



A COMPLETELY MODERN CAR

THE *Oldsmobile* **EIGHT**

1934



1934



MODERN IN EVERY RESPECT
THE STYLE LEADER

Oldsmobile Eight

WITH KNEE-ACTION WHEELS

SUPER HYDRAULIC BRAKES

RIDE STABILIZER

CENTER-CONTROL STEERING

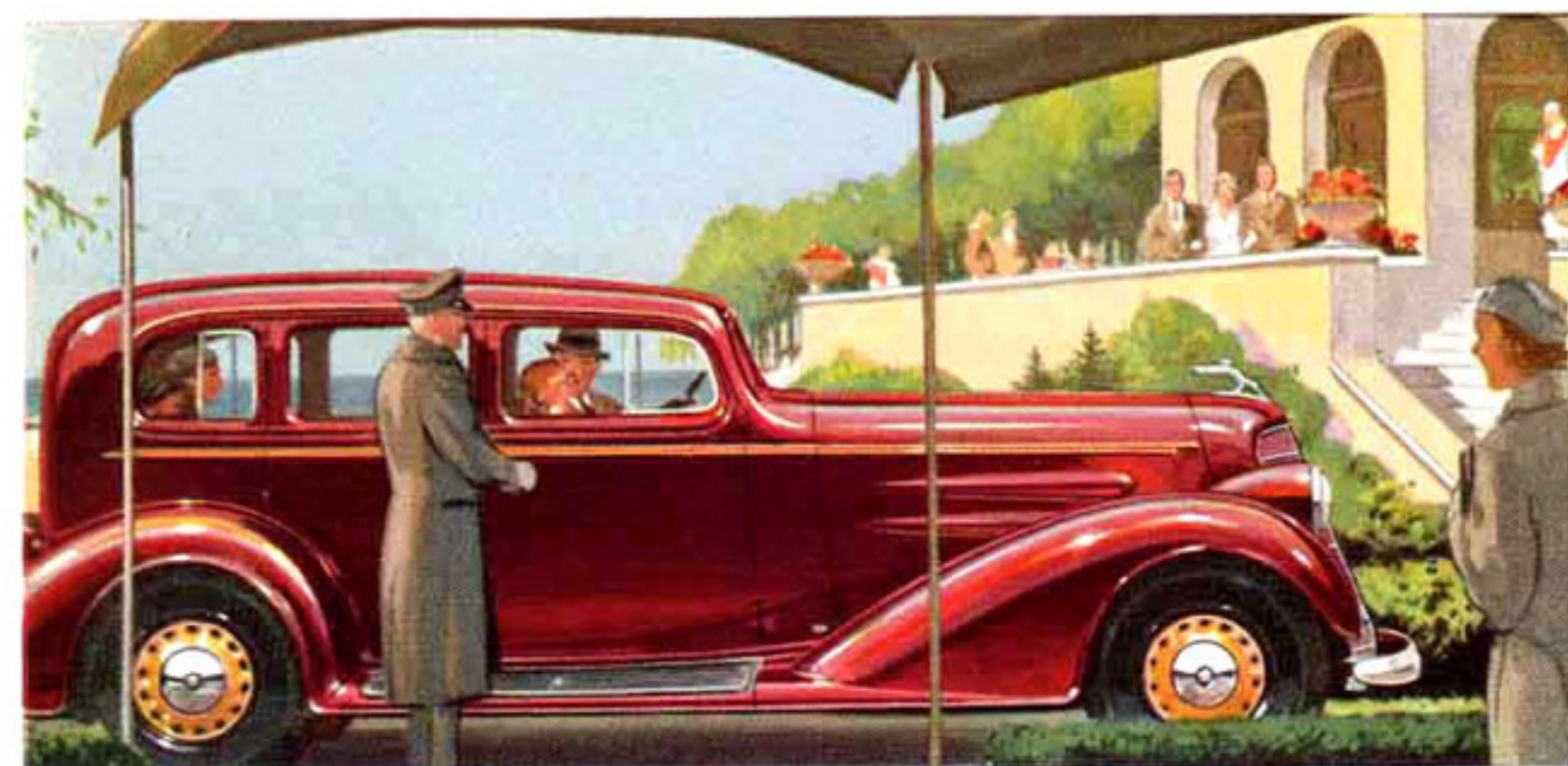
90-HORSEPOWER ENGINE

REINFORCED STEEL BODIES BY FISHER
WITH NO DRAFT VENTILATION



A RIDE TELLS MORE THAN TEN THOUSAND WORDS ABOUT THE *Oldsmobile Eight* WITH KNEE-ACTION WHEELS

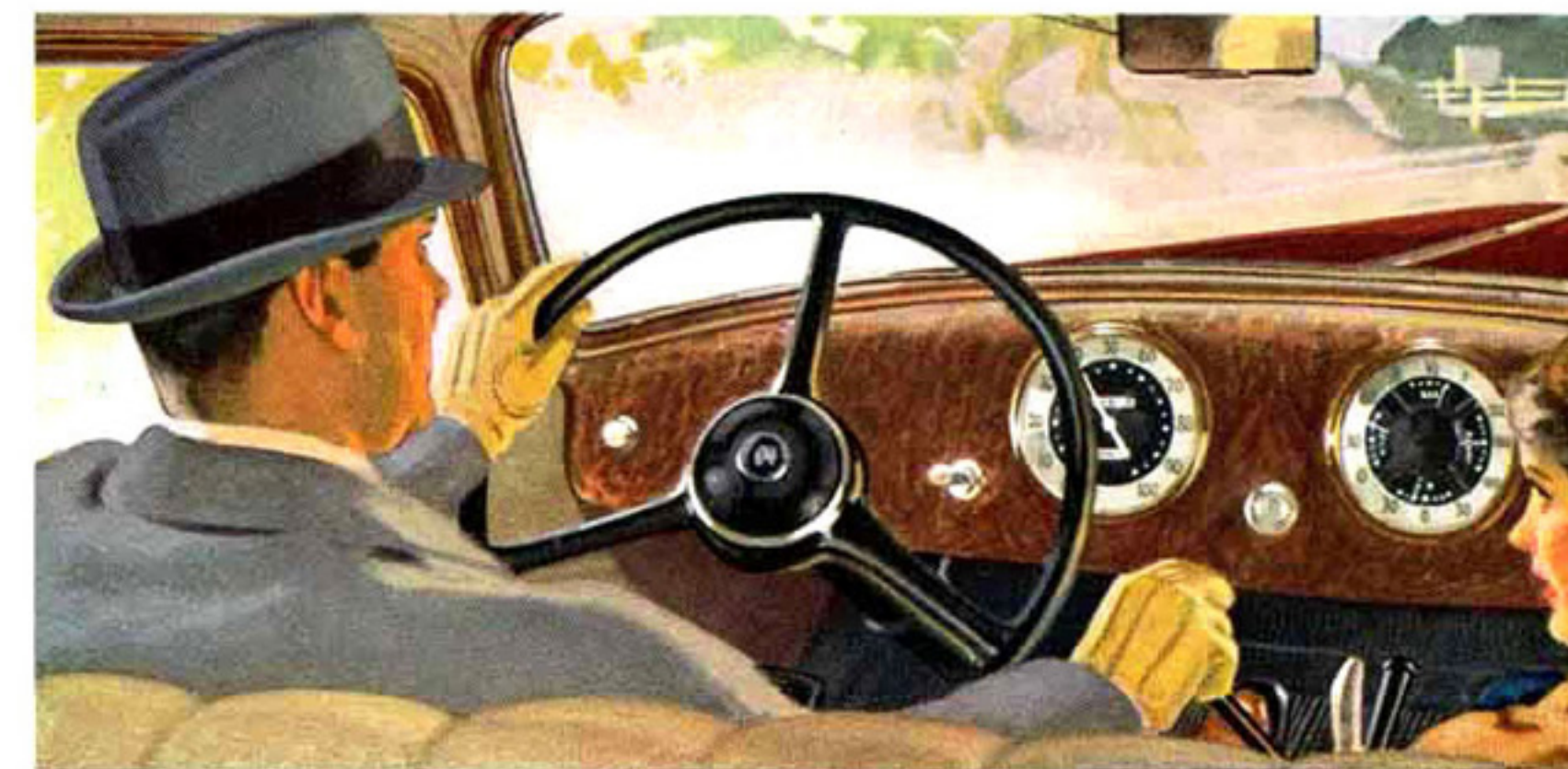
The Oldsmobile Eight for 1934 has knees—Knee-Action Wheels. The conventional I-beam front axle has been abolished. Its place has been taken by a new front wheel assembly with each wheel mounted independently and cushioned on a strong flexible coil spring of its own. Each wheel can step over a bump or hole without jarring the car or the passengers in it. ¶ The resulting difference in riding is as great as the difference between walking stiff-legged and walking naturally, with knees flexing at every step. Volumes might be written about this fundamental advance in automobile design. Yet it is only one among many features that make the Oldsmobile Eight for 1934 *a completely modern car*. ¶ But riding tells more than reading. So take the wheel of this Oldsmobile Eight. Imagine for the moment that it is already your car. Ask your friends to come along. And *let's go for a ride*.



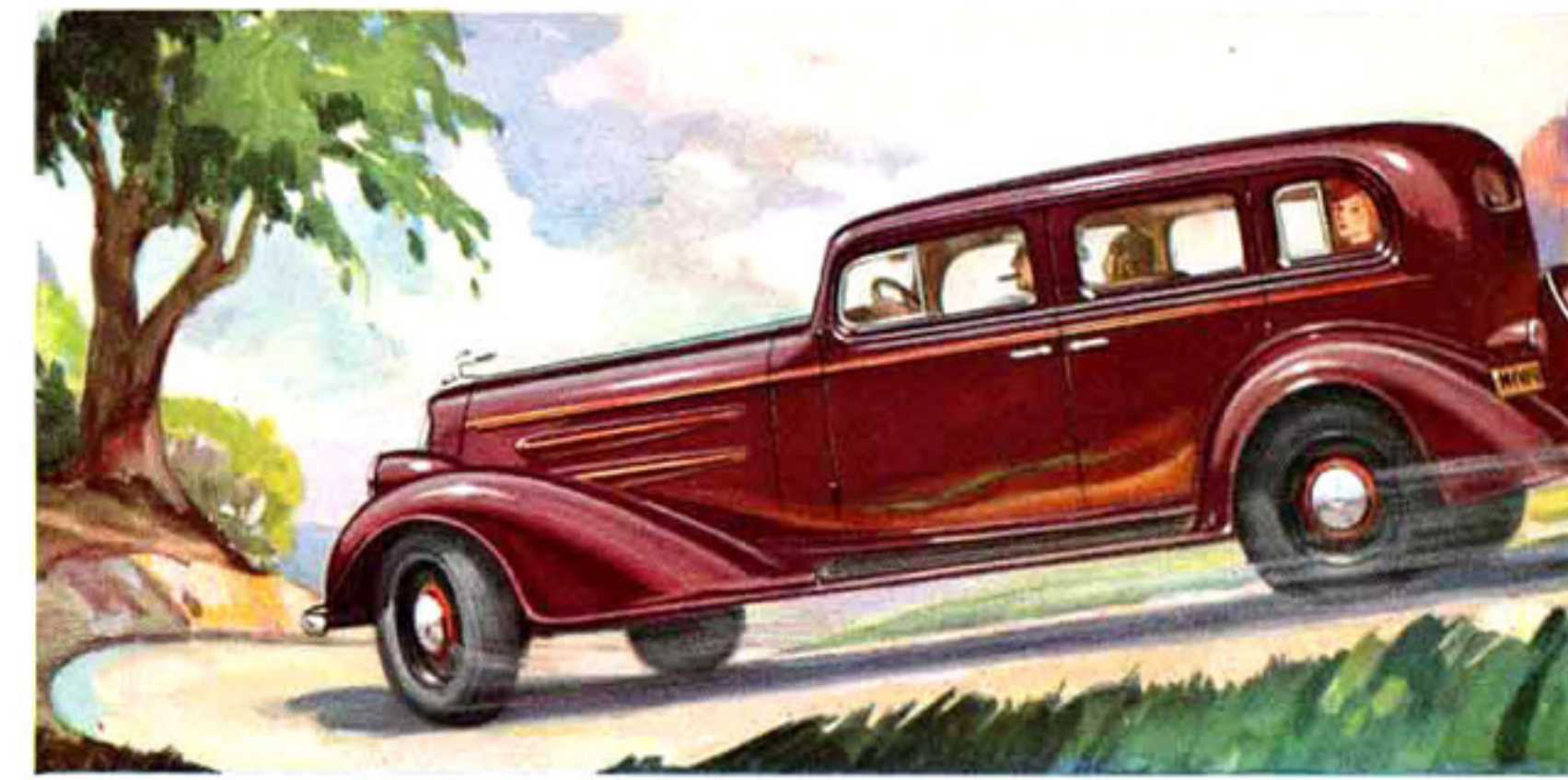
Expect Admiring Glances for your Oldsmobile Eight wherever you drive, wherever you park. Even amid highest priced cars, Oldsmobile's smart individuality stamps it as style leader. Aerodynamic lines accentuated by integral, torpedo-shaped hood louvres. Chrome-plated bars on a smart lacquered radiator. Torpedo-shaped head lamps. Big super balloon, low-pressure tires.



Plenty of Room in this Fisher Body. Passengers relaxed in the form-fitting back seat say, "Keep going as long as you like. We've never been so comfortable in our lives." Elbows find a place on cushiony arm rests. Up front, you agree that for real comfort nothing takes the place of roominess. The adjustable driving seat moves forward or back to your ideal driving position.



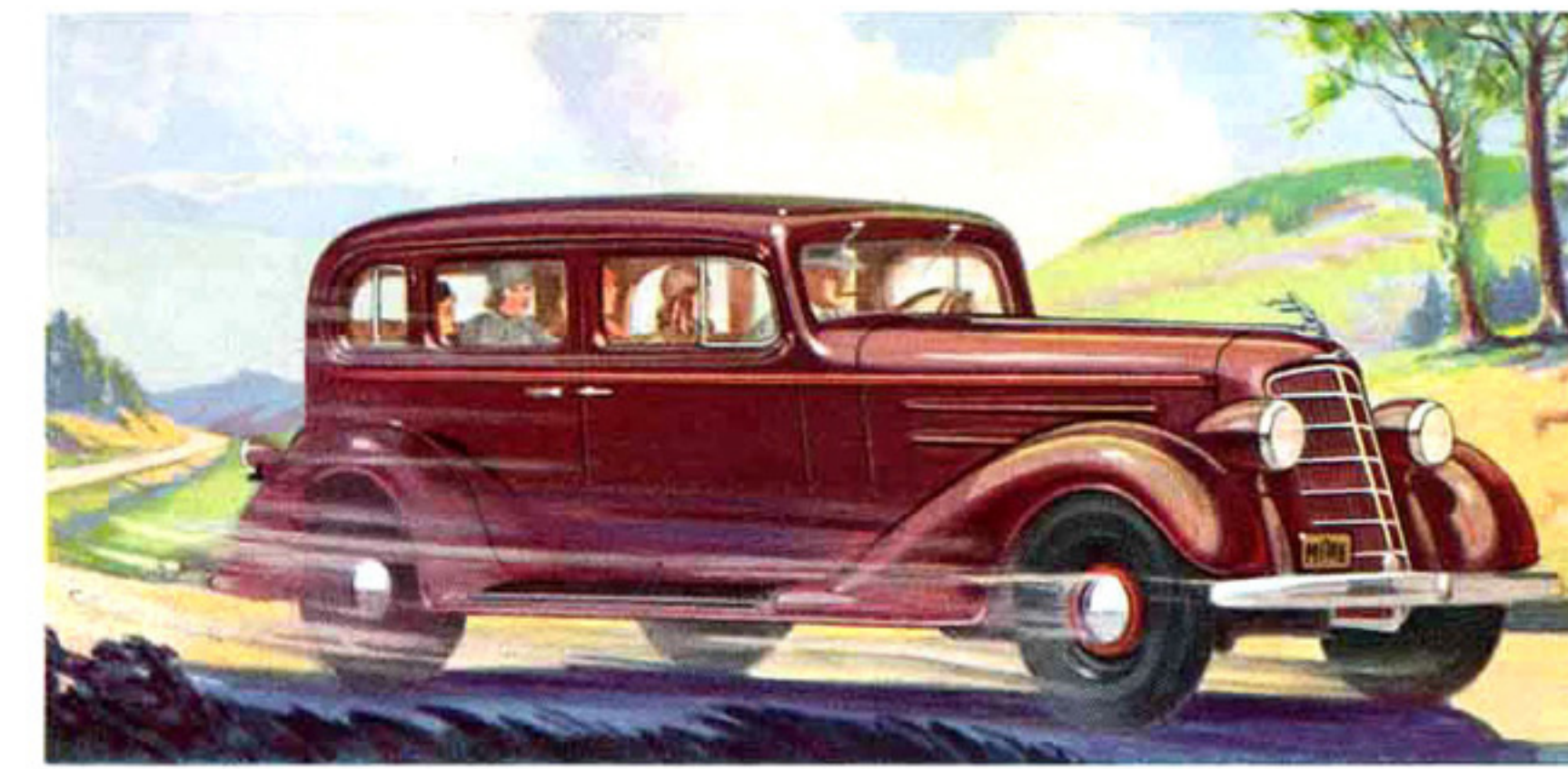
Everything's Easy to Reach. Your passengers marvel at the nonchalance with which you handle this big car. A push on a button starts it. Gear-shift lever is right at your finger tips. The big three-spoke steering wheel fits easily into your hands. You see the big aviation type dials on the instrument panel, without shifting your position or craning your neck.



