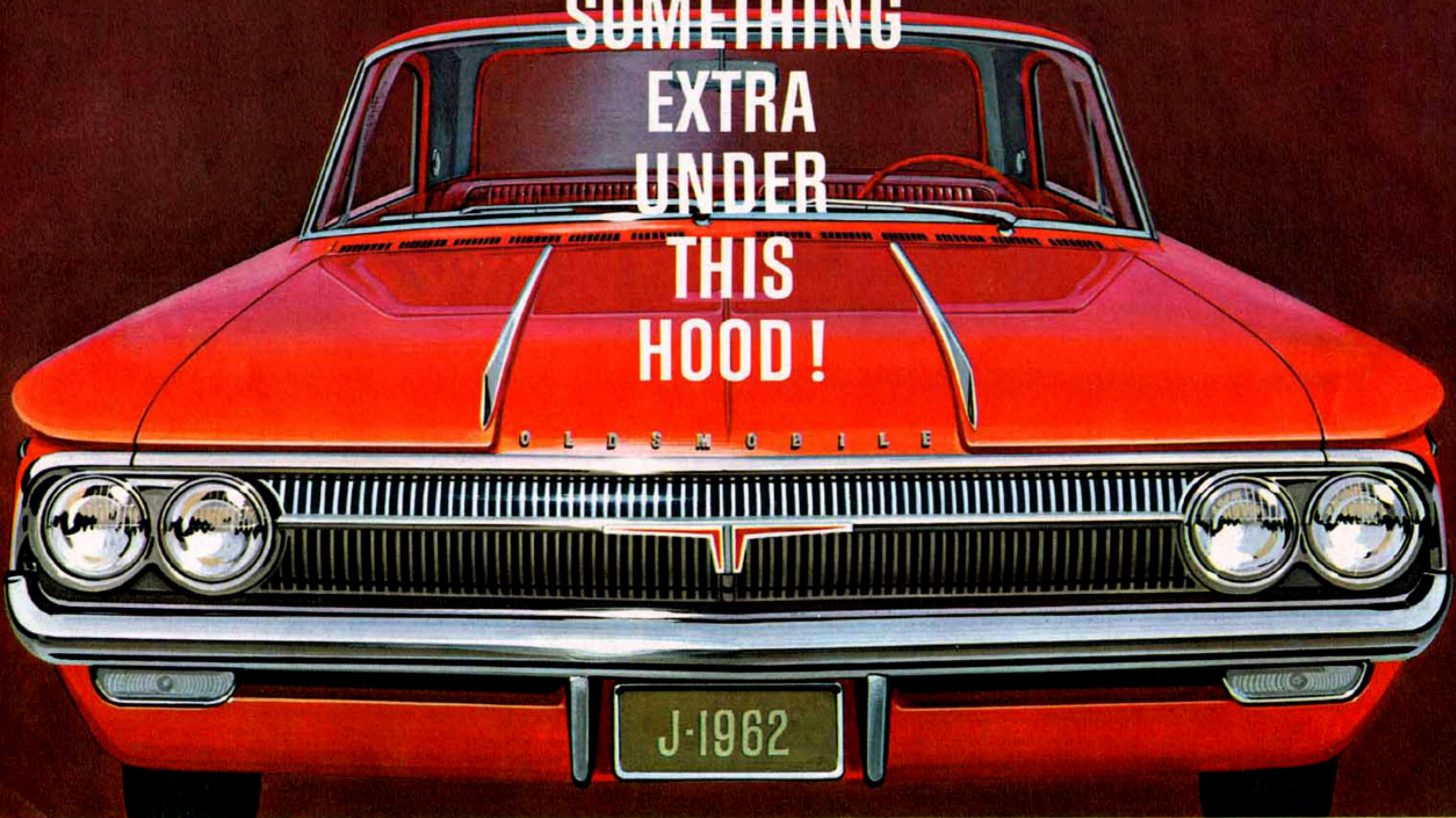


THERE'S
SOMETHING
EXTRA
UNDER
THIS
HOOD!



