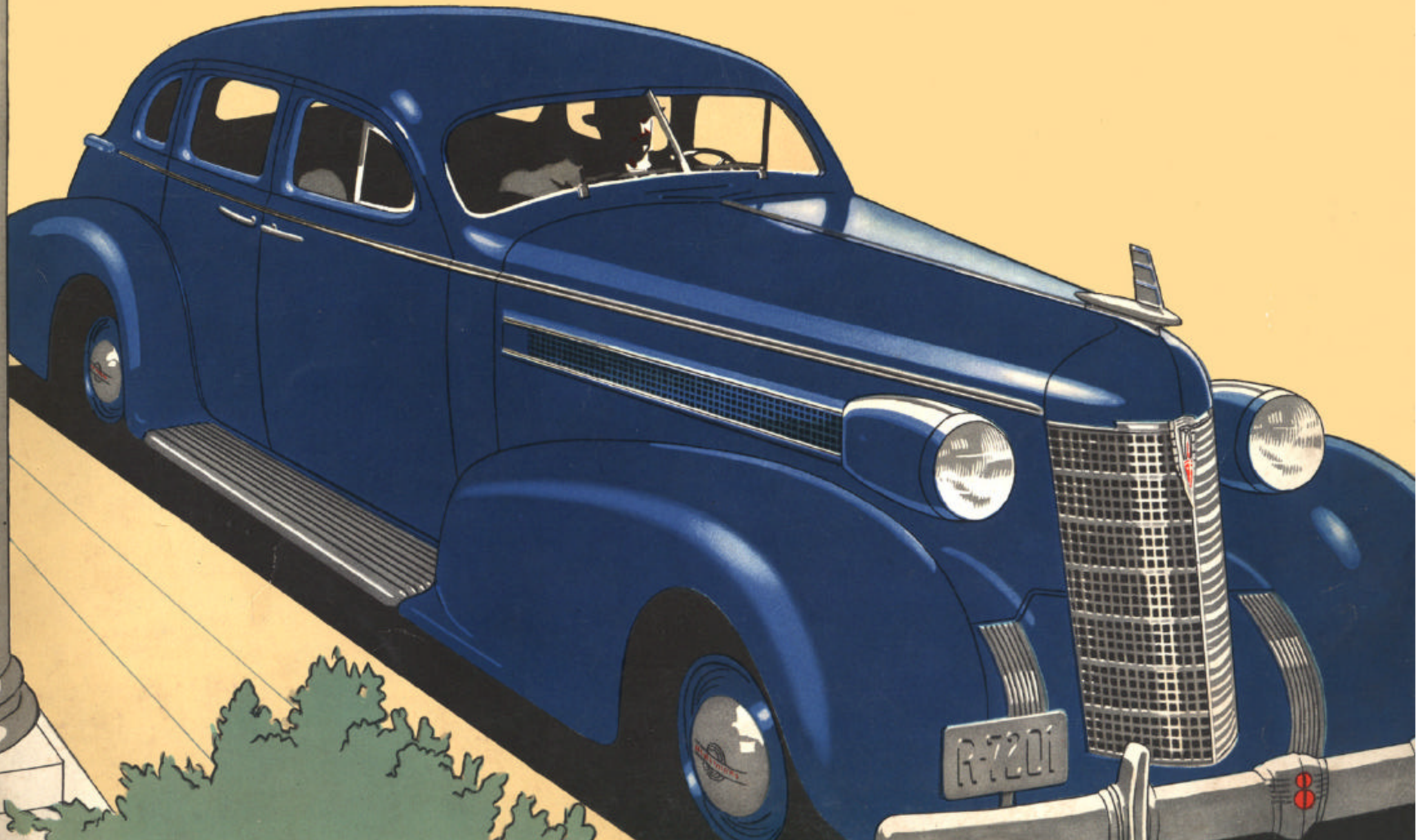


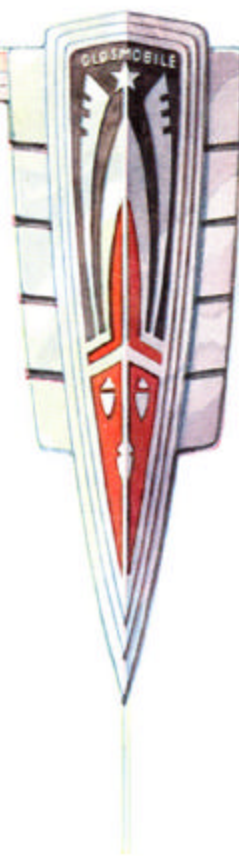
OLDSMOBILE EIGHT



OLDSMOBILE EIGHT

A Big, Fine, Luxurious Car, Outstanding for its Comfort and Performance

QUALITY is the one word that expresses best this newest, finest achievement of Oldsmobile. For the Oldsmobile Eight is a thoroughly fine car, down to the most minute factor of body and chassis construction. Its aristocratic style, with its long, smooth, sleek lines, suggests the ultimate in modern transportation. Its interior luxury, complete to the finest detail, is a supreme accomplishment in artistry and quality appointments. The mighty chassis of the Oldsmobile Eight, the brilliant product of engineering genius and fine workmanship, provides performance that justifies in every way the eminence of the car's unusual styling. Not only is the big 110-horsepower engine



supremely capable, satin-smooth and silent as a whisper—it is an engine remarkable for the advanced engineering that is responsible for its unusual efficiency and its exceptional all-round economy . . . Consequently, here is an altogether superior automobile, with every prized feature of luxury, of comfort, of superior performance—a car that is moderate in what it costs you in initial price and economical to operate and maintain. And that is why the Oldsmobile Eight has so quickly taken so high a place among America's favorite fine cars. That is why this automobile is found so often in the possession of many people who have always been accustomed to paying a great deal more for their motor cars.