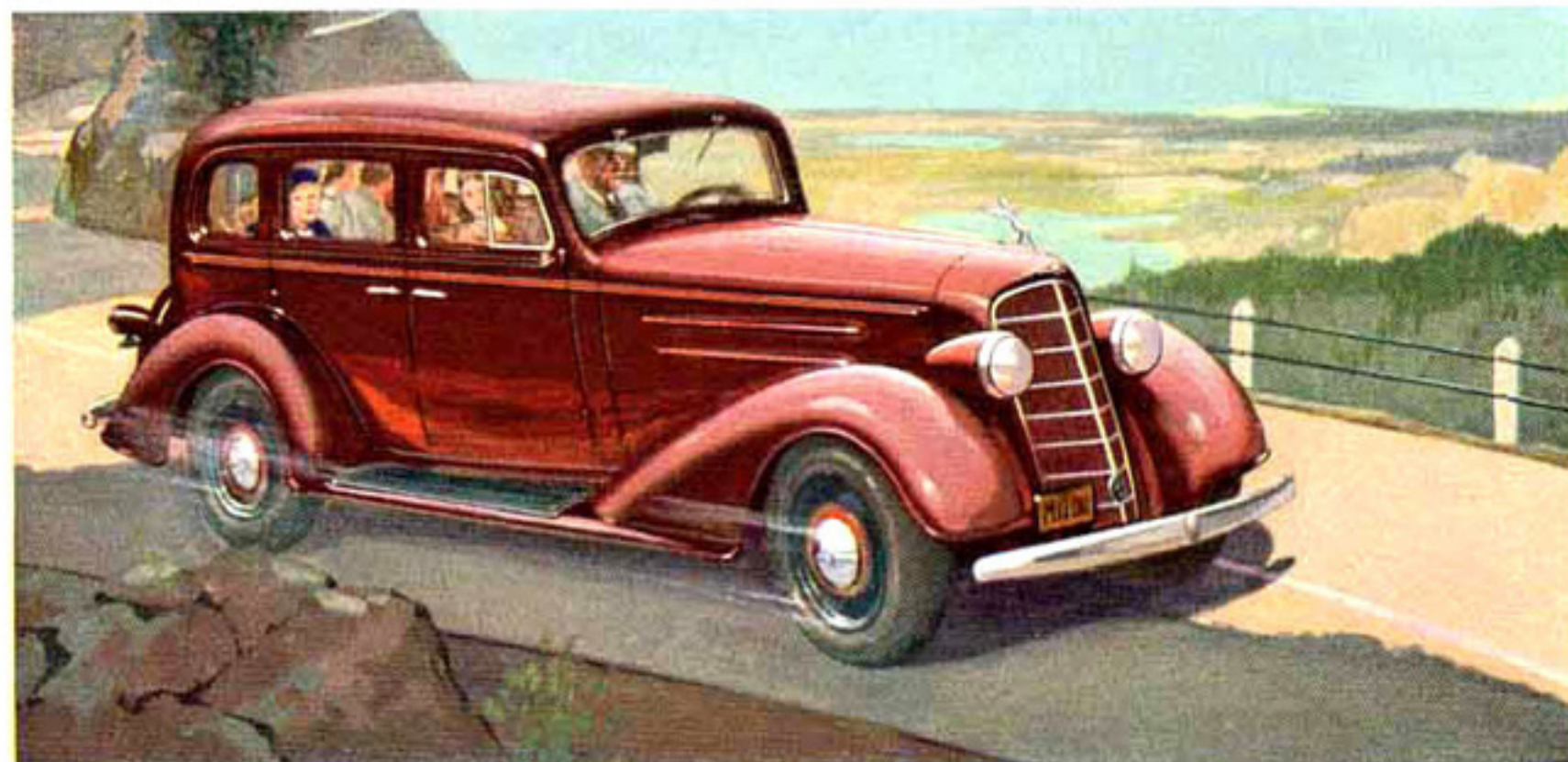
Easy Steering! Something else to make your friends marvel. Your hands, instead of being clenched on the wheel, merely rest on it, setting the course. No wobble or shimmy—thanks to Center-Control Steering. Here we come to a sharp turn. The car makes it as easily as a bird wheels in air. Just as easily you pilot this car over rough roads—even the "washboard" kind—without discomfort or worry.



Leave the Crowd Behind when the light goes green. No need to poke along in traffic on this ride. Slip into low gear (which is silent, like all other gears in the Oldsmobile Syncro-Mesh transmission), then into second, which takes you up to 40 miles an hour in a flash . . . in high, you're ahead to stay. In this car, even in high gear, you can step from 5 to 60 miles an hour in less than 28 seconds.



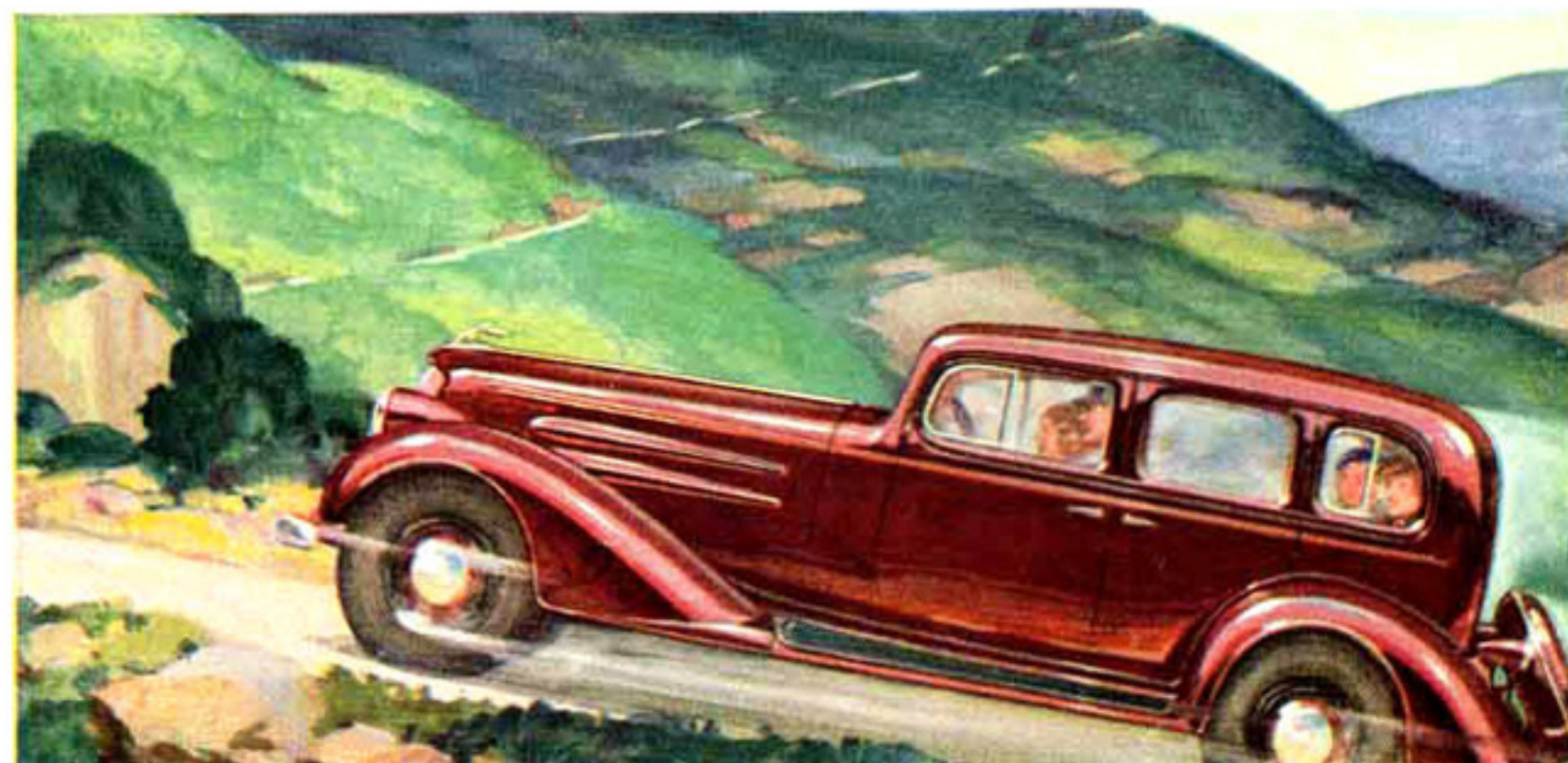
Now for Some Speed! A clear stretch of highway ahead. Down goes the accelerator. Up goes the speedometer to 60—70—80 miles an hour and more. That 90-horsepower straight eight engine is as eager for speed as the most daring driver. Back seat passengers think we are still traveling 50 miles an hour. Knee-Action Wheels banish the swaying and pitching that usually mark high speed.



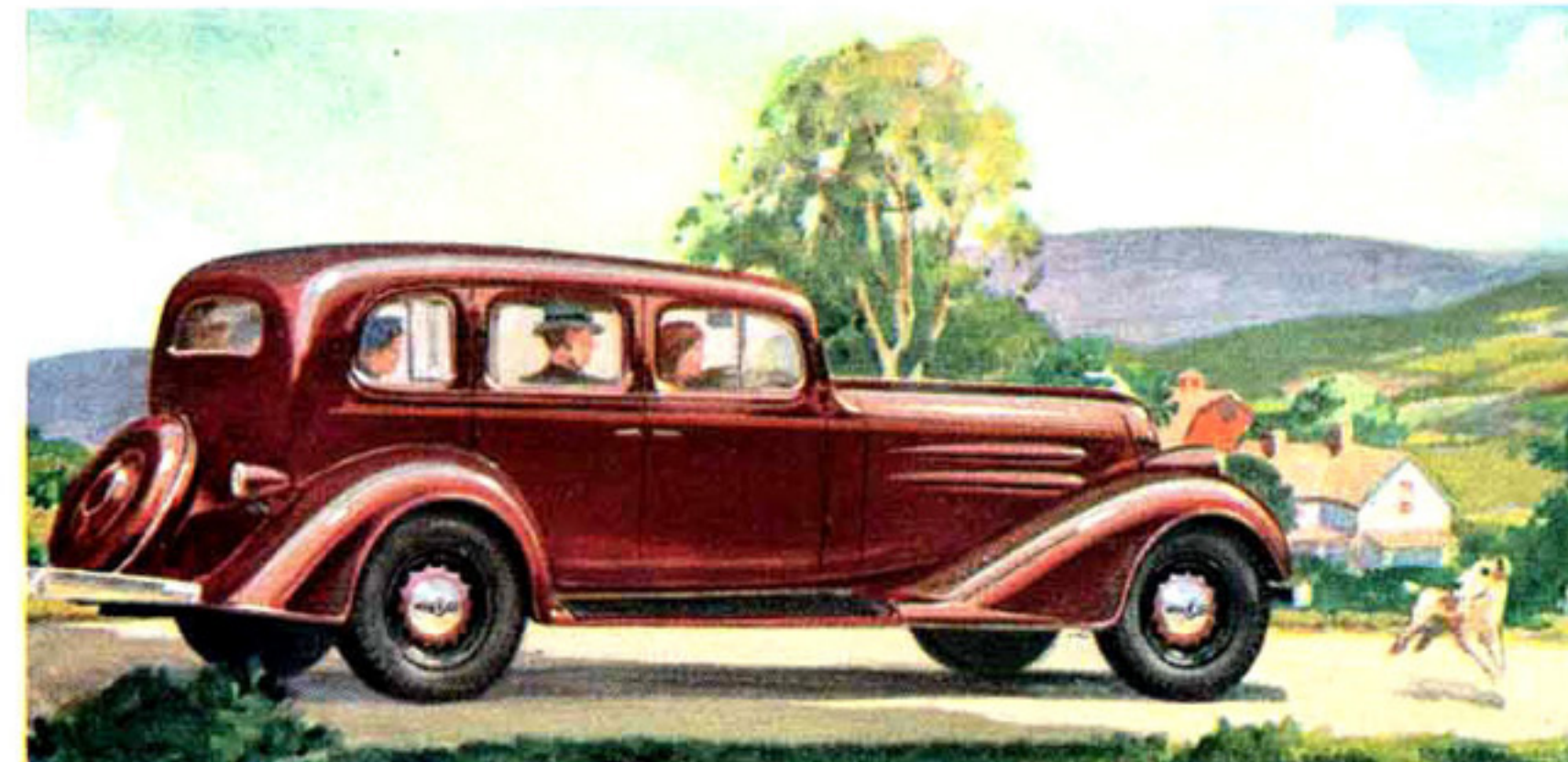
Ride Stabilizer at Work. Here is a real test for the Ride Stabilizer, as we sweep around this curve. Passengers grip the seat, expecting the usual swaying and rolling, but the Oldsmobile glides on as smoothly as on the straightaway, its big low-pressure tires clinging to the road. Scientific distribution of weight and a low center of gravity also help to end rolling and swaying.



Knee-Action Wheels! Road under construction! Most cars would go into second gear here, but we glide right along in high. The front wheels, operating like knees, step over bumps or holes. Their individual coil springs soak up the shocks. Your friends just can't find words to express their amazement. You promised that Oldsmobile Knee-Action Wheels would give them a thrill. Now they're getting it.



Over the Hills and Far Away! As we soar over one hill after another, each steeper than the last, your friends realize that your Oldsmobile is a first-class mountain climber. Anywhere that it's possible for a car to go, the Oldsmobile Eight will take you easily and swiftly. It conquers the steepest grade with ease, and most hills do not slow it up at all.



"Quick! The Brake!" Here is a stop that must be made in a split second. Oldsmobile Super Hydraulic Brakes meet the emergency. We stop instantly. The road may be slippery, but we don't swerve or skid. That's the advantage of hydraulic braking—always equal on all four wheels. And nobody is jolted. A smooth stop as well as a quick one.



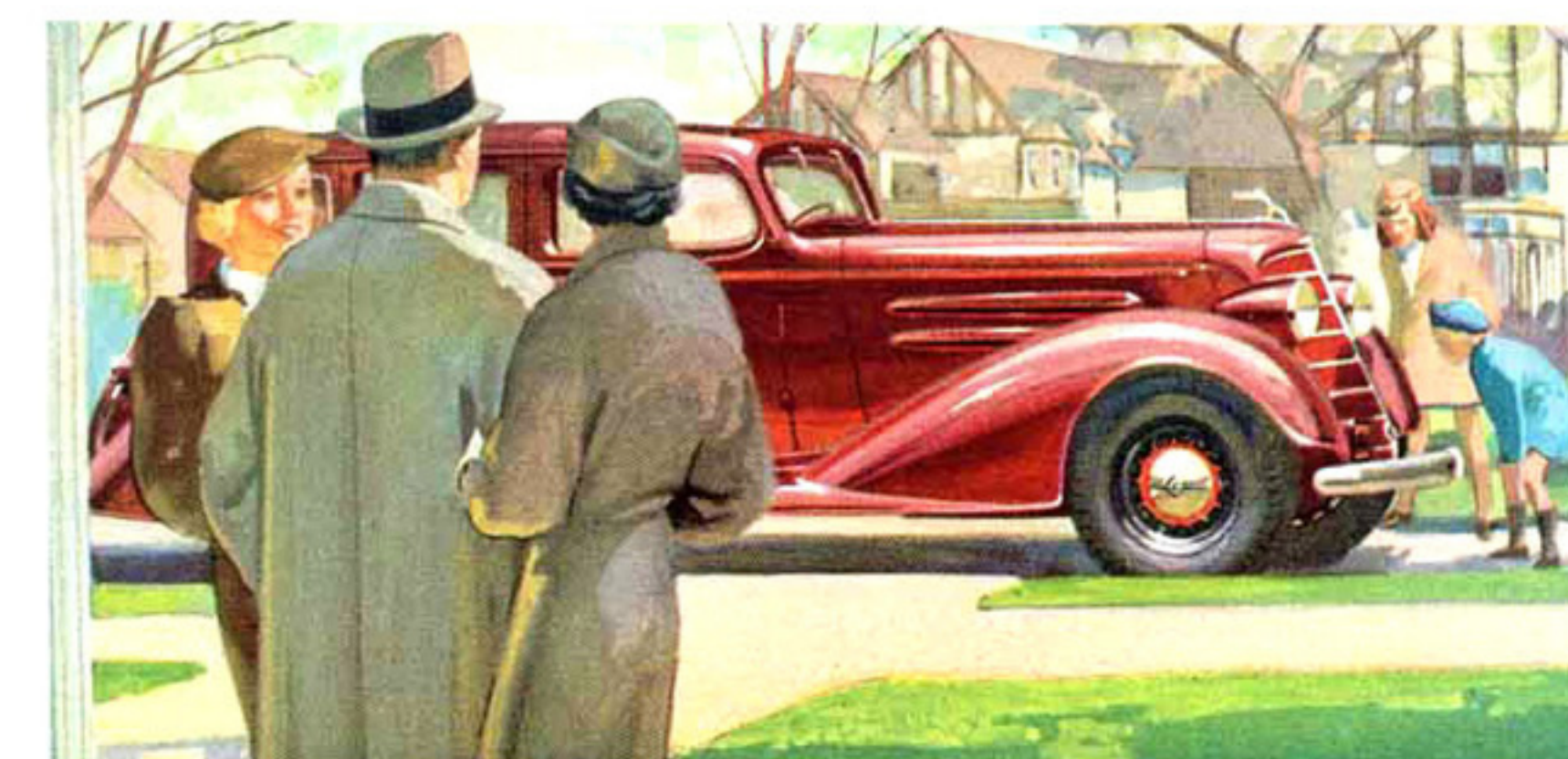
Fresh Air, but No Drafts. Fisher No Draft Ventilation, individually controlled, makes this ride pleasant for everyone. In the winter, plenty of fresh air without dangerous drafts; in the summer, great quantities of air scooped in to keep you cool. And notice how charming the ladies look. Protected from swirling drafts, their hair is still as neatly arranged as when the ride started.