EXCLUSIVELY IN

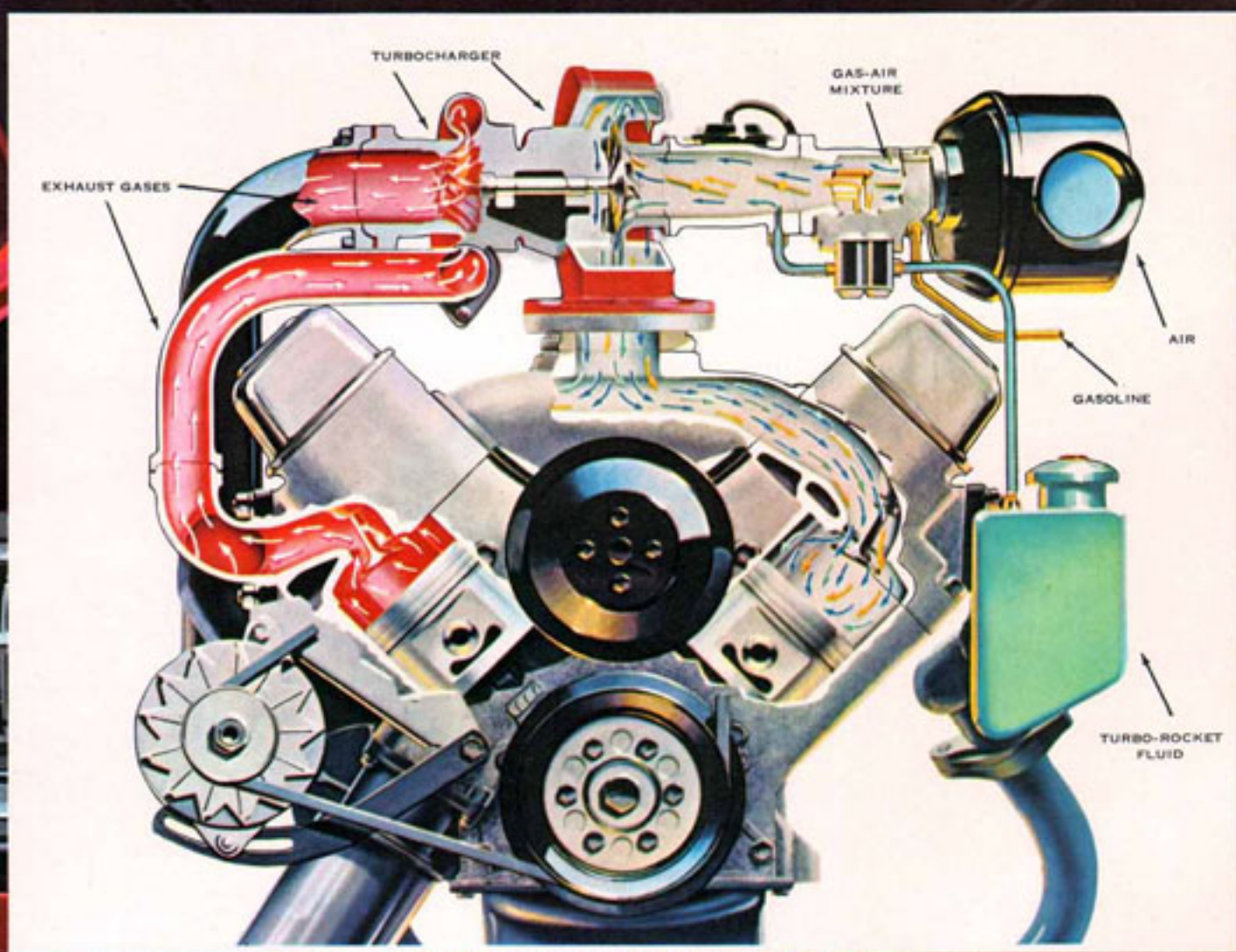
JETFIRE



BY **OLDS!**

INTRODUCING **JETFIRE**...
AMERICA'S ONLY
PRODUCTION CAR WITH
A FLUID-INJECTED,
TURBOCHARGED ENGINE!
IT'S OLDSMOBILE'S
REVOLUTIONARY NEW V-8...
THE **TURBO-ROCKET!**