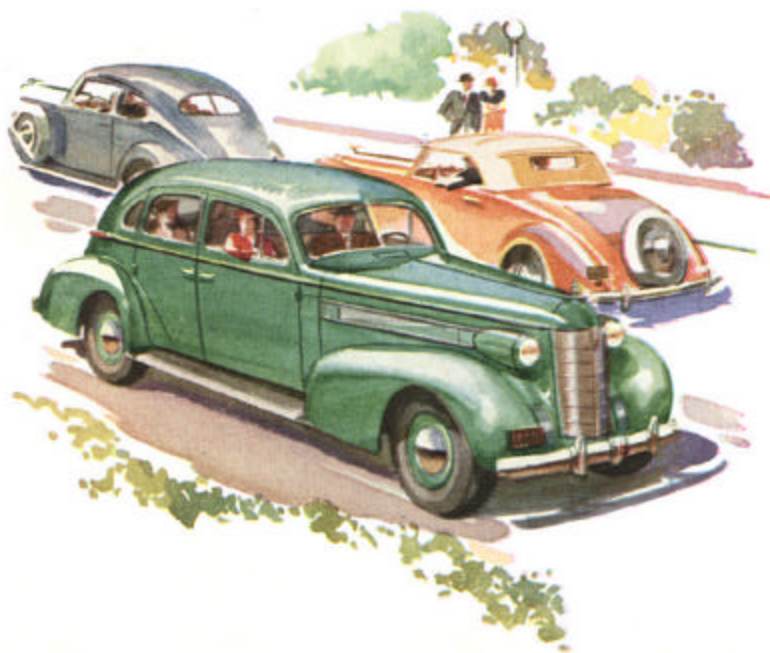
The evident smartness and altogether distinguished styling of the Oldsmobile Eight are the result of definite knowledge of what most fine-car owners prefer in appearance. † Oldsmobile did not arbitrarily choose this handsome design. Before a line was put upon paper, specific data on style preference were collected from every section of the country through the vast facilities of the

General Motors Customer Research Department. After analyzing thousands

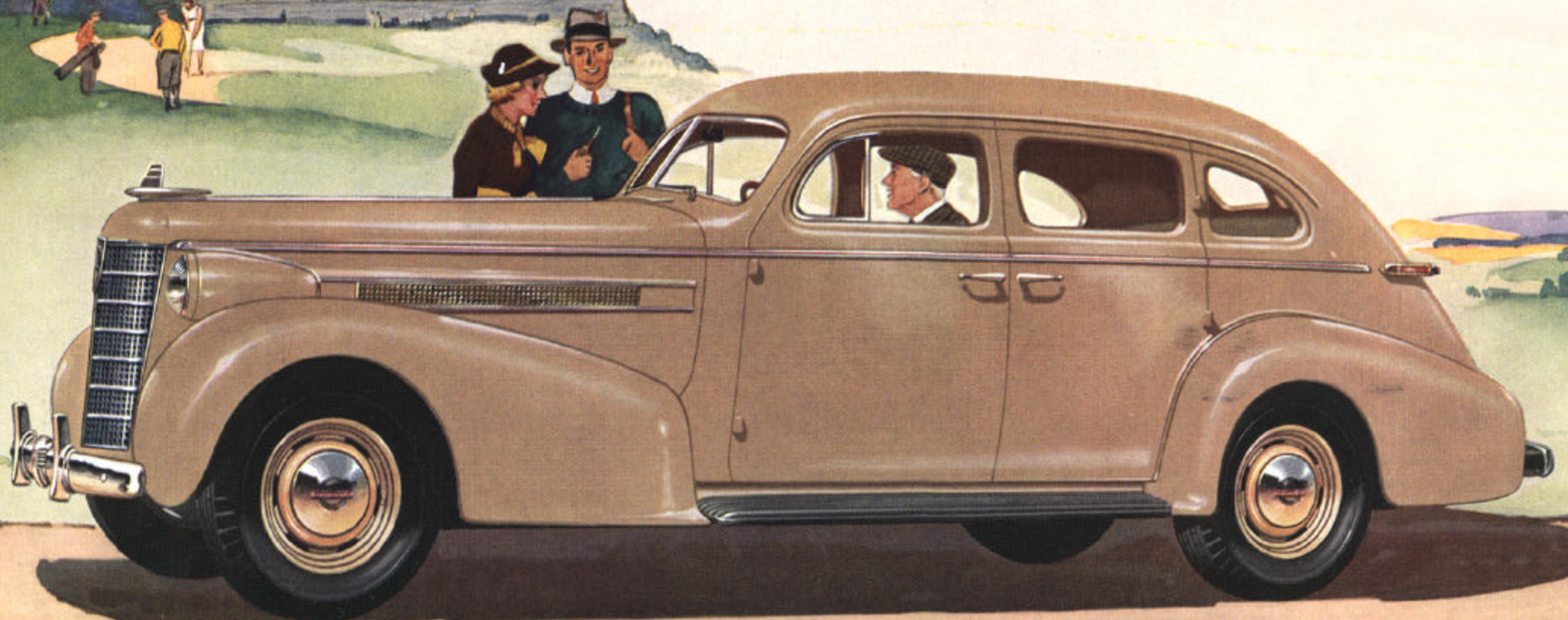
of replies to questions on streamline design, Oldsmobile's artists have been able to create a style that not only has the distinction of the unusual, but also exhibits the dictates of lasting good taste. † Consequently, wherever you see smart people gather,

you'll find the Oldsmobile Eight—before the most fashionable shops, on the most exclusive boulevards, before the finest homes. † The

Oldsmobile Eight is the natural choice as a fine car, not for its distinction alone but for its comfort, economy and reasonable first cost. It has proved popular with every type of car buyer. Everyone who looks for the latest and newest in all his possessions instinctively chooses the Oldsmobile Eight for its character.