Dependable—Always. It has started to storm. But don't worry, Oldsmobile is an all-weather car. Even if we were half way across the continent, on a strange and difficult road, you would experience the same feeling of confidence as we turned toward home. You can depend on the Oldsmobile Eight. It serves you faithfully in city traffic and on the longest journey over plains and mountains.



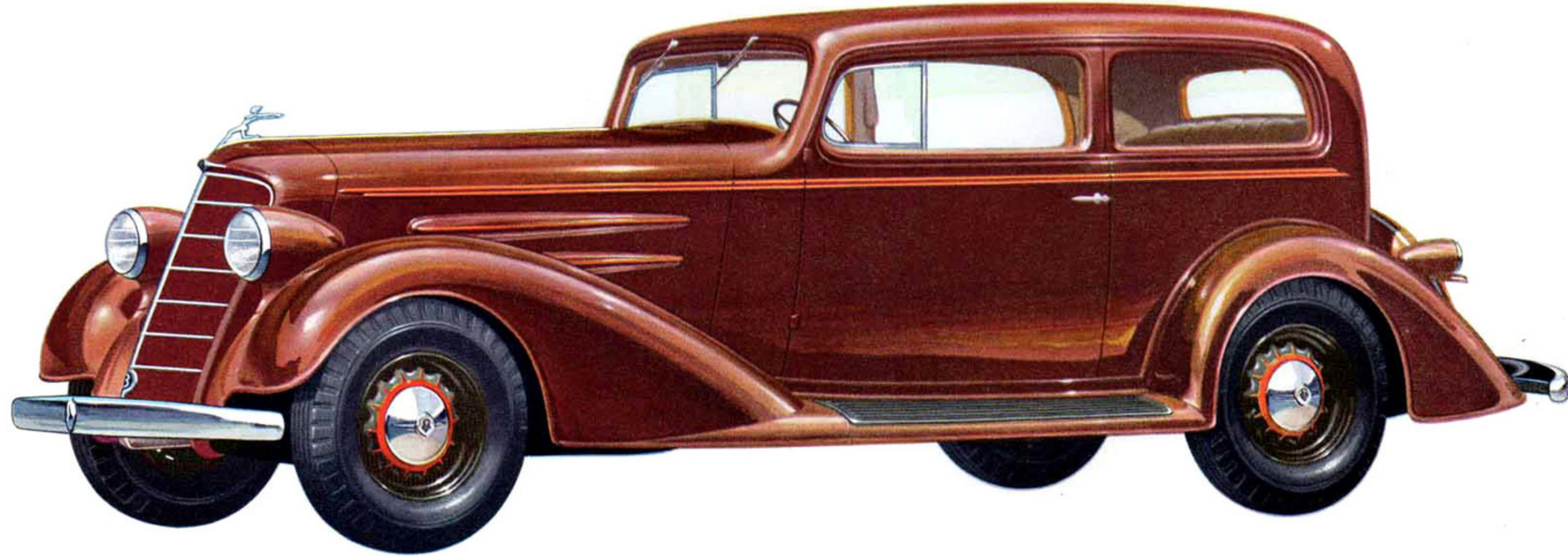
Down Goes Expense. Up goes your financial rating, in your friends' minds. "Such a car as this must be expensive," is their thought. As a matter of fact, you are a shrewd buyer. Moderate first cost, low operation cost, unusual freedom from repairs, and long car life, lengthened still further by Knee-Action Wheels—all combine to give you true motoring economy in the Oldsmobile Eight.



Earns Your Praise. Here we are safe at home. Everybody is praising your new Oldsmobile Eight. If this is your first Oldsmobile, you are beginning to experience the deep, lasting satisfaction that has won thousands of loyal friends for Oldsmobile. And if you are a veteran Oldsmobile owner you know that once again your confidence in Oldsmobile has been justified.



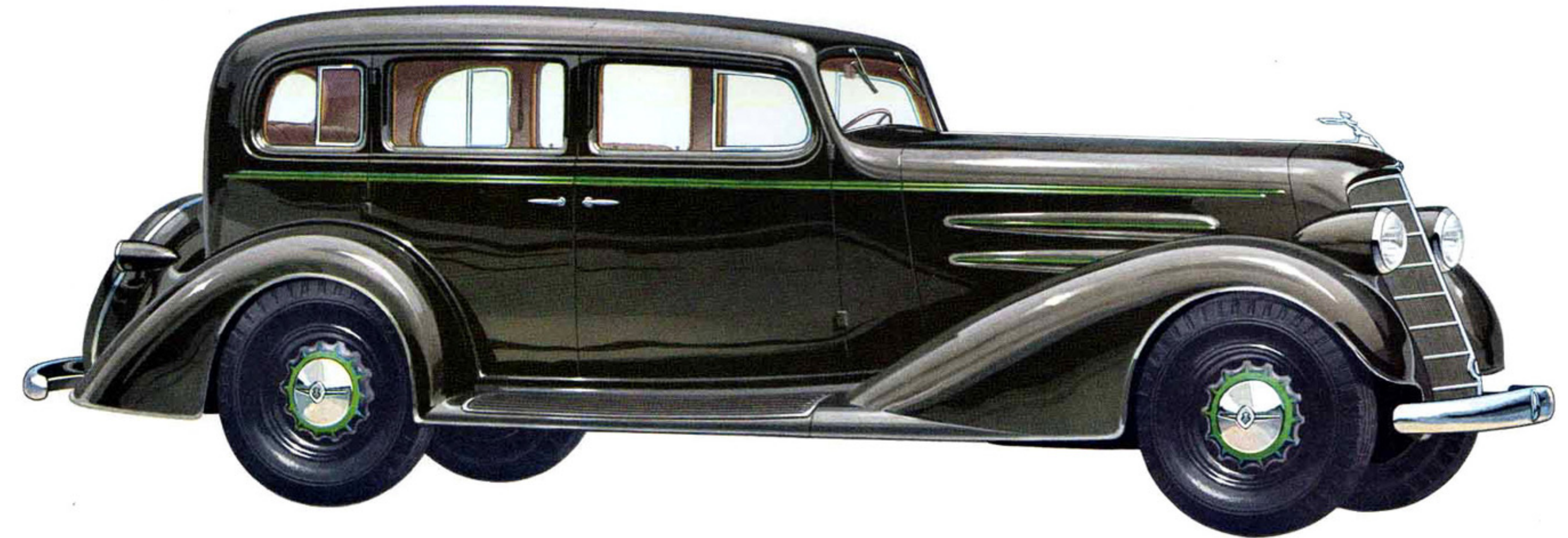
THE *Oldsmobile* EIGHT
COUPE
 FIVE PASSENGERS



Coupe smartness and roomy comfort for five persons at moderate cost



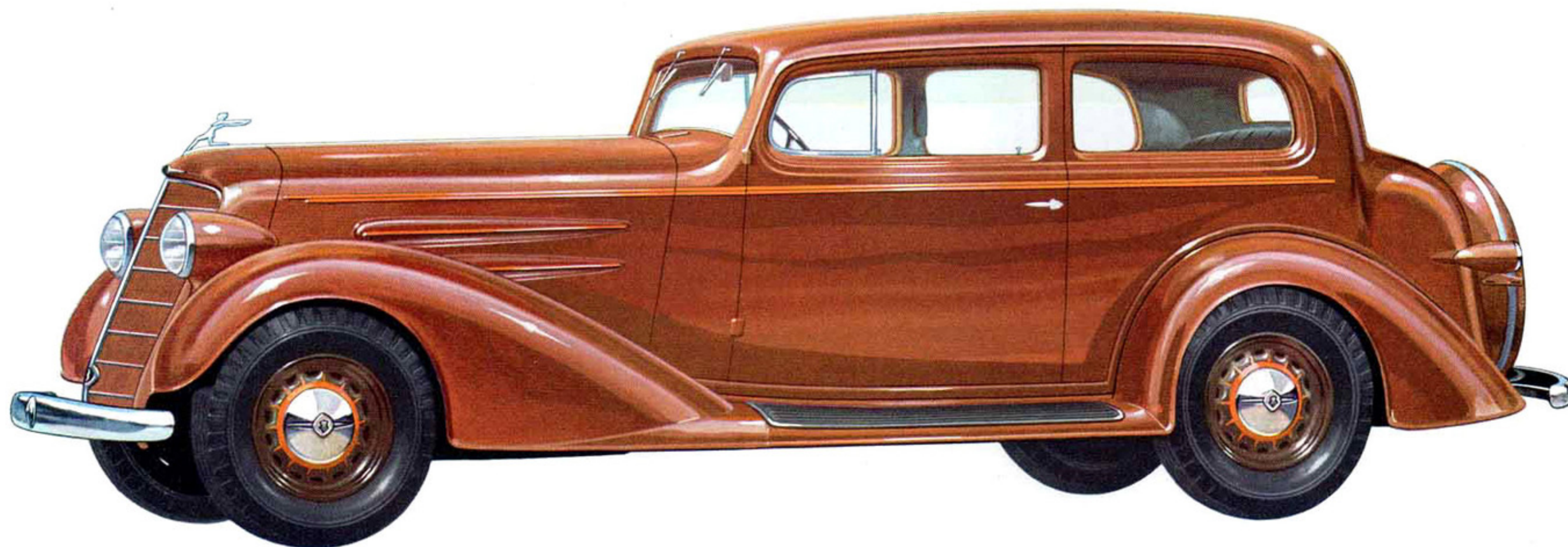
THE *Oldsmobile* EIGHT
SEDAN
 FIVE PASSENGERS



Speed and roomy comfort expressed in modern lines and complete appointments



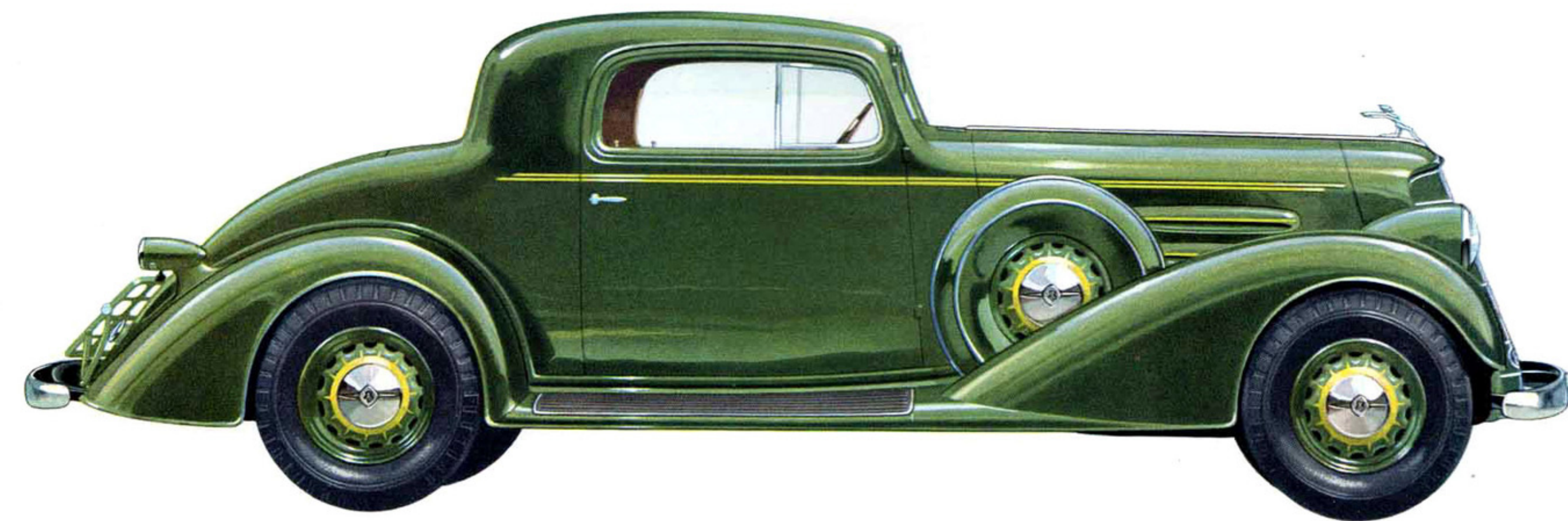
THE *Oldsmobile* EIGHT
TOURING COUPE
 FIVE PASSENGERS



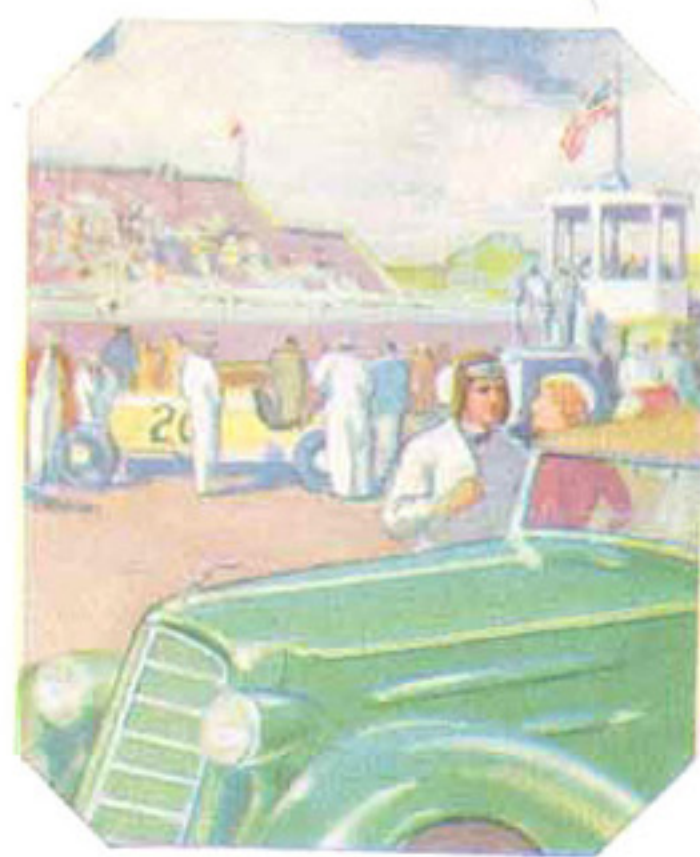
A built-in trunk contributes to the convenience and appearance of this smart car



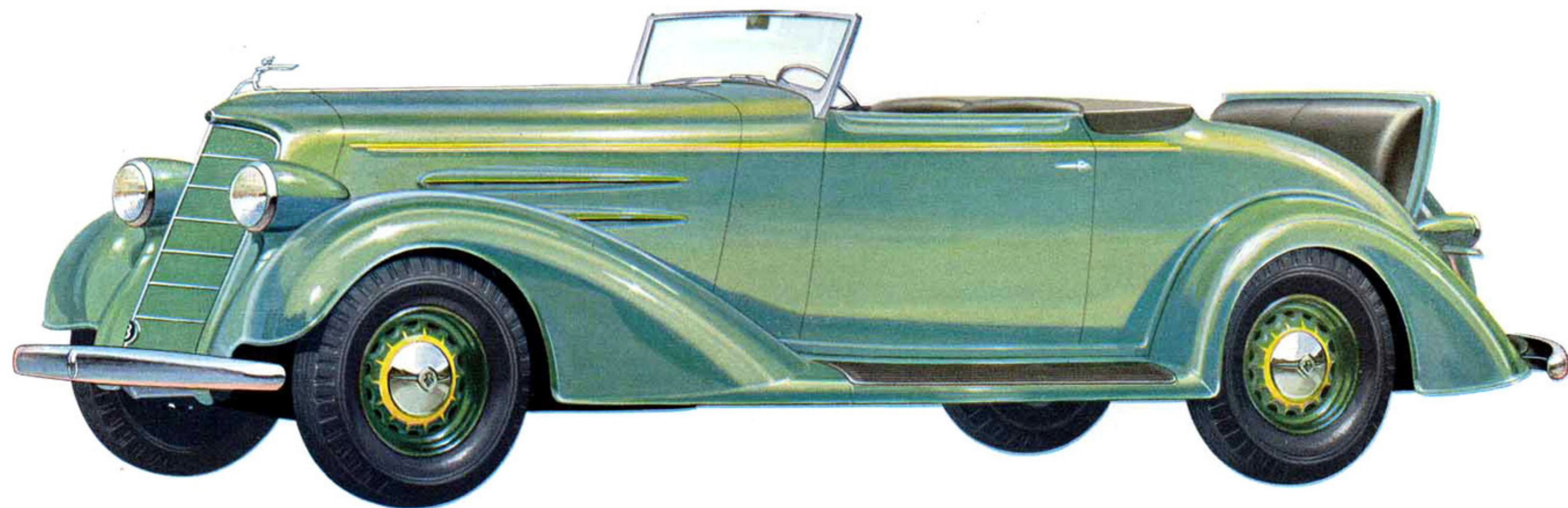
THE *Oldsmobile* EIGHT
BUSINESS COUPE
 TWO PASSENGERS