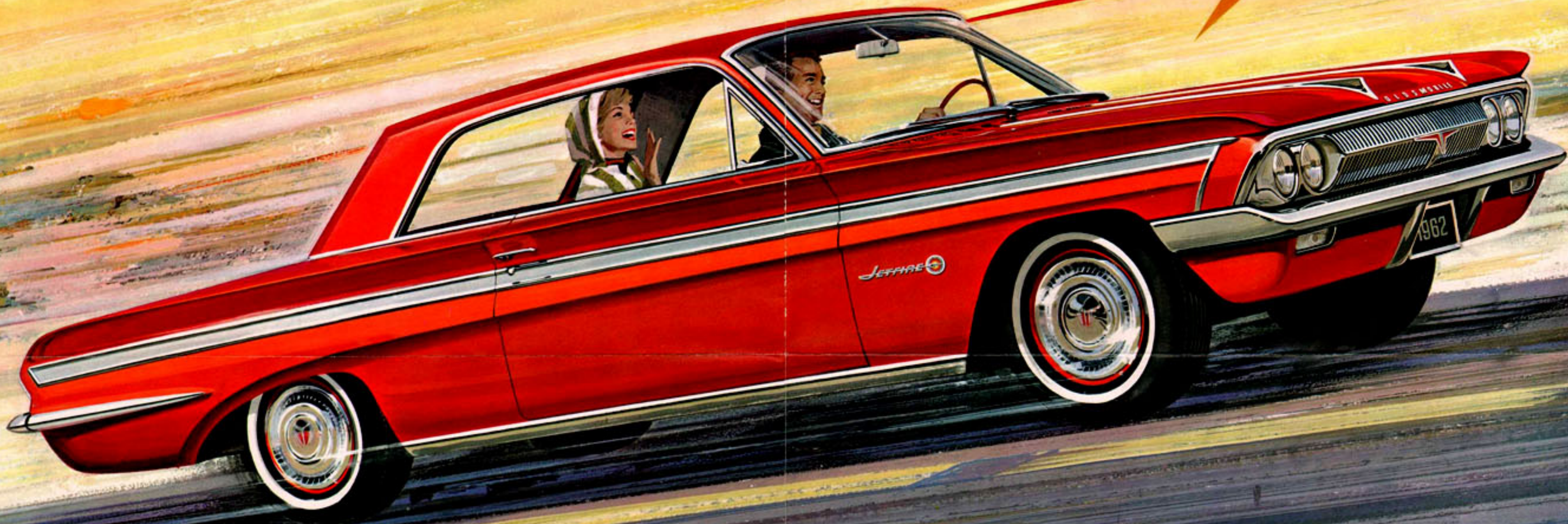
THERE'S NOTHING LIKE IT
ON THE ROAD TODAY!



EXCLUSIVELY IN

JETFIRE  **BY OLDS!**

Another Automotive First from OLDSMOBILE!



SPORTS CAR GLAMOR AND GO! Here's everything a real enthusiast could want—including a choice of two optional transmissions: Power-adjusted 4-S Hydra-Matic Drive or 4-speed fully synchronized "stick-shift".



JETFIRE

**A HONEY OF A HARDTOP
POWERED BY AMERICA'S
ONLY FLUID-INJECTED,
TURBOCHARGED V-8 ENGINE—
OLDSMOBILE'S NEW TURBO-ROCKET!
AND IT'S FITTED OUT IN
SPORTS CAR FASHION WITH
BUCKET SEATS AND FRONT
COMPARTMENT CONSOLE AS
STANDARD EQUIPMENT AT NO EXTRA COST!**



WHEN THIS NEEDLE MOVES—SO DO YOU!
The Turbo-Rocket gives you full power when you need it—fuel economy when you want it!

Here is the only car in the world that combines the extra wallop of an exhaust-powered turbocharger . . . the extra efficiency of fluid injection . . . both in a high-compression V-8 that puts out one hustling horsepower for every cubic inch of displacement!

Take the goingest piece of live action on four wheels. Endow it with sure-footed stability on straightaways, uncanny control on curves. Dramatize its sleek lines with a sweep of aluminum along the side. Add twin bucket seats, a sporty front compartment console as standard equipment. Wrap it all up in a smart, snappy package and what have you got?

JETFIRE!