The Four-Door Sedan



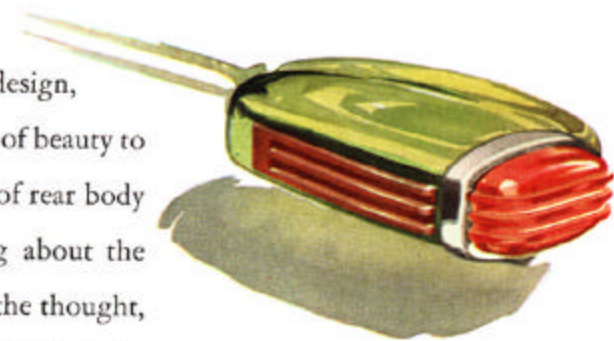


Your initial impression of the Oldsmobile Eight will disclose a massive die-cast radiator grille in sparkling chromium, surmounted by the Oldsmobile emblem—suggesting the streamlined character of its style and its fleet, smooth, swift performance . . . The long, low lines are accentuated by every part of the car—as, for instance,

in the skillful way the designers have handled the treatment of the headlamps which taper in smooth lines toward the rear, flowing into the sweeping contours of the body and adding to the impression of extraordinary car length . . . And as a further example of Oldsmobile's unique modern styling, consider the unusual side tail-and-stop lights.

They are built directly into the body, terminating the side moulding. Carrying out the distinctive fluted design which is every-

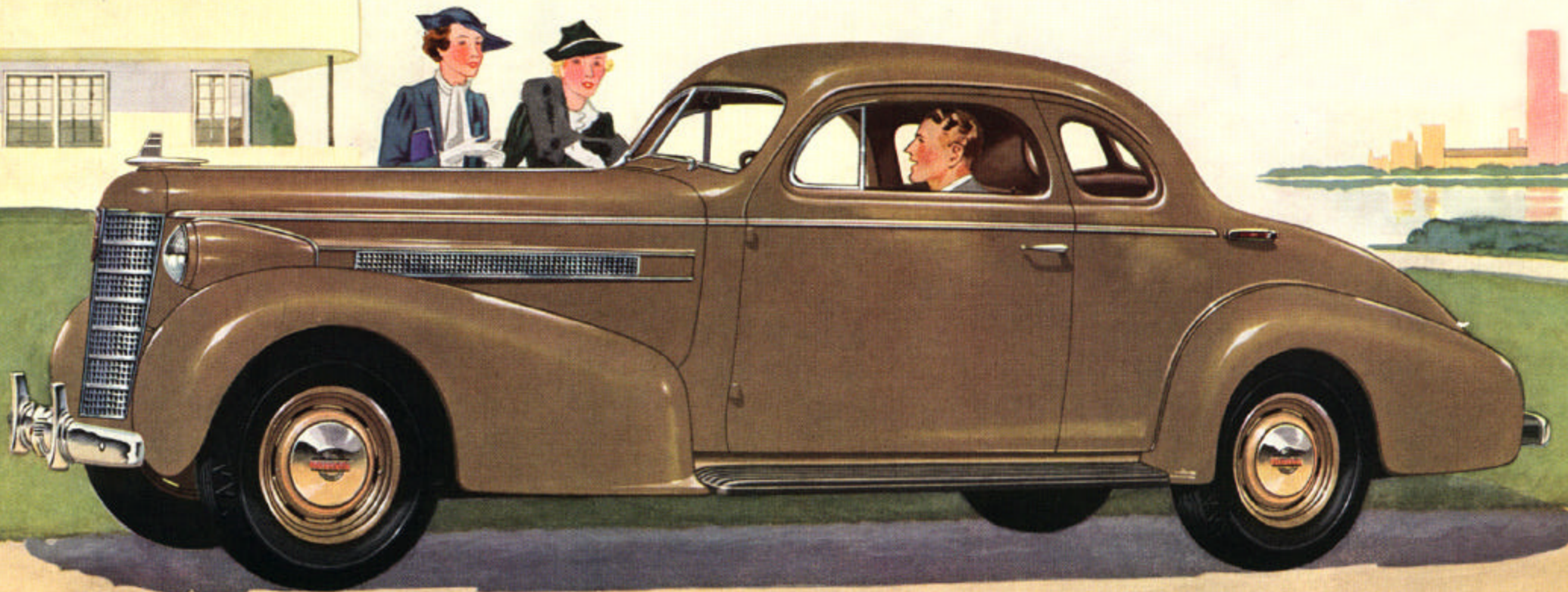
where evident in the car's design, they add an exceptional touch of beauty to the unusually graceful design of rear body contours. † While everything about the Oldsmobile Eight testifies to the thought, the care and skill that lie behind its design, a noteworthy innovation is the addition of interior auxiliary seats in the Club Coupe. These are directly behind the front seat and fold back smoothly into recesses when not in use, to form additional luggage space. † The front seats on the Coupe and 2-Door Sedan models are the full width, deep-cushioned sedan type with individual, divided backs which



fold forward to provide easy access to the rear compartment. The front-door panels on these models carry an attractive, big, upholstered, handle-type arm rest, which is not only decorative but which is also an aid to the opening and closing of the car doors—a feature of great convenience.



The Club Coupe



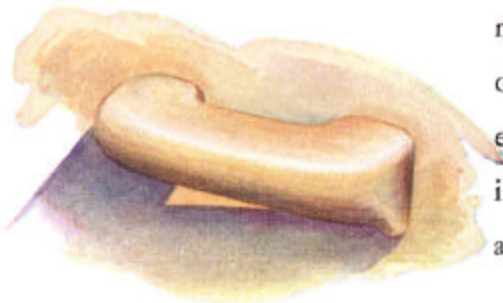
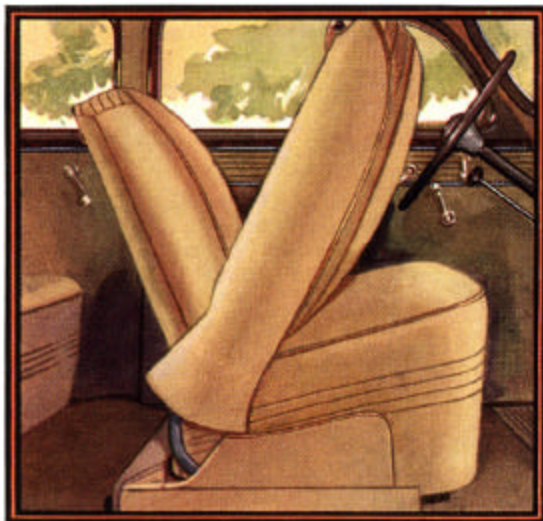
Not the least of Oldsmobile's interior features is a new instrument panel—highly original in design and in complete harmony with the modern appearance of the car. In general, the design consists of four large circular units, mounted in pairs on either side of an attractive,