Ample storage space makes this an ideal car for business or travel



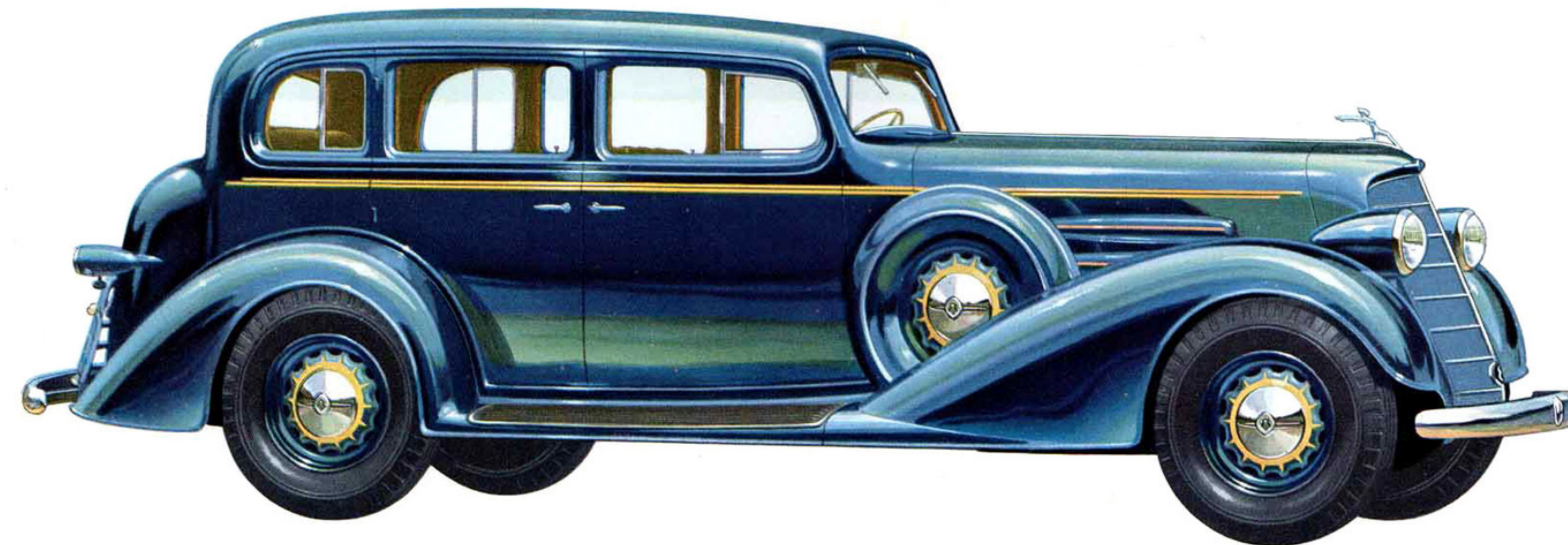
THE *Oldsmobile* EIGHT
CONVERTIBLE COUPE
 TWO OR FOUR PASSENGERS



Expressing the spirit of outdoors for smart people who go places



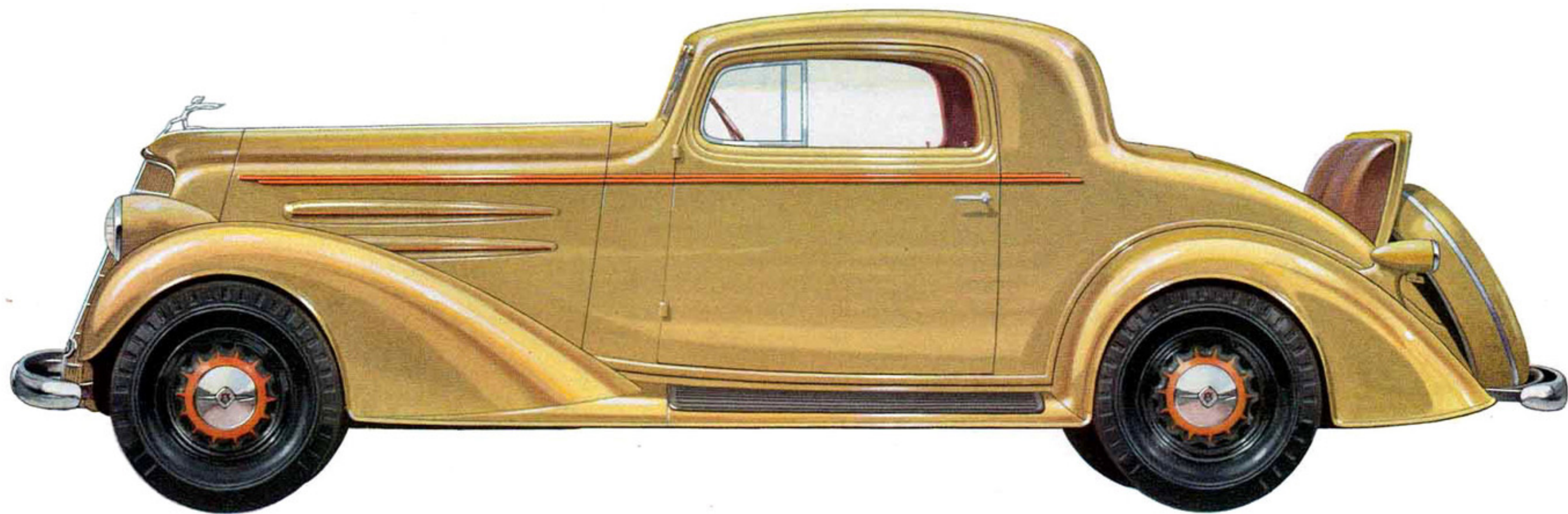
THE *Oldsmobile* EIGHT
TOURING SEDAN
 FIVE PASSENGERS



A roomy body, a convenient trunk suggest exploring distant trails



THE *Oldsmobile* EIGHT
SPORT COUPE
TWO OR FOUR PASSENGERS



Spirited styling and appointments matched by thrilling 90-horsepower performance



How Proud you will be when you invite friends to step into your roomy Oldsmobile Eight. Everything about it contributes to good taste, smartness, and comfort. The driving seat is adjustable.

Roomy, modern bodies BY FISHER
WITH FISHER NO DRAFT VENTILATION

You know instantly that you are in a fine car when you step into the Oldsmobile Style Leader Eight.

Only a fine car could be so roomy, so richly upholstered, so completely appointed.

Sink into the deep, form-fitting back seat, your elbow on the broad arm rest, your feet stretched out to the full-carpeted foot rest. No cramping or crowding in this roomy Fisher body.

Run your hand over the mohair or whipcord upholstery. Only the finest fabrics can be so pleasing to the touch. No wonder it tailors so smartly. Those narrow pleats and long, narrow upholstered buttons are the latest vogue—more evidence of Oldsmobile style leadership.

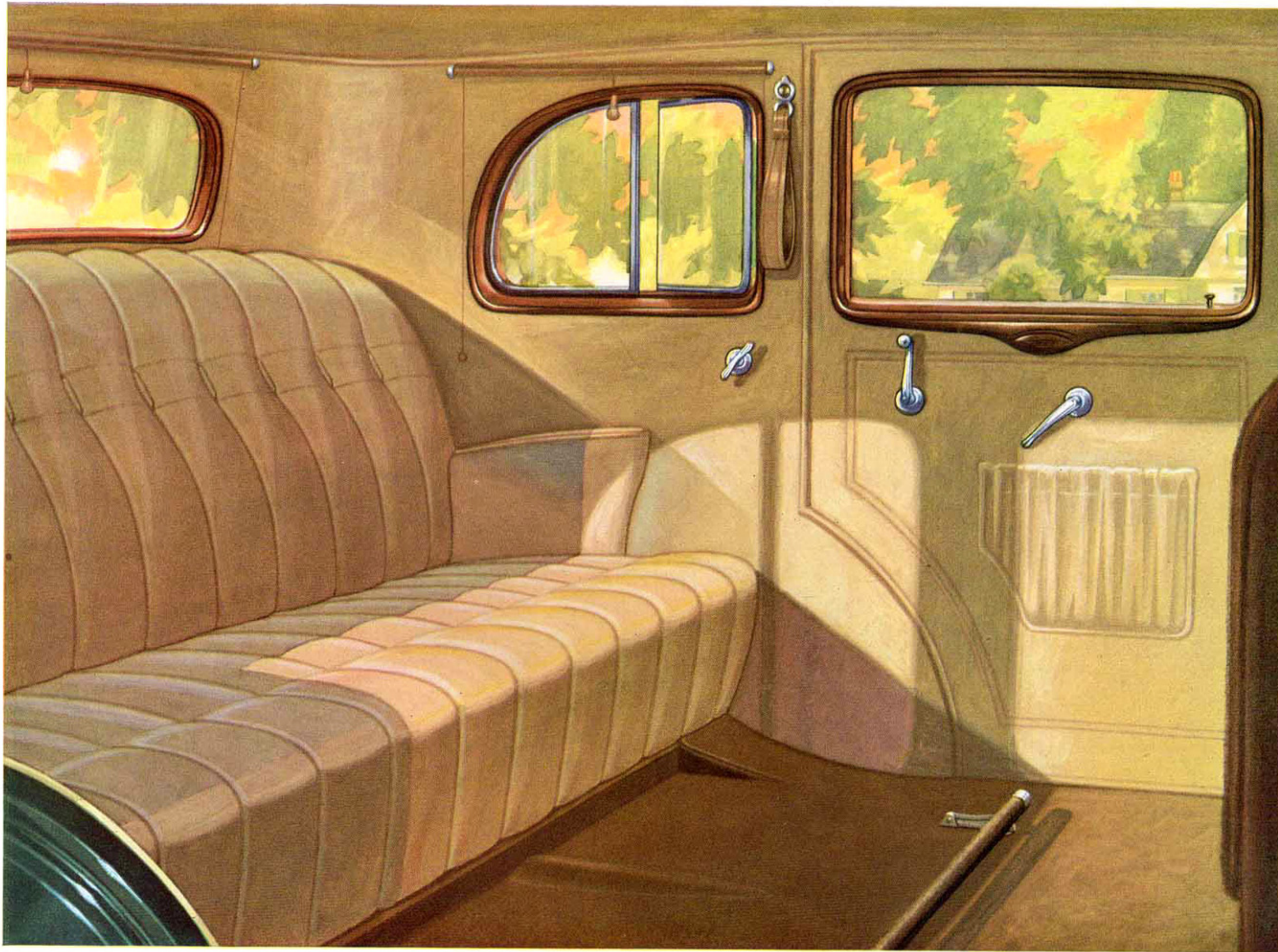
But now you are going to take the wheel. So here is real front seat comfort. A touch of the hand on a conveniently located lever moves the seat forward or back to just the right position for easiest driving.

The big 18-inch steering wheel fits snugly into your hands. It's the safety type, moulded around a steel core. That handy little compartment on the instrument panel at the right, with tumbler lock, is for gloves or small parcels.

Notice the attractive garnish mouldings on the doors in the same rich finish as the instrument panel. Hardware harmonizes with the other well chosen appointments.

Fisher ventilators are individually regulated. The glass in the ventilators is shatterproof, and hinges are completely concealed. No car is completely modern without Fisher No Draft Ventilation—all the fresh air you want, without drafts; keeps out rain and snow; prevents dangerous mist on the inside of the windshield and windows; scoops in cool air in warm weather; draws out smoke and used air; protects health; protects beauty. In the Oldsmobile—thanks to Fisher No Draft Ventilation—the carefully arranged coiffure doesn't turn into a windblown bob.

You'll like that big screened cowl ventilator too. Opening the reverse way from the conventional type, it brings in air more effectively.



Reinforced Steel Bodies

THE STRONGEST, MOST EXPENSIVE COACH WORK CONSTRUCTION

Open the door of an Oldsmobile Style Leader Eight. Then close it smartly. What a sturdy, honest sound it makes!

The reason for that is Fisher body construction of steel, reinforced with hardwood. The solid strength, so evident in this simple test, is built into every part of Fisher bodies.

Call the roll of the world's most expensive automobiles and you will find that they have this in common. Their steel bodies are reinforced with hardwood. The Oldsmobile Style Leader Eight, costing hundreds and even thousands of dollars less than these other fine cars, is able to offer this superior type of body construction because of the gigantic resources of Fisher Body Corporation, combined with those of General Motors.

Largest builder of closed bodies in the world, Fisher has had more experience in using steel for body construction than any other body manufacturer. The steel used by Fisher is a special formula, far stronger and better adapted to body construction than is ordinary steel. Body panels pressed from this steel with steel-faced dies are free from wavy appearance. And they are welded together into a single unit of tremendous strength.

Reinforcing this steel construction is the additional strength and resiliency of a hardwood frame.

The roof is of sturdy bow-and-slat construction, much stronger than the wire type commonly used.

All door and body panels are insulated, and insulation is generously used throughout the whole construction, keeping out heat and cold and eliminating "drumming" and other unpleasant noises.

Unobstructed vision for the driver and all passengers is provided to a greater extent than ever before. Windshield pillars have been designed so that the driver has a full view of the road and the territory on each side. The height of the seats has been scientifically determined, so that the line of vision for all occupants of the car is through the center of the windows.

In every detail, the coach work of the Style Leader reflects craftsmanship of the highest order—the type of construction you find in the finest cars that money can buy.



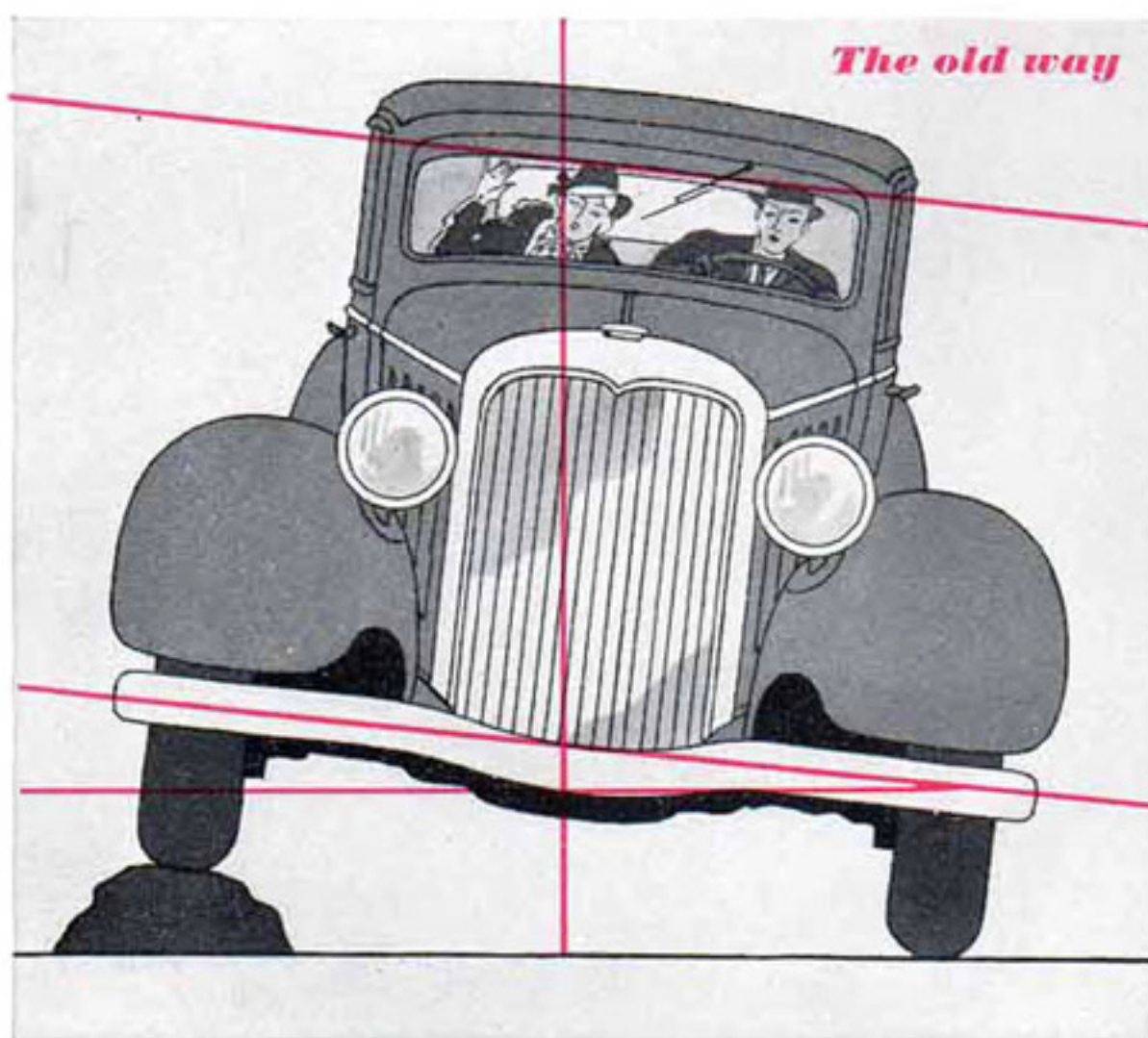
Steel welded into a single mighty unit and reinforced with resilient hardwood makes the Fisher body of the Oldsmobile strong, durable, safe. This cutaway picture shows how the steel body is reinforced at every point where extra strain occurs.



This heavy bracing between the front pillar and the top cross bar of the body frame is typical of the extra strength in all parts of Oldsmobile's Fisher bodies.