Here is a car that would be a stand-out in any department. But it is *performance* that makes the JETFIRE unlike any other car on the road. The reason is simple. There has never been an *engine* like JETFIRE's spectacular V-8—the Turbo-Rocket!

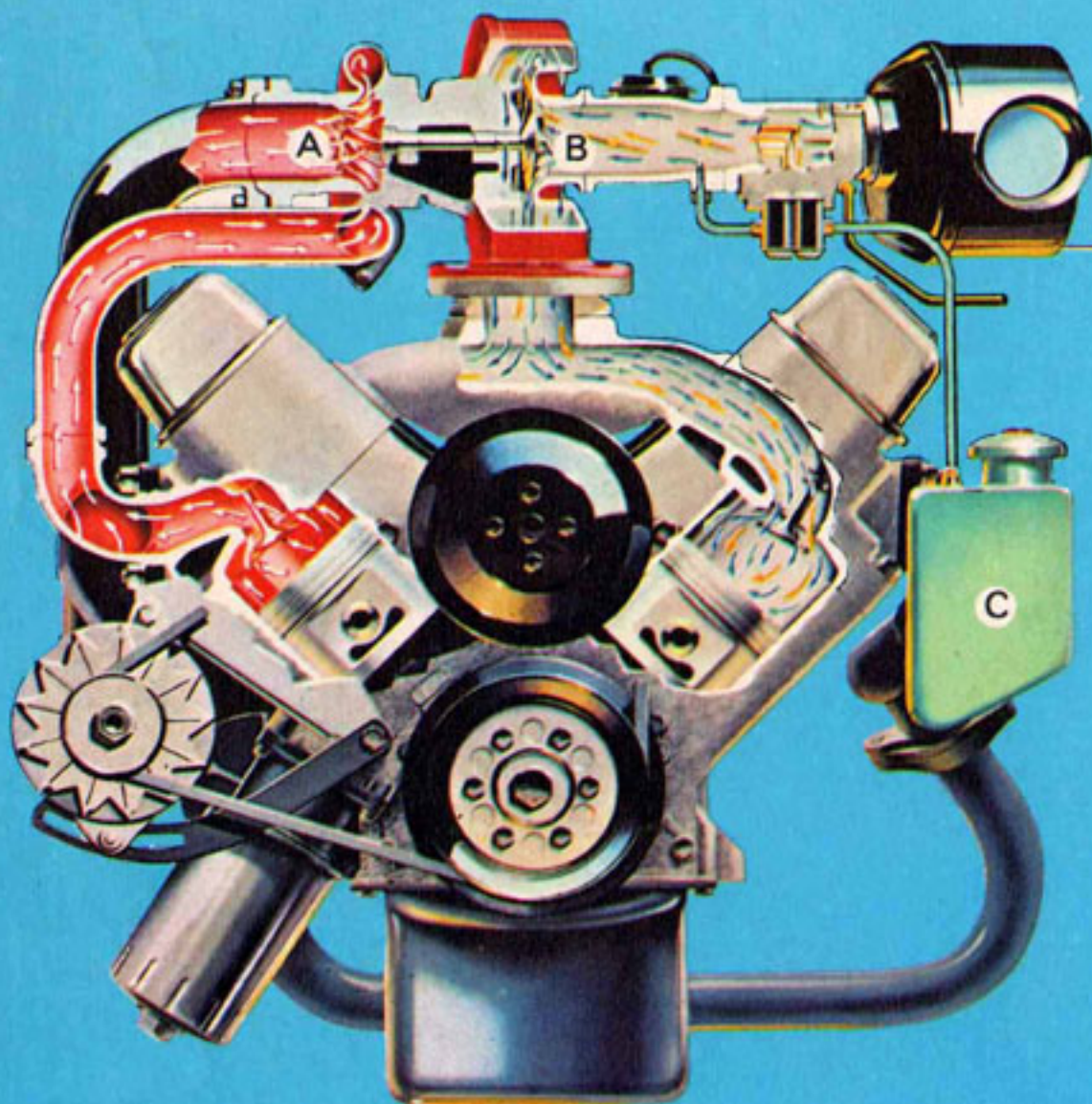
The Turbo-Rocket is the *only production engine in the world* with a fluid injection system that cools the combustion chamber to permit ultra-high compression, and an exhaust-driven turbocharger that "force feeds" every cylinder for maximum performance.