centrally located control panel, designed to accommodate a radio speaker. The instruments are grouped directly in front of the driver and the three-spoke steering wheel provides unobstructed vision from the natural driving position . . .

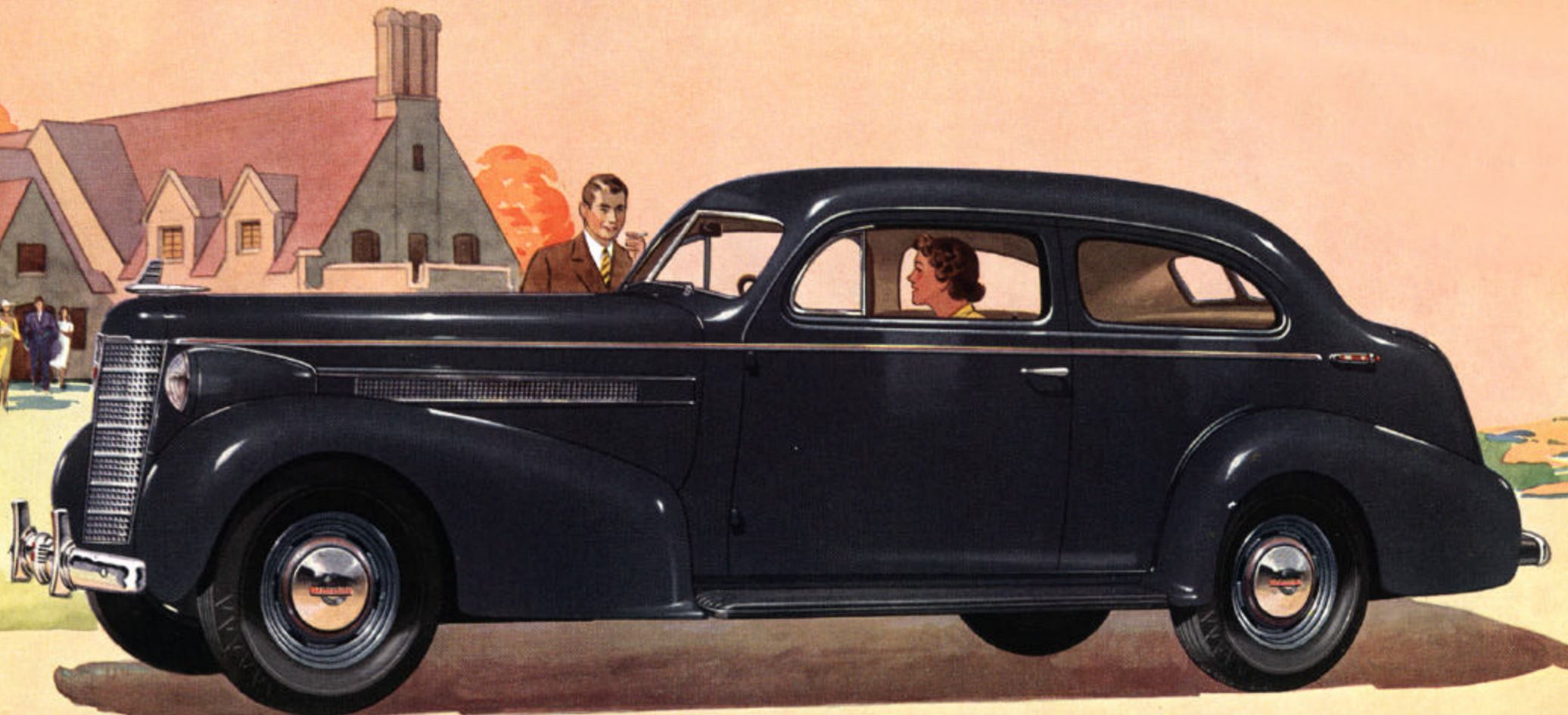
Modern-type numerals are cut through the circular chrome band which outlines the instruments and are backed by a translucent material

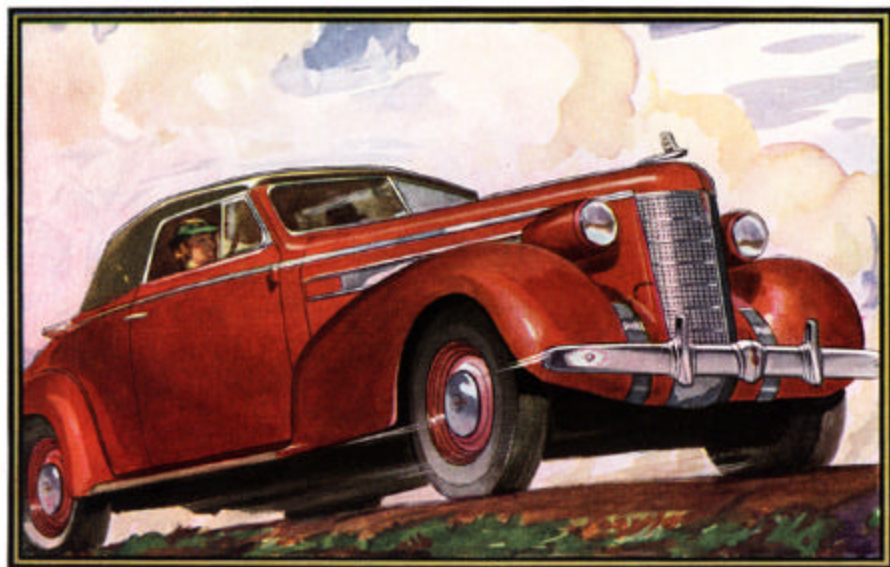
which provides an attractive, colorful means of indirect lighting. On the right-hand side of Oldsmobile's instrument panel is a spacious parcel compartment with individual lock.