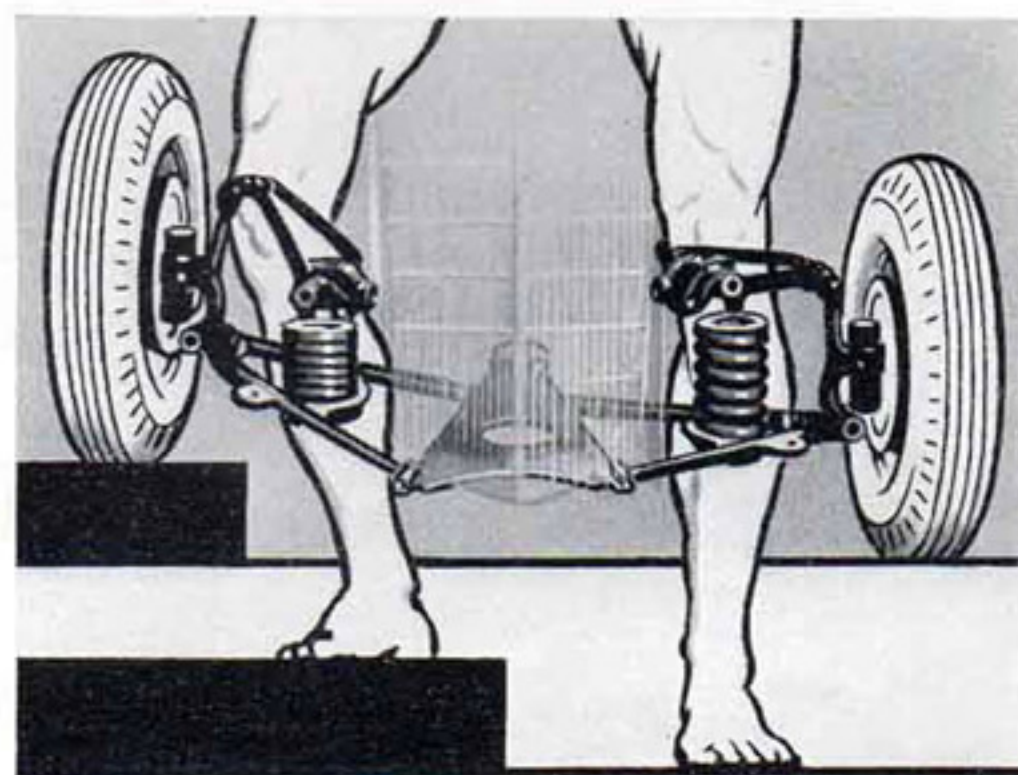
Oldsmobile Knee-Action Wheels...

Here's the reason for the marvelous riding qualities of the Oldsmobile Eight. Oldsmobile has put knees in the car. It has banished the stiff-legged, jolting performance of conventional front springs. It has changed your ride to a glide. ¶ Knee-Action Wheels are not merely an addition to the car. They constitute a fundamental change in design that establishes entirely new standards of riding comfort. Unsprung weight is reduced. Better balance results from an improved weight distribution. ¶ A new front wheel assembly, involving a separate coil spring for each wheel, abolishes the front axle and the old front springs. This new assembly is far stronger and more stable than the former type. Each wheel can step over a bump or a hole without communicating a jar to the car or to the passengers in it. ¶ How this is done can be clearly understood after a glance at the pictures below.

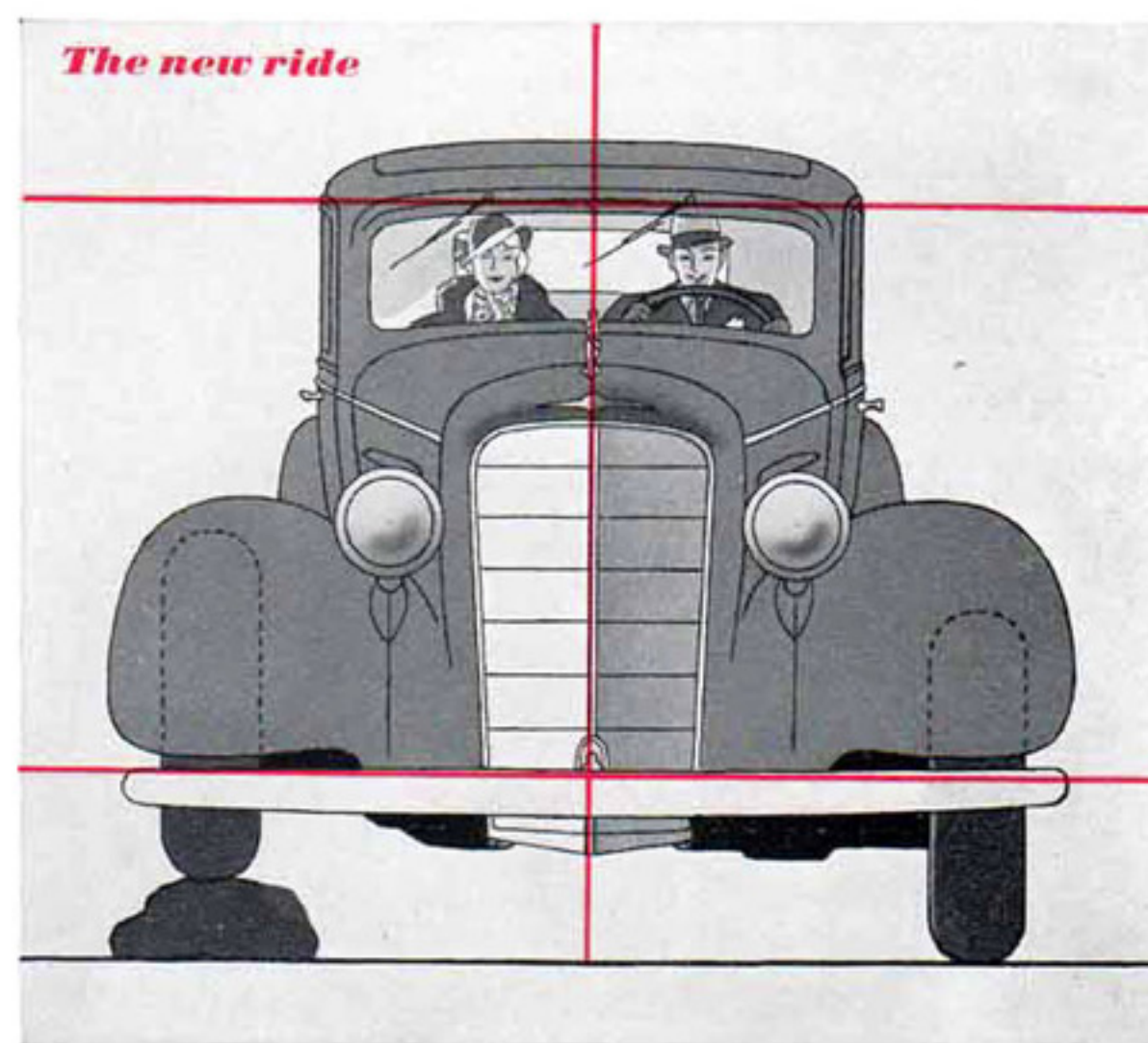


The conventional car is stiff-legged. Stiff front springs are rigidly joined by an I-beam front axle. So when you hit a bump, the front of the car bounces, the rear pitches, and you are jarred. Red lines show how body of conventional car tilts when one front wheel goes over a bump.

HOW Knee-Action Wheels WORK



In this illustration, the human knee action is compared with that of Knee-Action Wheels. One knee bends easily, lifting its leg. The other leg is not affected; equilibrium is not disturbed. The knee, not the body, takes the jar.



The Oldsmobile Eight for 1934. No more front axle, no stiff springs. The wheel, flexibly mounted with its own strong coil spring, rises and falls like a knee to soak up the shocks, while the Oldsmobile glides on. Red lines show that Oldsmobile body stays level when front wheel goes over a bump.

... Changing your Ride to a Glide...

**A fundamental advance in
automobile design... for**

**SMOOTHER, STEADIER,
SAFER DRIVING**

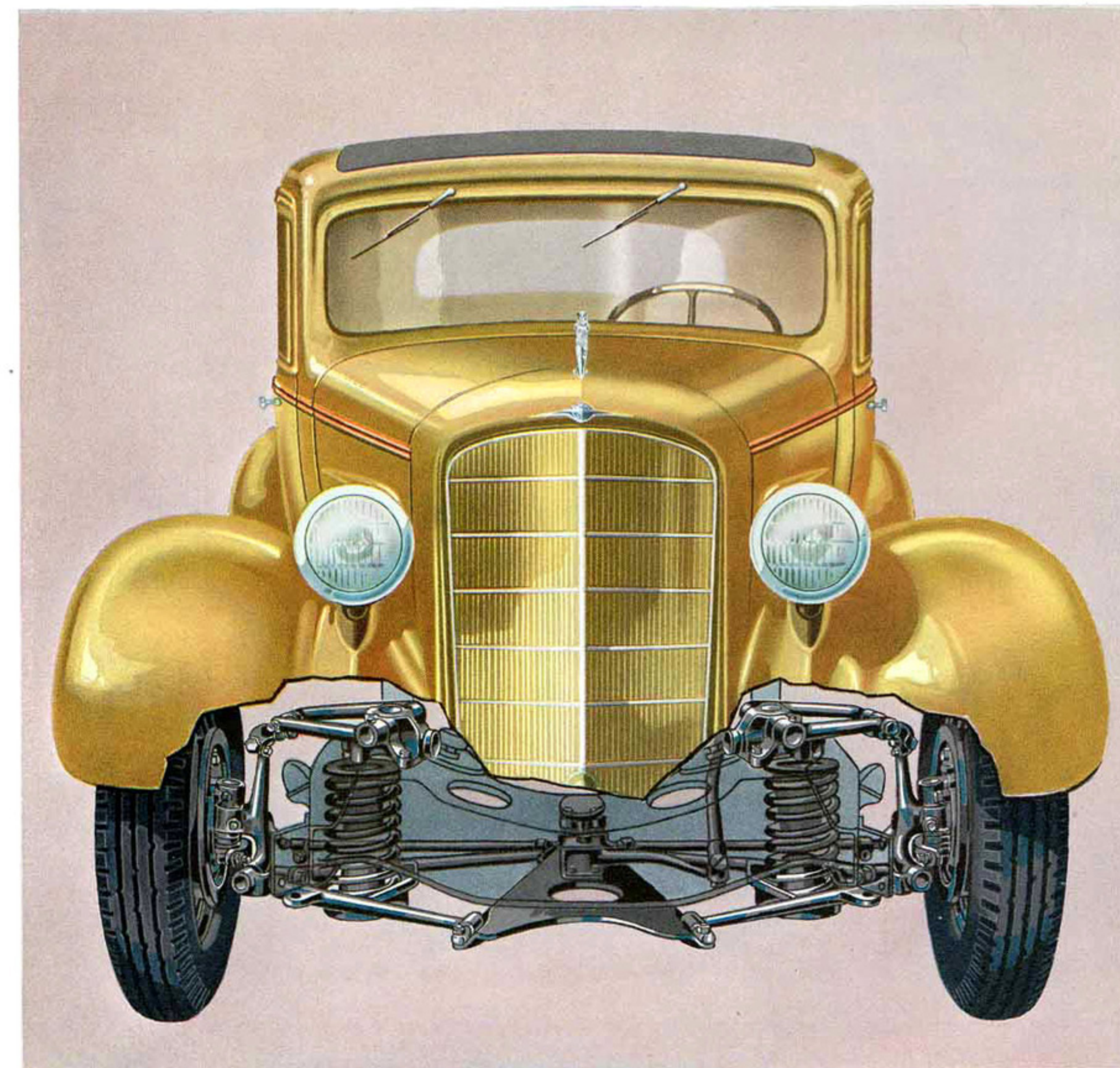
Important though they are, Oldsmobile Knee-Action Wheels only partly account for the marvelous gliding smoothness of the Oldsmobile Eight.

In addition to their own wonderful contribution to riding comfort and safety, Knee-Action Wheels have made possible other fundamental developments.

Unsprung weight has been decreased. Weight has been more evenly distributed. This helps to eliminate front-to-rear pitching. A brand new feature, the Ride Stabilizer, has been developed to stabilize the car against the rolling motion commonly experienced on curves. An improved method of steering has been effected. Big low-pressure tires have been adopted. Double-acting hydraulic shock absorbers are used front and rear.

All these developments contribute to the remarkable ride which you enjoy in the Oldsmobile Eight.

Oldsmobile Knee-Action Wheels are the result of two years' research and testing on the part of General Motors engineers. No motoring improvement has ever been more thoroughly tested and proved.



Center-Control Steering AND THE Ride Stabilizer

No longer are road shocks transmitted to your hands from the steering wheel. Oldsmobile Center-Control Steering, made possible by Knee-Action Wheels, has ended that.

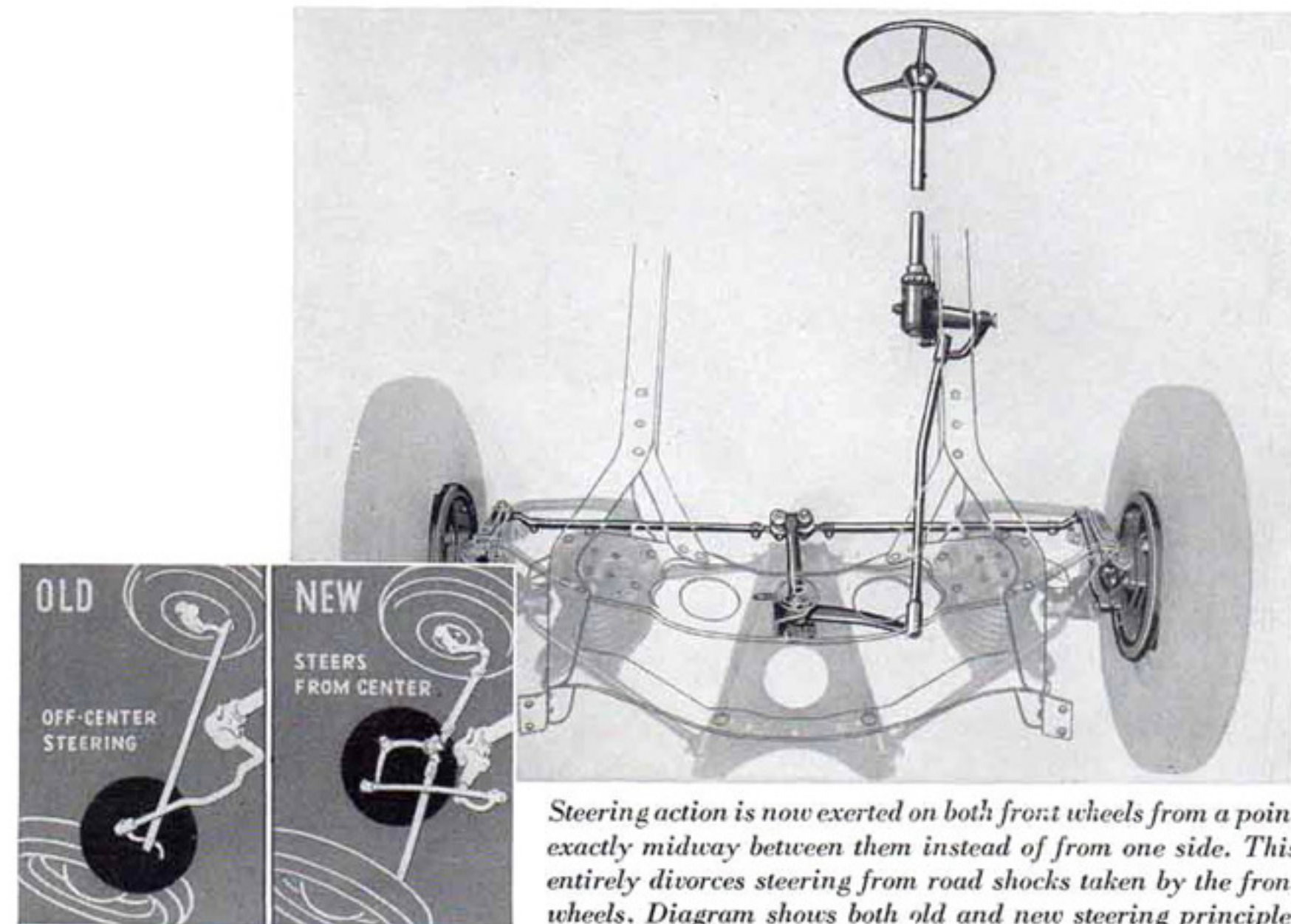
In the Oldsmobile Eight, steering movement is relayed to each front wheel by a separate tie rod. The tie rods are pivoted from a central point, and therefore maintain constant correct relationship with the wheels and with the steering mechanism.

The steering mechanism is free of shake or quiver . . . for the entire mechanism (except the tie rods) rides as part of the sprung weight of the chassis . . . not subject to shocks as in conventional cars with stiff front axles and flat springs.