But there's much, much more besides. Aluminum V-8 design. 10.25-to-1 compression ratio. Dual outlet exhausts. High-torque 3.36-to-1 rear axle.

It all adds up to the most exciting brand of action you've ever experienced. JETFIRE action—made for the man who thrives on high adventure!

Most significant development since the V-8!

TURBO-ROCKET!



Over three years ago, Oldsmobile engineers set out to develop a revolutionary new engine. It was to be an engine of incredible smoothness, with extraordinary acceleration characteristics and an almost unlimited performance capacity.

After three years of intensive development and testing, this remarkable new engine is now under the hood of one car—Oldsmobile's JETFIRE!

It is a 215-cubic-inch aluminum V-8 with an exhaust-driven turbocharger and fluid injection system that *delivers one horsepower for every cubic inch of displacement.*

The turbocharger revolves at ultra-high speed (up to 90,000 rpm) and "force feeds" the fuel charge into the cylinders. This turbocharging increases power by almost 40%. It also helps blend the fuel-air mixture.

That's where fluid injection takes effect. Operation at these high temperatures and pressures is virtually impossible with today's fuels. Therefore, a special water-based Turbo-Rocket Fluid is injected into the fuel-air mixture to cool the charge and lower the temperatures inside the cylinders.

The result is performance that is nothing short of spectacular! Acceleration is exceptional in the low-end speed ranges—and downright sensational from there on up. For passing or hill climbing, the Turbo-Rocket is unsurpassed.

SOME QUESTIONS AND ANSWERS ABOUT THE TURBO-ROCKET

What is a turbocharger?

A turbocharger is a radial type compressor which is driven by an exhaust turbine. This compressor supercharges the intake system to increase power and performance.

What is fluid injection?

Fluid injection is a system of adding a cooling fluid to the air-fuel mixture to lower the temperature in the combustion chamber. This cooling action allows the engine to operate with far greater efficiency, permits exceptionally high compression, increases power output. It also prevents pre-ignition and engine knock.

What is Turbo-Rocket Fluid?

Turbo-Rocket Fluid consists of distilled water to which pure methyl alcohol and a corrosion inhibitor have been added. An indicator shows when fluid is to be added. If the fluid supply runs out, an automatic shut-off stops the turbocharging action and the Turbo-Rocket operates like a conventional engine.

When does the turbocharger operate?

The turbocharger operates whenever there is a power demand, such as in rapid acceleration or in climbing a hill. It does not function under light throttle acceleration, cruising or coasting—even though the compressor continues to revolve at reduced rpm.

How do I know when the engine is turbocharging?

You can tell by the seat of your pants—a rushing surge of power! The Turbo-Rocket Gauge is mounted on the control console. The needle swings to "Power" when the turbocharger is operating, rests on "Economy" when you're just cruising along.

Is the turbocharger economical?

Because the turbocharger is powered by exhaust gases, there is no loss in economy for the gain in performance. Also, the engine idles very smoothly because of the excellent mixing of the fuel in the compressor.

HERE'S WHAT MAKES THE OLDS JETFIRE GO! An exhaust-powered turbine (A) drives a high-speed compressor (B). The compressor feeds fuel-air mixture into the combustion chambers under pressure. This pressure varies with performance demands of the driver. Turbo-Rocket Fluid (C), which makes possible high-compression operation, is injected into the fuel-air mixture in varying amounts depending on the performance demands. The result is economical operation in normal driving situations . . . phenomenal acceleration and performance when needed.

JETFIRE SPECIFICATIONS

Liquid-cooled aluminum V-8. Horsepower—215 at 4800 R.P.M. Displacement—215 cu. in. Torque (lb.-ft.)—300 at 3200 R.P.M. Compression ratio—10.25-to-1. Performance-tailored pistons, connecting rods and main bearings, distributor, fuel pump and coil. Wheelbase—112". Overall length—188.2". Standard equipment includes dual outlet exhausts and 3.36-to-1 rear axle. Optional at extra cost: Power-adjusted 4-S Hydra-Matic Drive or 4-speed fully synchronized manual transmission, power steering, power windows, 15" wheels.

There's "SOMETHING EXTRA" about owning an OLDS!