✦ In accord with the impressive character of this car and in keeping with such unusual style features as the radiator grille, front-end decorations, instrument panel and radiator ornament, is the striking shield on the massive, single-bar bumper. It indicates, again, the individual styling of the handsome new Oldsmobile Eight which sets it apart from every other car in its price class—distinctive styling which is apparent in so many of the incidental features of this exceptionally attractive automobile, as well as everywhere in the principal elements of design.

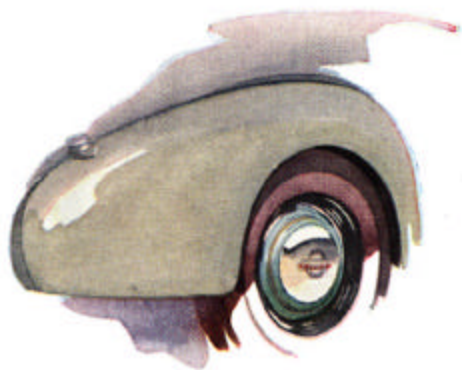


The Two-Door Touring Sedan





Probably no model exemplifies more aptly the fresh style and dashing spirit of the Eight than the Convertible Coupe. In the verve and vigor of this splendid sport car, you will find the inspiration for Oldsmobile's thrilling, modern design. This styling is carried out with especial grace in the true, streamline treatment everywhere, as you see here in the rear fender—and again in the remarkably appealing ensemble of front fender and front lamp. Few are the cars

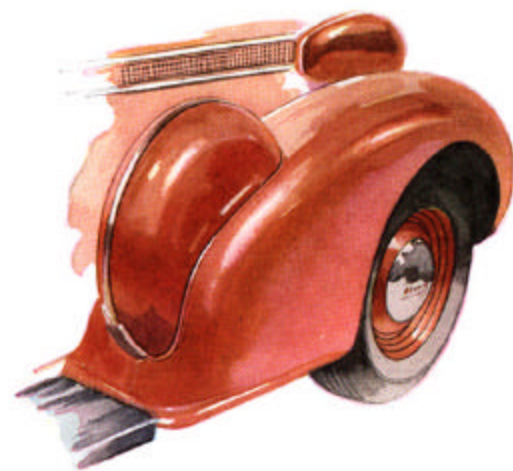


today which exhibit such perfect accord of line, such pleasing harmony of curves and contours.

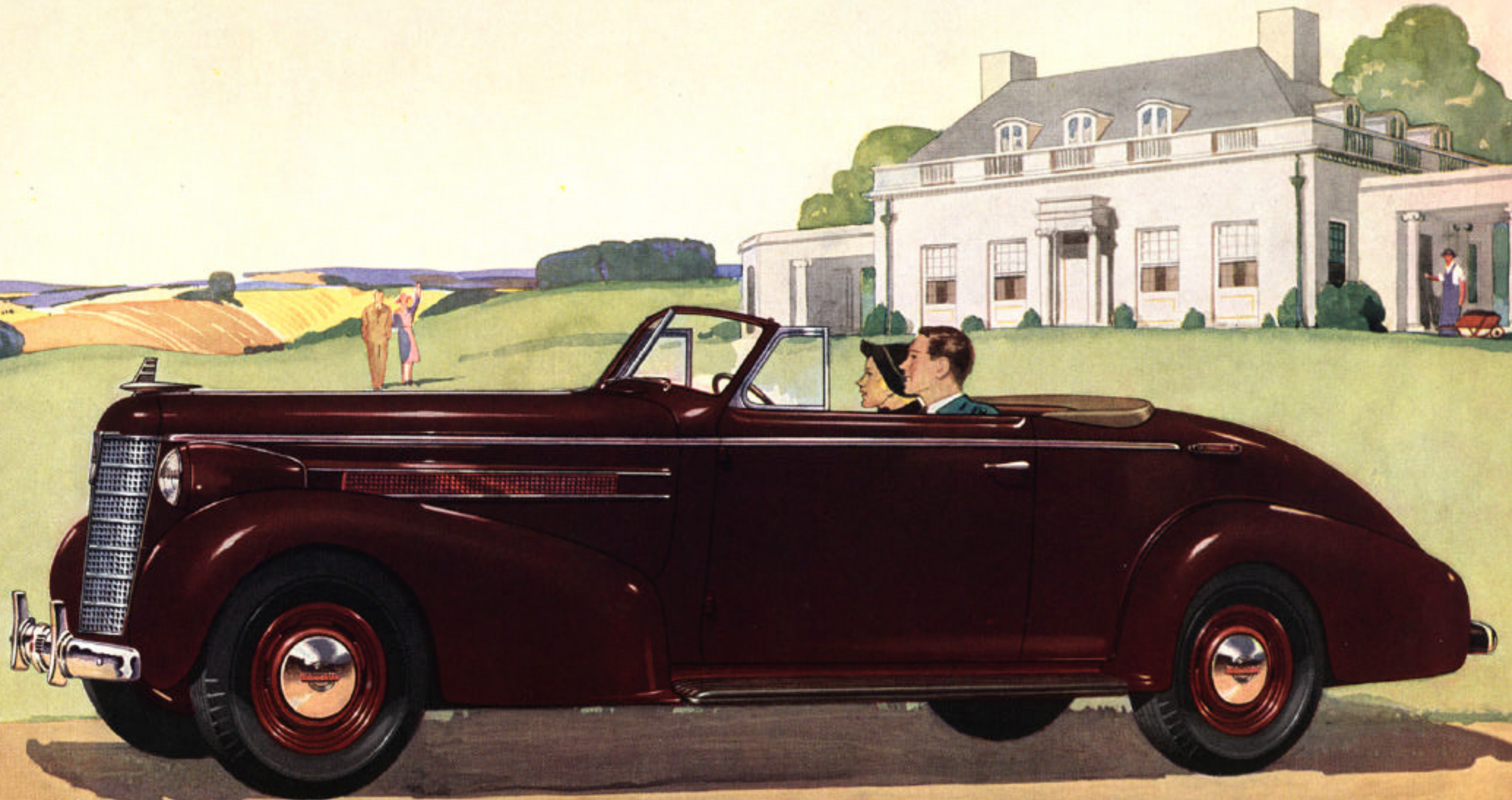
✦ The rear deck seat of the Convertible Coupe is extra-wide, deep-cushioned, easy-riding, comfortable. And there is more than enough leg