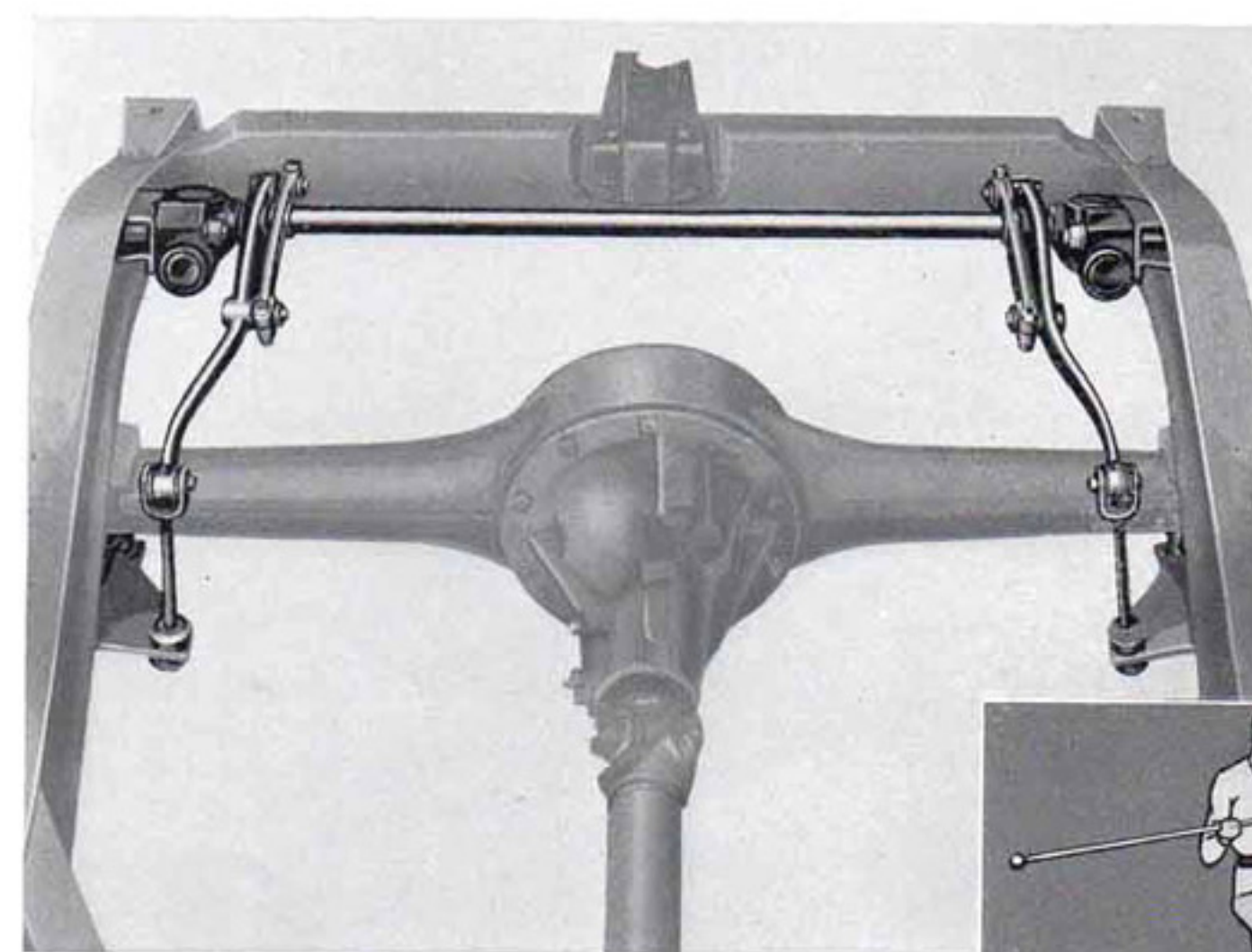


A still further revelation of Oldsmobile easy steering comes when the car takes a curve. Instead of rolling or swaying, the car holds an even keel. This is due to its perfect weight distribution and low center of gravity, together with a revolutionary new feature known as the Ride Stabilizer.

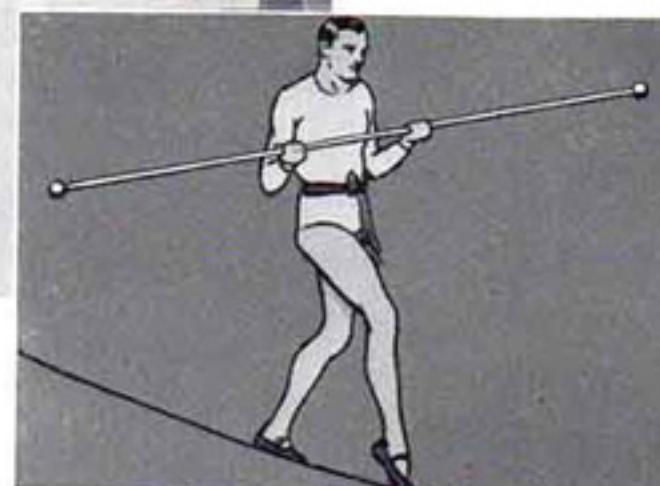
The Ride Stabilizer is a spring steel bar joining the two rear shock absorbers in such a way that when one side of the car tends to rise faster than the other, causing body roll, the stabilizer forces it back. In other words, the stabilizer keeps the car on "even keel", adding greatly to comfort, safety, and ease of control, especially on curves and rough roads.



Steering action is now exerted on both front wheels from a point exactly midway between them instead of from one side. This entirely divorces steering from road shocks taken by the front wheels. Diagram shows both old and new steering principle.



The Ride Stabilizer, fastened to the double-acting hydraulic shock absorbers at the rear of the chassis, counteracts tilting and prevents rolling. Its principle is similar to that of the balancing pole used by a tight-rope walker, as illustrated.



Easy to start . . . Easy to drive

SILENT IN FIRST, SECOND, THIRD, REVERSE . . . All Speeds

Turn on the ignition. Reach out your hand and touch a button. That's all there is to starting. Choking is entirely automatic. Starting is as easy as pushing a doorbell.

Press down the clutch pedal. See how easy its action is! The clutch has been refined for easier, still more positive engagement and longer life.

Slip the gear-shift lever into low and away we go. But there's none of that disturbing grind you usually hear in low gear. Second speed is silent, too, even though you are stepping along at 40 miles an hour.

Now shift into high, and you're away with nothing to do but guide the wheel and keep your foot on the accelerator.

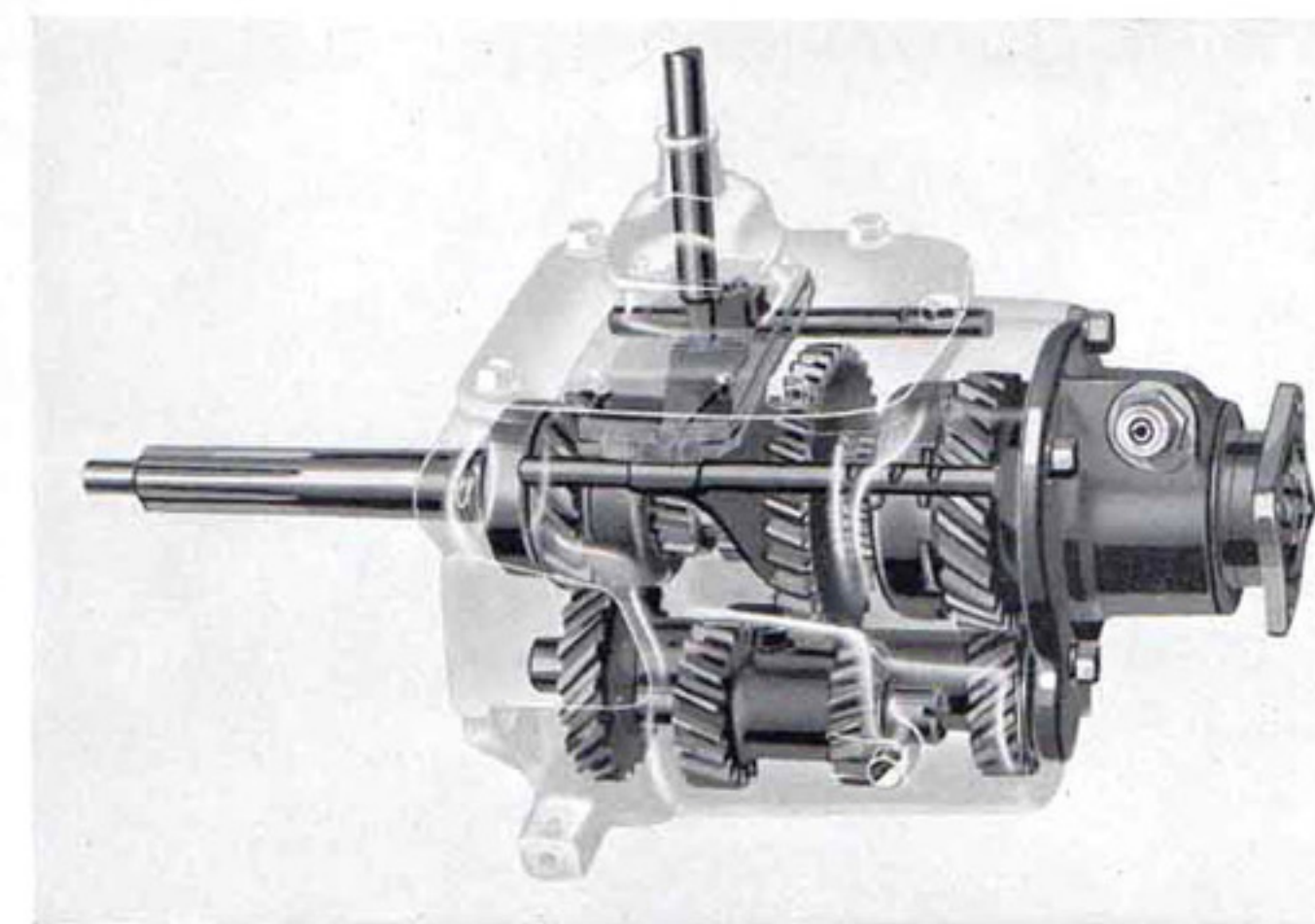
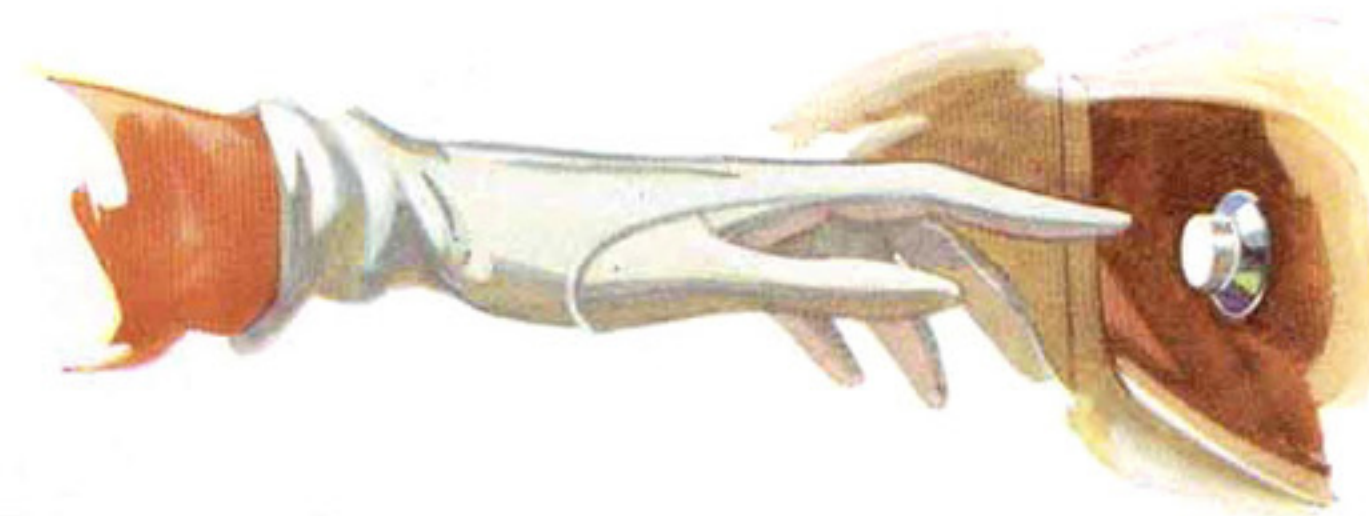
At any traffic light, there's no question as to who is going to step out ahead. With the Oldsmobile Syncro-Mesh transmission and Oldsmobile get-away and power, you're away like a flash.

Night driving, too, is easier than ever. The new bullet type multibeam head lamps give you 25 per cent more illumination. The light rays from the right head lamp are deflected to the left side of the road, and the rays from the left are deflected to the right.

You do not "dim" the lights to pass another car. Instead, the beam of the right head lamp only is depressed, eliminating glare from the eyes of the oncoming driver. On the right side of the road, you retain the full advantage of the high beam position of the left lamp.

Lights are always bright and clear, because a new type generator keeps the battery fully charged. The generator, known as the lamp load type, maintains a high charging rate while the car is operated at high speeds or with lights on. The large 17-plate battery has a far higher electrical reserve than the usual type.

The extra electrical power contributes greatly to easy starting in cold weather, and also provides for the efficient operation of electrical accessories . . . such as radio, car heater, and spotlight.



Gears shift silently at all speeds, and the car runs silently in first, second, third, and reverse gears, because of the Oldsmobile Syncro-Mesh all-silent transmission. The helical cut of the gears lengthens their life, besides assuring quietness.

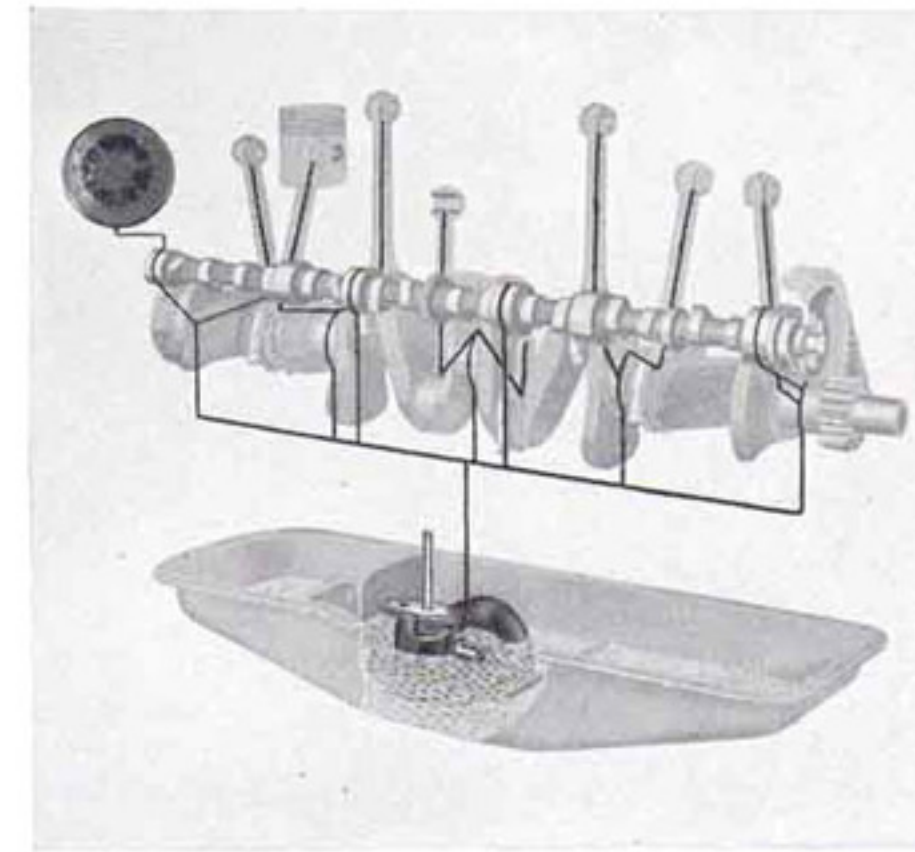
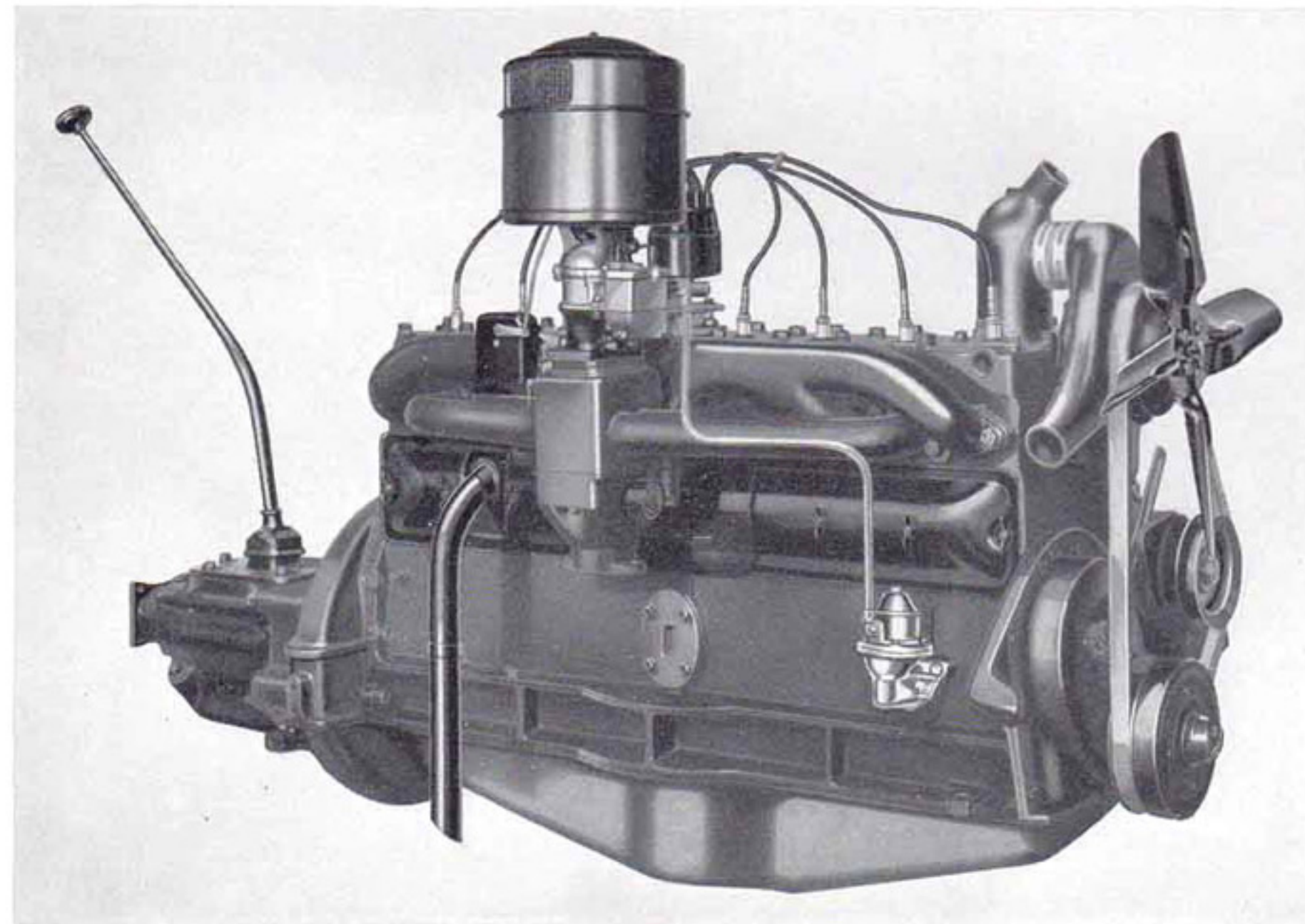
Performance worthy of the Style Leader