room... Both the rear deck seat and the main seat are handsomely upholstered in attractive hand-crushed leather—with a choice of fabric for the front seat—in a shade that goes best with the car color you select... Among the very smartest of sport cars, the Oldsmobile Eight Convertible Coupe is admired as

much for its pleasing originality as it is for its equally distinguished performance. Powered with the spectacular, new Oldsmobile Eight engine, it offers more speed than you will ever want, lightning getaway, remarkable agility in traffic and unusual competence in every possible requirement of cross-country travel.



The Convertible Coupe



The Fisher No Draft Ventilation System is an outstanding feature of Oldsmobile which contributes to the comfort of motoring. The rear-quarter windows on sedan bodies are the full-swinging, manually controlled type.



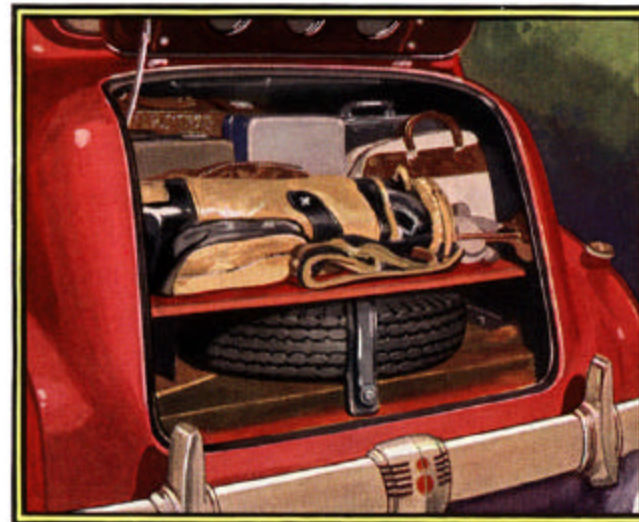
The front ventilators are adjustable panes, forming the front half of the door window. Each ventilator may be adjusted to suit individual desires, eliminating drafts, improving car cooling and allowing a thorough circulation of fresh air without harmful, chilling drafts. † A feature of design that adds much to the distinction of the Oldsmobile Eight is the styling of the hood louvers.



They are of square mesh, outlined with a polished chrome-trim moulding to match the radiator grille. The louvers blend into the wide chrome body moulding which extends from the radiator grille to the streamlined tail lamps. † An item of rear-seat

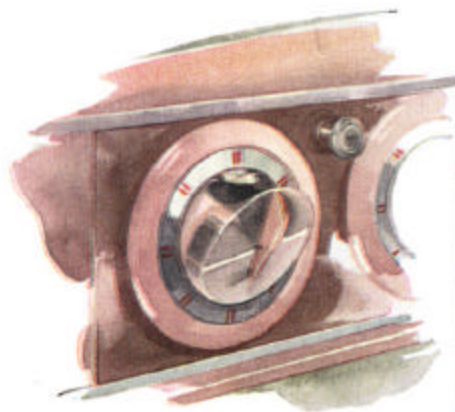


models. It is just the correct height and is soft and restful. † The built-in trunk on the touring sedan models is a special convenience. Not only does

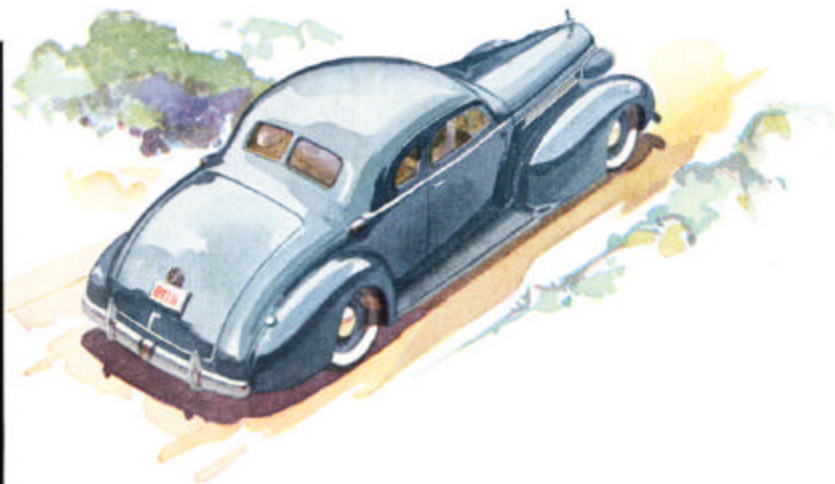
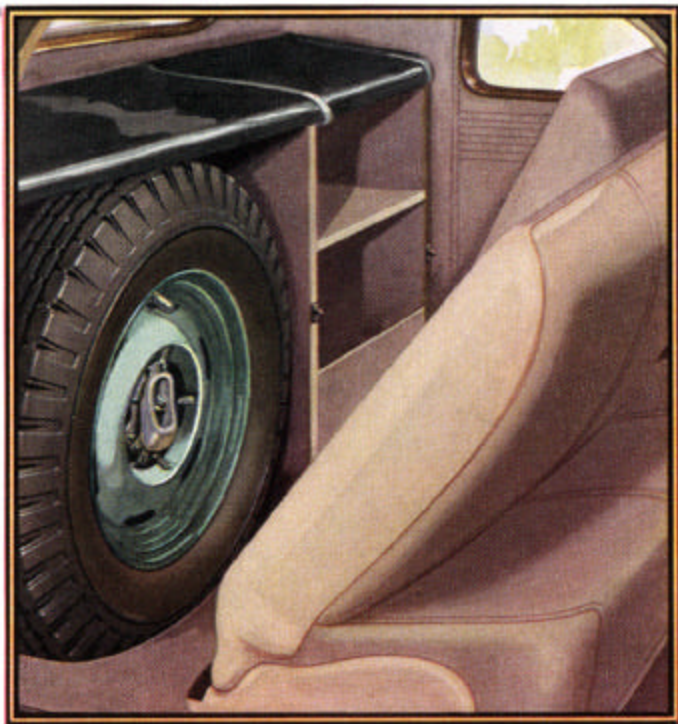


this trunk enhance the appearance of the car but it permits the storage of a remarkable amount of luggage, holds the spare tire and wheel and carries the tools. The extra space in the Oldsmobile Eight's unusually roomy rear compartment is often a much-appreciated convenience, especially on long trips or on summer outings or for other special occasions.



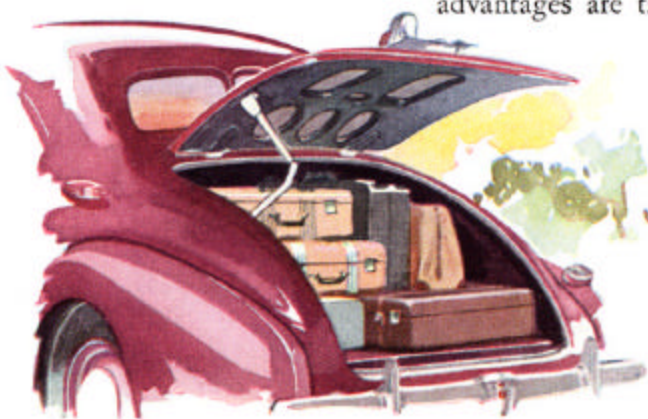


In building a Business Coupe, Oldsmobile applied the practical principle of providing as much unobstructed, easily accessible space for luggage as possible. In order to devote the complete rear deck of the car to this purpose, the spare wheel and tire and tools are compactly packed behind the front seat. † The roadability of the Oldsmobile Eight, its unfailing dependability and its continued economy, recommend it highly for business use. † Oldsmobile's deep-cushioned, properly contoured seats bring comfort and reduce fatigue. Oldsmobile's ease of control, its quickly read instruments,

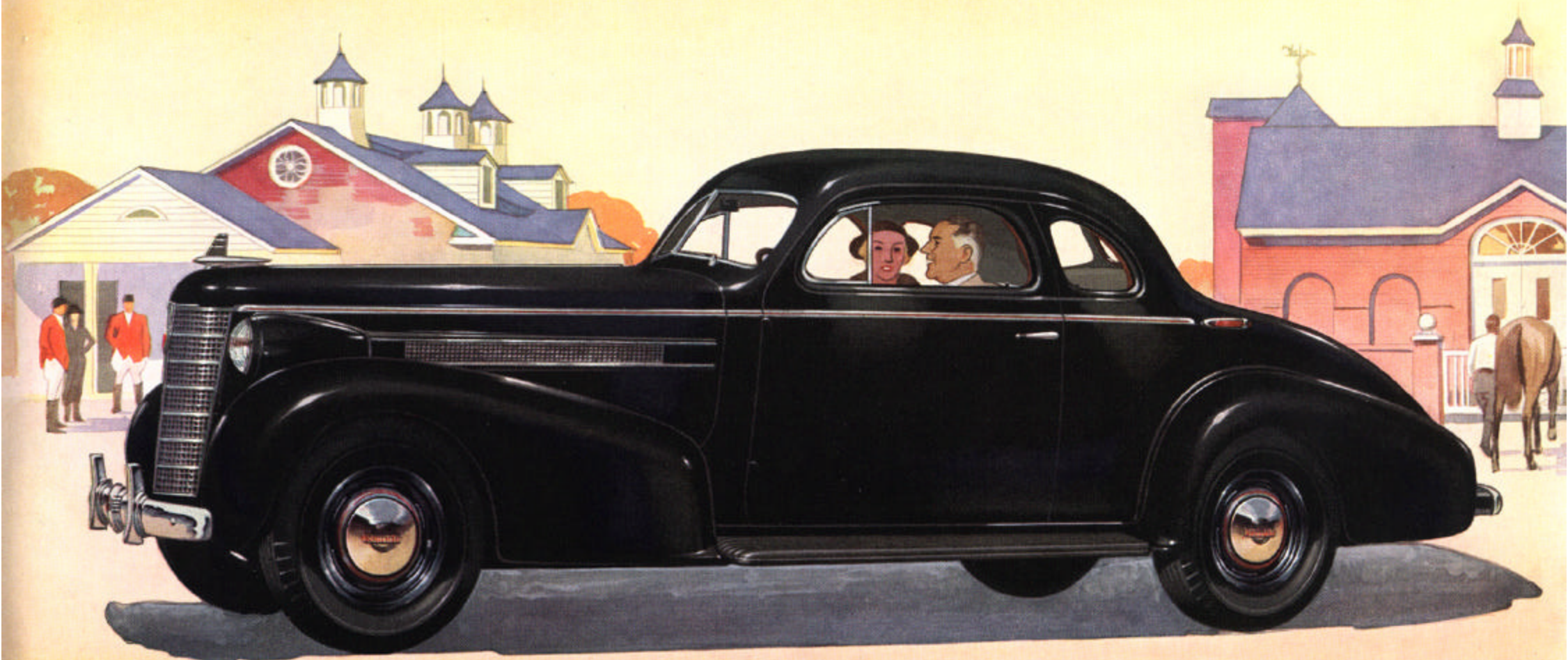


its many items of convenience make it a special favorite among men who must cover many miles a day, over every kind of road and through all kinds of weather . . . From a thoroughly practical standpoint, the Oldsmobile Eight Business Coupe, therefore, meets every demand of personal commercial transportation. Its special advantages are that it is a *big* car in every way—still it costs