90 HORSEPOWER . . SMOOTH . . DEPENDABLE . . ECONOMICAL

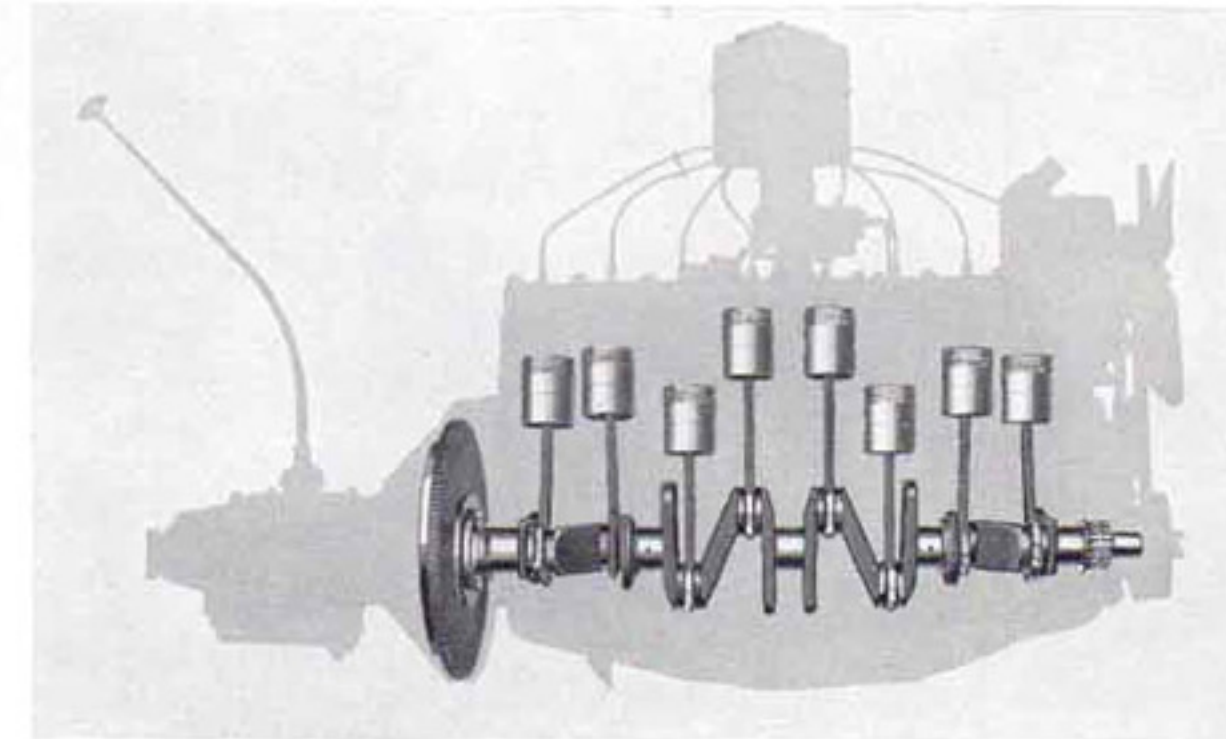
You'll be proud of the way your Oldsmobile Eight takes the lead on street and highway. You'll get a thrill out of conquering hills so easily with the Oldsmobile 90-horsepower straight eight engine. It's smooth. It's flexible. It has stamina.

The basic principles of the Oldsmobile engine have proved their worth to thousands of owners over a long period of years. Now, outstanding new features add still further to the exceptional long life and the remarkable economy for which the Oldsmobile Eight has always been noted.

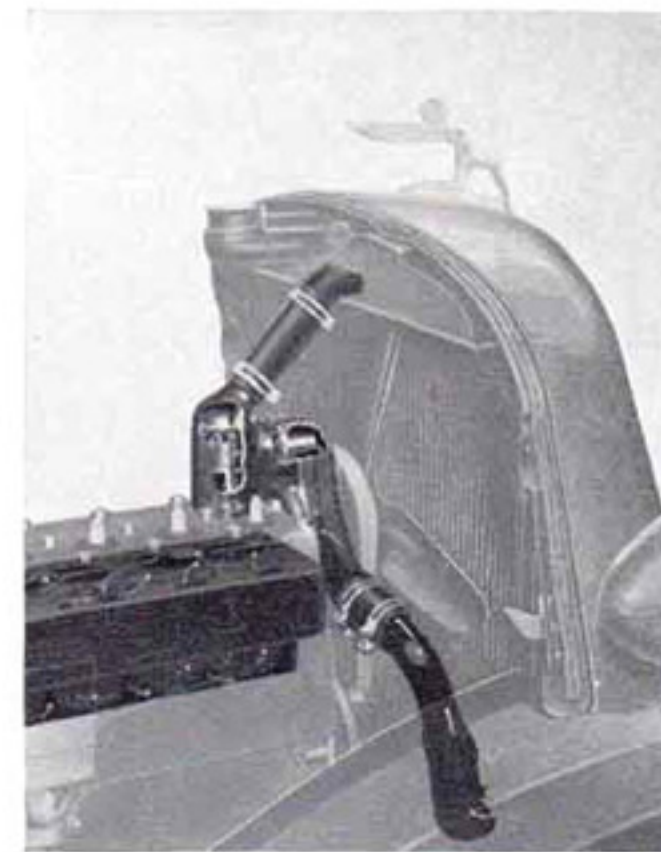
There is an entire absence of vibration, because the engine is cradled at four points in live rubber, completely insulating it from the frame. Its quietness at all speeds is another pleasing feature. In every respect, its performance is worthy of Oldsmobile style leadership.



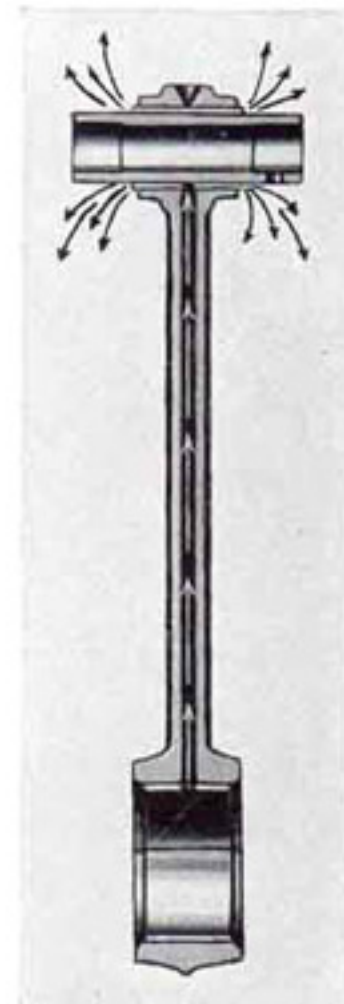
Black lines indicate how oil is forced, under pressure, to the main bearings, connecting rod bearings, and piston pins. Passages in the motor block carry oil from main bearings to camshaft bearings.



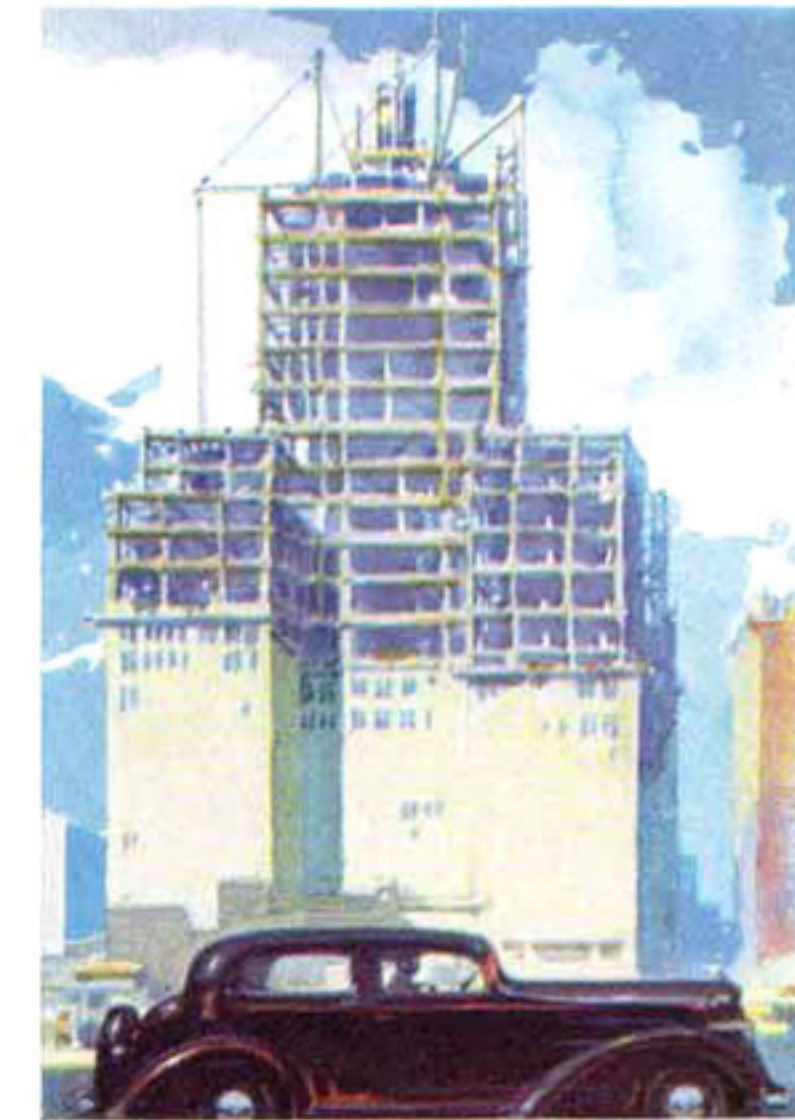
Pistons and connecting rods are carefully matched in sets to assure correct balance. In combination with the fully counterweighted and balanced crankshaft, they assure smoothness at all speeds.



Water circulates only in the engine block, when cold. When the water reaches correct operating temperature, it is then directed through the radiator.



As in the highest priced cars, connecting rods are rifle-drilled throughout their length to supply oil, under pressure, to piston pins.

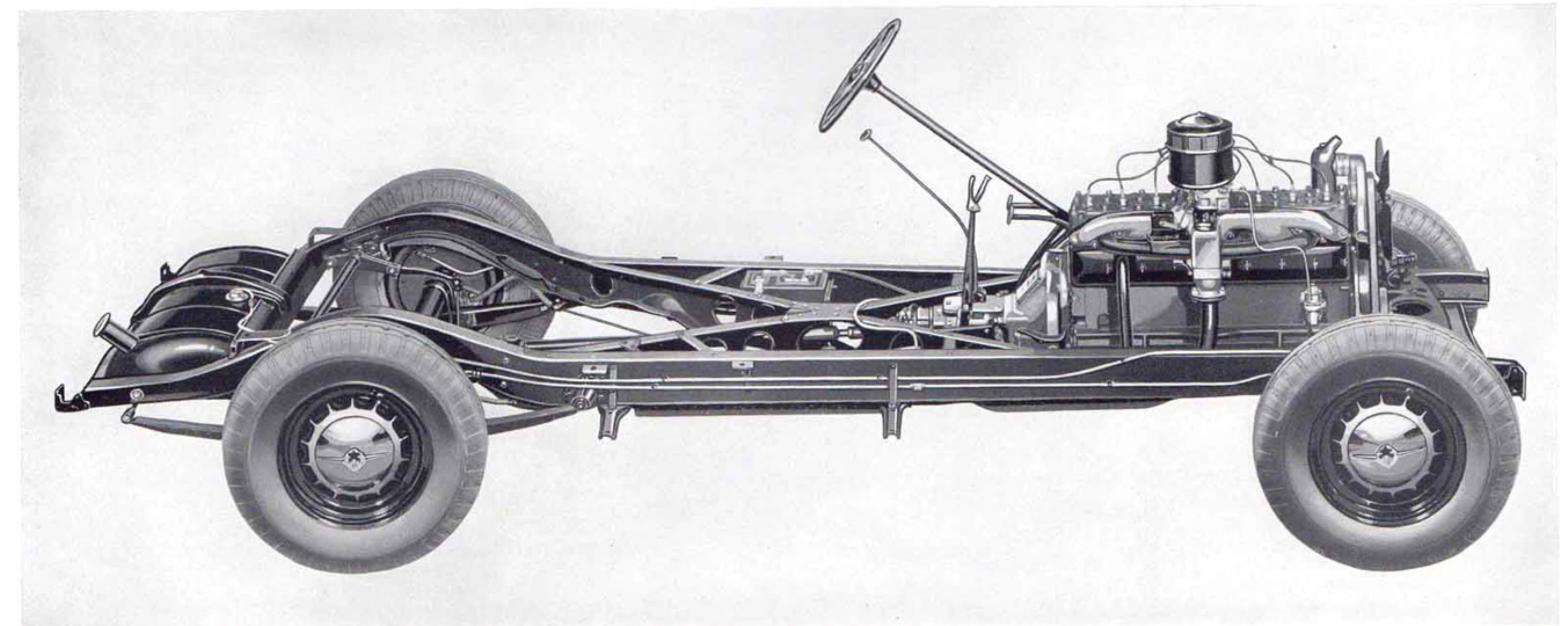


Skyscraper strength

Once you see the strong steel beams of the chassis frame on the Oldsmobile Eight, you understand why Oldsmobile owners enjoy thousands of miles of trouble-free motoring. Here, in an automobile, is the strength of the skyscraper—rigid, stoutly braced—to withstand the pounding and jolting of every road in every season.

To give extra strength to the frame, there is a sturdy X member. Notice particularly the large size of the front cross member. Knee-Action Wheels, abolishing the front axle, have made possible this new sturdy construction—far stronger and more stable than can be attained with any type of front axle. Twisting and distortion are reduced to the vanishing point.

The propeller shaft has new, needle-bearing type universal joints; light in weight; practically frictionless; and capable of preserving correct alignment under any condition. Front fenders and radiator core form a unit. Mounted on a thick rubber pad, the radiator core is secured at a single point at the center of the front cross member. This divorces the radiator and fenders from movements of the chassis.



Super Hydraulic Brakes

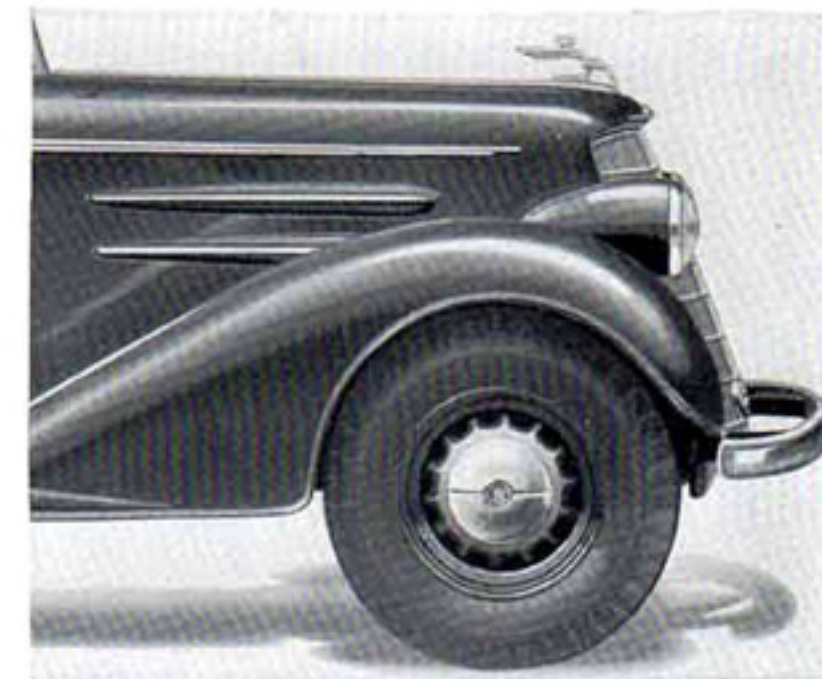
ALWAYS EQUALIZED FOR A SMOOTH, INSTANT STOP



Be prepared for a pleasant surprise, the very first time you apply brakes in the Oldsmobile Eight. You will stop quicker and more smoothly than ever before—no jar or jolt, no swerving or skidding.

These are not ordinary hydraulic brakes, but a tremendous advancement. They grip smoothly with the slightest foot pressure. The self-energizing brake action is progressive, through a greater pedal range. This assures quick, sure braking without jerks or jars—a great advancement over the conventional type of hydraulic brake.

For parking, the rear brakes are mechanically operated, and have stopping power equal to the entire braking system of former cars with two-wheel brakes.

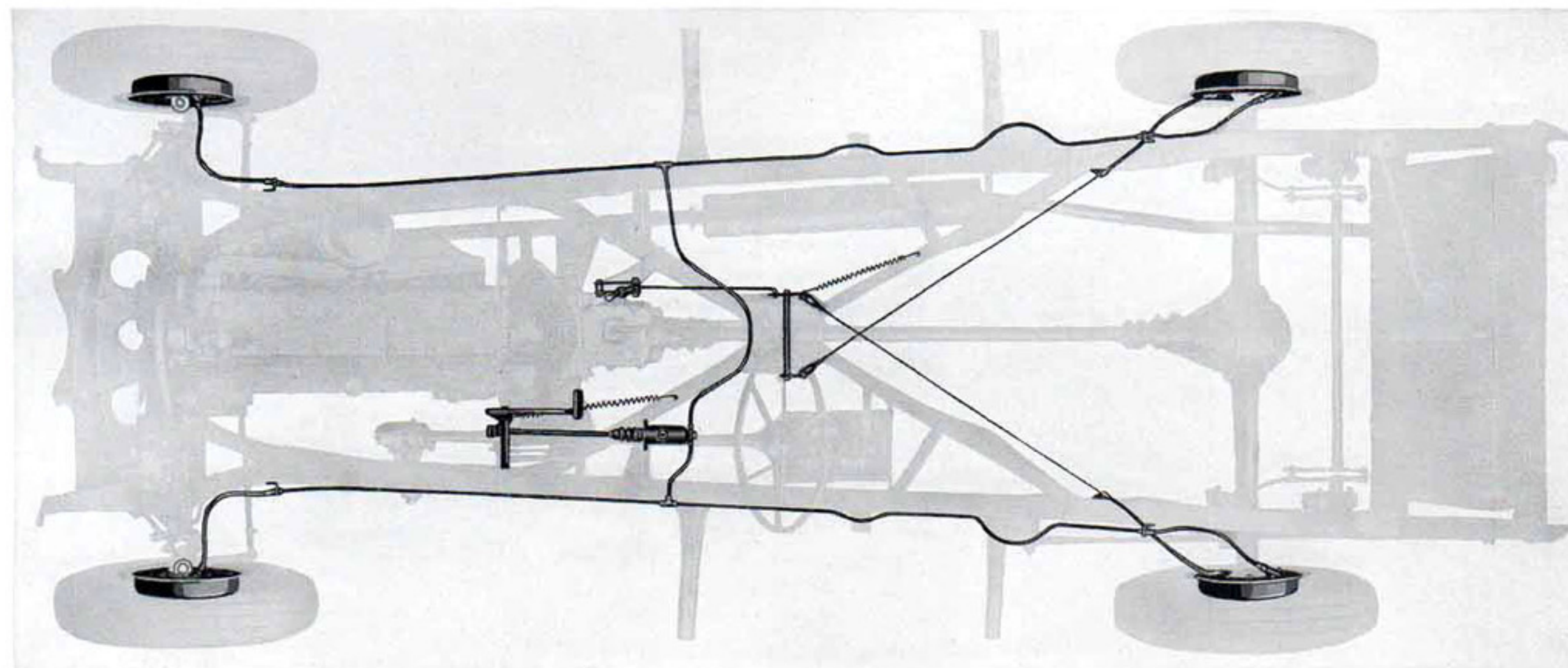


The steel wheels of the Oldsmobile are an important safety factor. The large tires are balanced to eliminate shimmy and tramp and to contribute to easy steering. An entirely new tread, designed by Oldsmobile engineers, prevents tire squeal on turns.

The master cylinder of the Super Hydraulic Brake system is mounted immediately behind the brake pedal. Unusually direct piping leads from the master cylinder to a cylinder within each brake. The system is filled with liquid. Pressure exerted through the brake pedal in the master cylinder results in equalized pressure at all four brakes.



The internal construction of the brakes is identical with that of the highly efficient, self-energizing brakes used by Oldsmobile during the past three years, except that the brake is now actuated by a piston in an hydraulic cylinder.



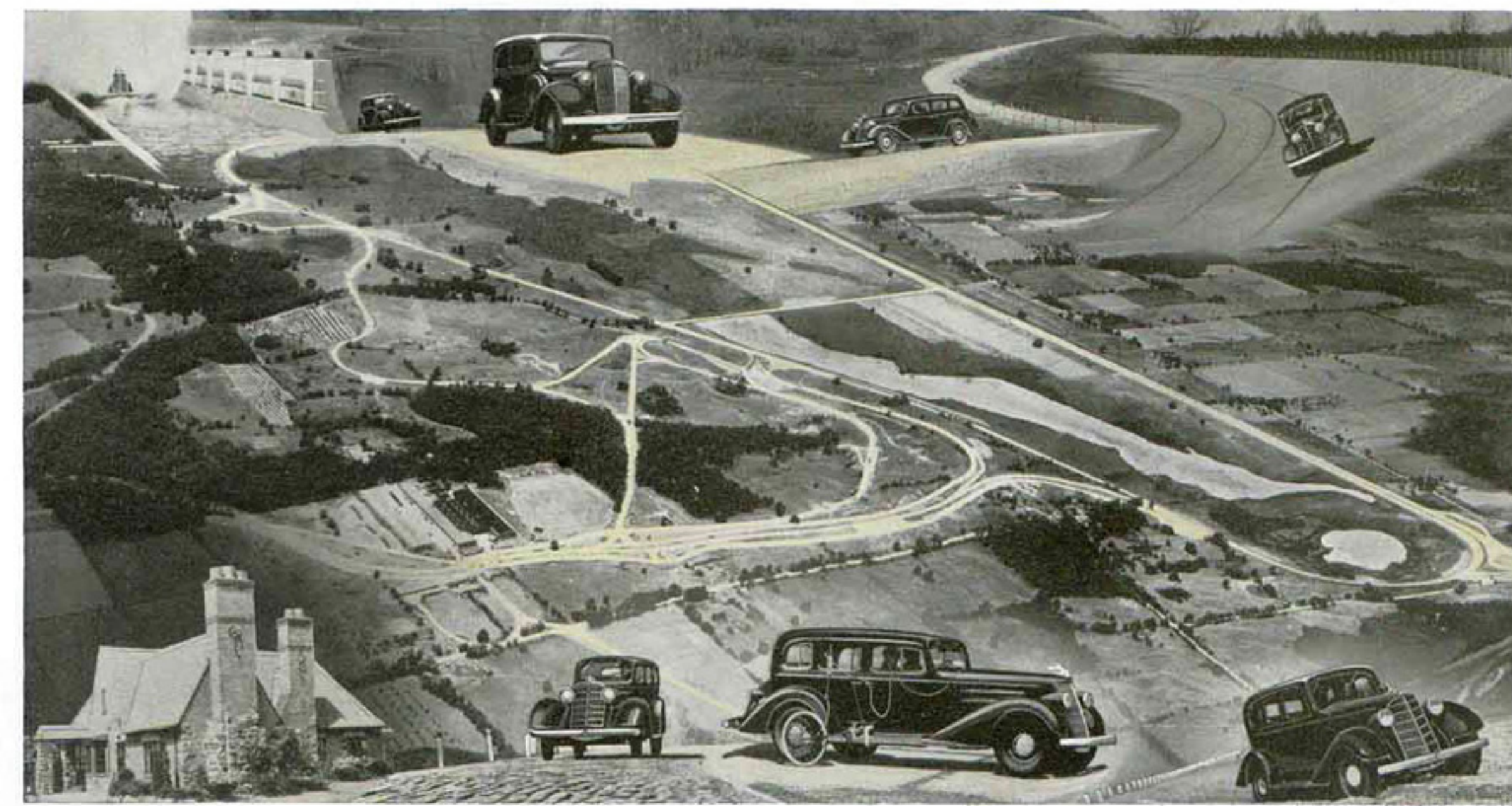
Years Ahead,

BECAUSE OF GENERAL MOTORS RESEARCH

More than two years ago, the General Motors Research Laboratories began the studies that resulted in Knee-Action Wheels for smoother, safer riding.

Many of the other advancements that you enjoy today in the Oldsmobile Eight would not have been available for years—perhaps never—except for the Research Laboratories.

Coöperating with Oldsmobile engineers, the Research Laboratories are continually searching for new principles. With an open mind, they study every phase of automobile design and construction. Even the most firmly established practices are questioned to see if there are not still better methods to take their places. In a sense, it is their duty to find fault. They must be dissatisfied with things as they are and point the way to improvement. How well they succeed is strikingly apparent in the Oldsmobile Eight.

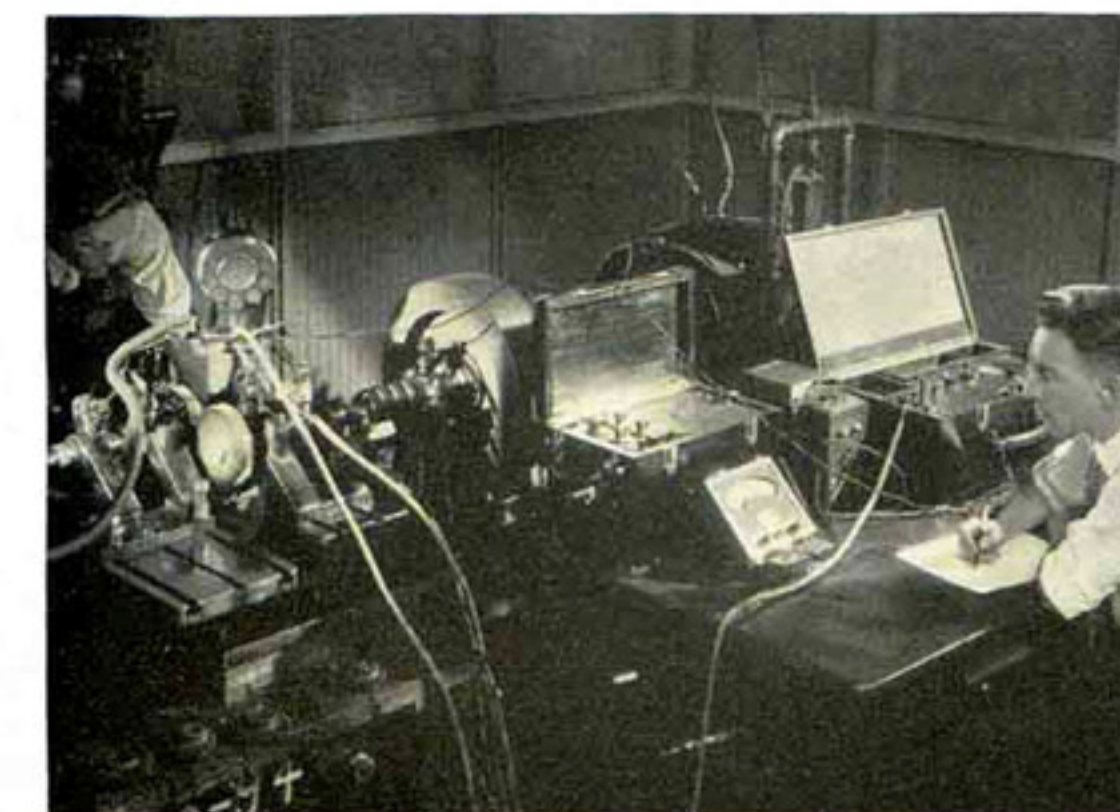


The General Motors Proving Ground also contributes richly toward placing the Oldsmobile Eight years ahead in mechanical construction. Not even the smallest development is included in an Oldsmobile until its merit has been demonstrated beyond all question at the Proving Ground. There you see cars racing at top speed for hours at a time, driven at breakneck speed on rough roads, plunged through water and mud, abused as the most careless driver would never abuse them.

Months, and sometimes years, before the public learns of a new development, it is demonstrating its worth under actual driving conditions at the Proving Ground. Theory has no standing here—demonstrated facts are all that count.

Here, too, the spirit of scientific discontent prevails. No principle, no type of construction is sacred. Day and night, the Proving Ground works to show that the best of today can be still better tomorrow.

No car has ever been more thoroughly tested and proved than the Oldsmobile Eight for 1934. Every detail of construction has been submitted to the most exacting tests, with the result that this completely modern car is as notable for its mechanical excellence as for its style leadership.



Condensed Specifications OF THE OLDSMOBILE STYLE LEADER EIGHT

ENGINE—Bore, 3 inches; stroke, 4¼ inches; displacement, 240.3 cubic inches. N.A.C.C. rating, 28.8 h.p. Dynamometer test, 90 h.p. at 3200 r.p.m. Engine mounted in rubber on four-point controlled cushioned mountings.

MAIN BEARINGS—Five, thin shell, interchangeable type.

CRANKSHAFT—Fully counterweighted and fitted with vibration damper. Drop-forged of high carbon steel and balanced both at rest and in motion. Drilled passages provide oil distribution to connecting rod bearings.

CONNECTING RODS—Drop-forged of special steel. I-beam type, 9 inches long. Drilled throughout entire length for pressure lubrication to piston pins. Bearings, thin shell, interchangeable type.

Modern Service FOR A MODERN CAR

The Owner Service Policy issued with every Oldsmobile Eight makes generous provision for every service contingency. This policy is one of the broadest and most comprehensive in the entire automobile industry.

The owner is provided with a Service Identification Card, entitling him to receive service as provided in the policy from any Oldsmobile dealer.

Behind this policy is a service network covering the entire country, so that no matter where you travel you will always find competent, courteous Oldsmobile service close at hand.

The Oldsmobile Eight may be purchased on the easy G.M.A.C. plan of deferred payments. Ask your Oldsmobile dealer for details.

PISTONS—Cast of special gray iron, electroplated, permitting a close fit and reducing the breaking-in period. Fitted with two compression rings and two oil control rings.

LUBRICATING SYSTEM—Pressure feed to all main, connecting rod, and camshaft bearings, and to piston pins, with spray to other parts. Gear type pump driven from camshaft. Pressure gauge on instrument panel and quantity gauge on crankcase. Oil capacity, 7 quarts.

COOLING SYSTEM—Harrison vee type radiator with thermostatic control and recirculation system. Capacity, 19 quarts. Forced circulation by centrifugal pump.

CARBURETION—Duplex down-draft, with automatic choke and automatic throttle advance, automatic heat control, combination air cleaner and intake silencer.

GENERATOR—Delco-Remy lamp load type; maintains a high charging rate while car is operated at high speed or with lights on. Produces maximum amperage at 34 m.p.h. in contrast to 25 m.p.h. in usual type.

STARTER—Button on left side of instrument panel actuates solenoid on Delco-Remy starter, closing starter switch and forcing starter gear to mesh with flywheel ring gear.

TRANSMISSION—Synchro-Mesh, nonclashing type, with all gears helically cut for silence in all three forward speeds and reverse.

BATTERY—Delco-Remy 17-plate, 114-hour capacity.

LIGHTING—Torpedo type, multibeam headlights. Foot controlled dimmer switch. Light rays from right head lamp are deflected to left side of road. Rays from left head lamp are deflected to right side of road. Three positions. Pulling light switch knob to No. 1 position controls parking and tail-lights only. No. 2 position provides city driving or low beam position only. Foot dimmer switch cannot effect a change. No. 3 position affords country driving or high beam lighting and passing beam lighting. Pressing foot dimmer switch depresses right beam only, keeping rays out of oncoming driver's eyes. Left head

lamp retains high beam position for full illumination of right side of road. Bullet-shaped combination stop and tail-lamps on rear fenders of models without trunks, and on both sides of trunk on trunk models.

FRONT WHEELS—Knee-Action Wheels; independent front wheel spring suspension. Each front wheel has its own large resilient coil spring, abolishing the I-beam front axle. Greater stability than with any type of front axle is secured by increased strength of front cross member.

BRAKES—Super Hydraulic Brakes. Brakes are self-energizing, fully enclosed, internal-expanding type. Total foot brake area, 181.28 inches; 12-inch drums. Brake linings, 1¼ inches wide. Mechanical hand brake for parking actuates brake shoes within rear brakes through a straight line hookup between a short, rigid, frictionless cross shaft and the brakes.

WHEEL BASE—119 inches; diameter turning circle, 38 feet.

PROPELLER SHAFT—Tubular type, 2¼ inch diameter. Universal joints incorporate antifric-tion needle bearing, requiring no lubrication.

REAR SPRINGS—Semielliptic; assembled to frame with thread type bolts at front and silent "U" type threaded shackle at rear.

STEERING GEAR—Center-Control Steering. Separate tie rods to each front wheel, linked to one arm of L-shaped lever mounted on ball bearing at center of front frame cross member. Other arm of lever connects to drag link and thence to Pitman arm of steering gear. Steering gear is of the high efficiency worm and double roller tooth type. Ratio, 21 to 1.

FRAME—Gives low over-all height to car with no sacrifice in ground clearance. Sturdy X member to prevent twisting. Front legs of X member carried forward within side rails to center of front cross member which is greatly increased in strength and size. All steel parts subject to weathering are Parkerized for protection against rust.

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

TIRES—Low pressure, large section 16 x 7.00 inches. New tread eliminates squeal when turning sharp corners. Recommended pressures, 22 cold, 25 hot.

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

FENDERS—All fenders, splash aprons, and other chassis sheet metal parts subject to weathering are bonderized before enameling or lacquering, to prevent rust.

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

BODY TYPES—Five-Passenger Coupe; Five-Passenger Sedan; Five-Passenger Touring Coupe with built-in trunk; Two-Passenger Business Coupe; Two- or Four-Passenger Convertible Coupe; Five-Passenger Touring Sedan with built-in trunk; Two- or Four-Passenger Sport Coupe. Longer, roomier bodies by Fisher with Fisher No Draft Ventilation. Safety glass in windshield and No Draft Ventilators.

All five-wheel models are equipped at the factory with bumpers, spare tire, drum type metal tire cover, tire lock, and rear spring covers at extra cost.

Six-wheel models are equipped with bumpers, two spare tires, two ring type metal tire covers, two tire locks, rear spring covers, front fender wells, two side tire carriers, and an extra wheel at the factory at additional cost.

The following accessories may be built in at the factory in groups at slight additional cost. Group B—Double windshield wiper and vacuum booster for fuel pump, two trumpet horns synchronized for tone, and right-hand inside sun visor. Group Y—Cigarette lighter, gear-shift ball, bumper guards, license plate frames, and mirror watch. In addition, among accessories available from your dealer at extra cost are radio, gas tank cap lock, sport light, two-piece luggage set, and trunk rack for six-wheel equipped cars. Oldsmobile reserves the right to make changes in prices, colors, and specifications without incurring any obligation to adjust prices or to make changes on cars already sold.

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