little to run. It is a car of the utmost dependability. It is a fine-looking car—an impressive automobile in appearance, yet its price is moderate. Taken all in all, the Oldsmobile Eight Business Coupe offers all you would expect in fine-car construction in a model designed for the varied requirements of everyday business use.



The Business Coupe

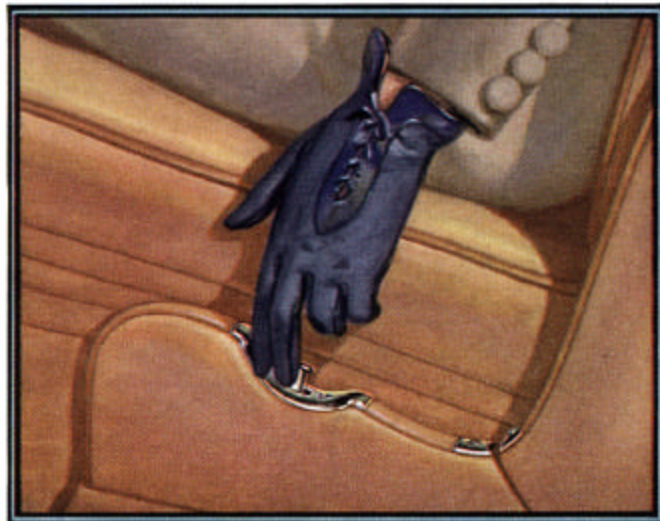




The front seat adjusting mechanism provides immediate positioning of the seat, forward or backward. By means of a separate inclined track at the rear, the seat moves upward as it moves forward, providing improved vision, greater comfort, less fatigue and a

much more restful driving position for shorter persons. † Hardware is of very pleasing pattern—decorative and practical. Door and window controls are conveniently located and operate with ease. † The steering wheel is the modern, flexible, safety type—easy to operate and particularly restful over long periods of steady driving.

† The rear deck of the Two-Door Sedan opens up into a large compartment where there is an abundance of storage space for luggage and a separate place for spare wheel and extra tire and the tools. Certainly, nothing adds more to the pleasure of owning a good automobile than the



consideration the manufacturer has shown in providing, above the necessities of transportation, those extra niceties, those special conveniences that immediately distinguish a truly fine car . . . You will find, in the Oldsmobile Eight, feature after feature that heretofore has been exclusive

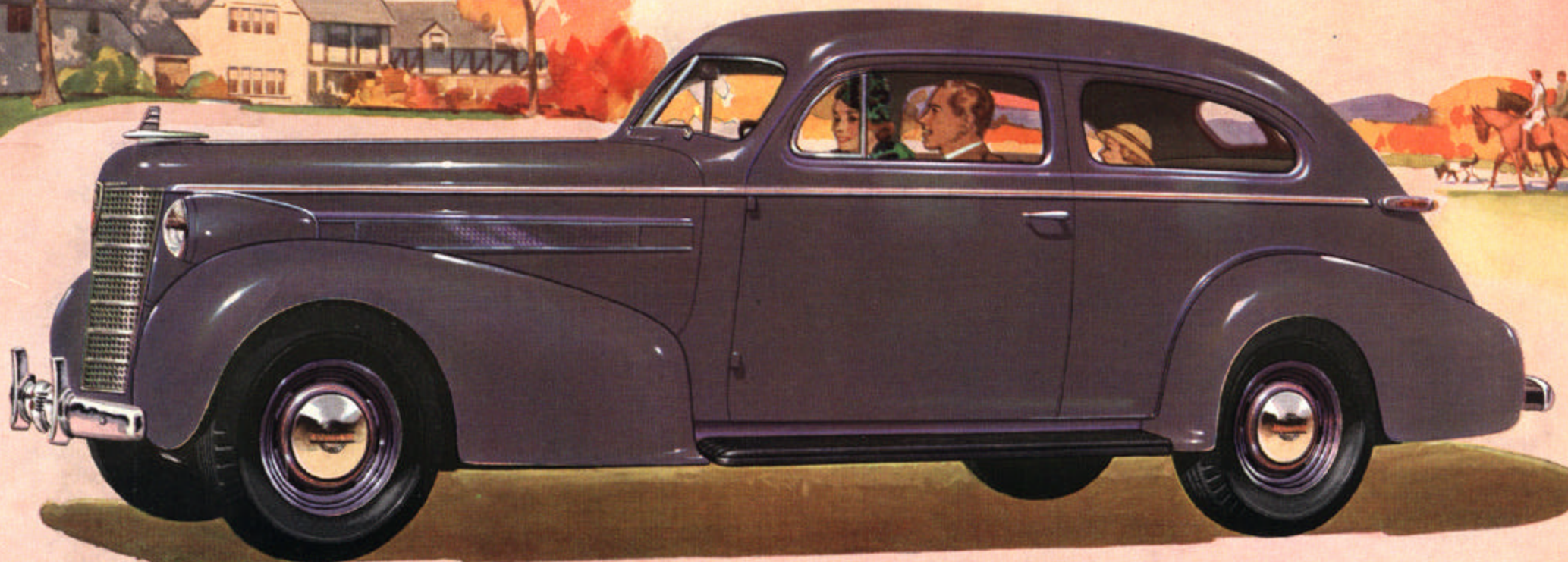


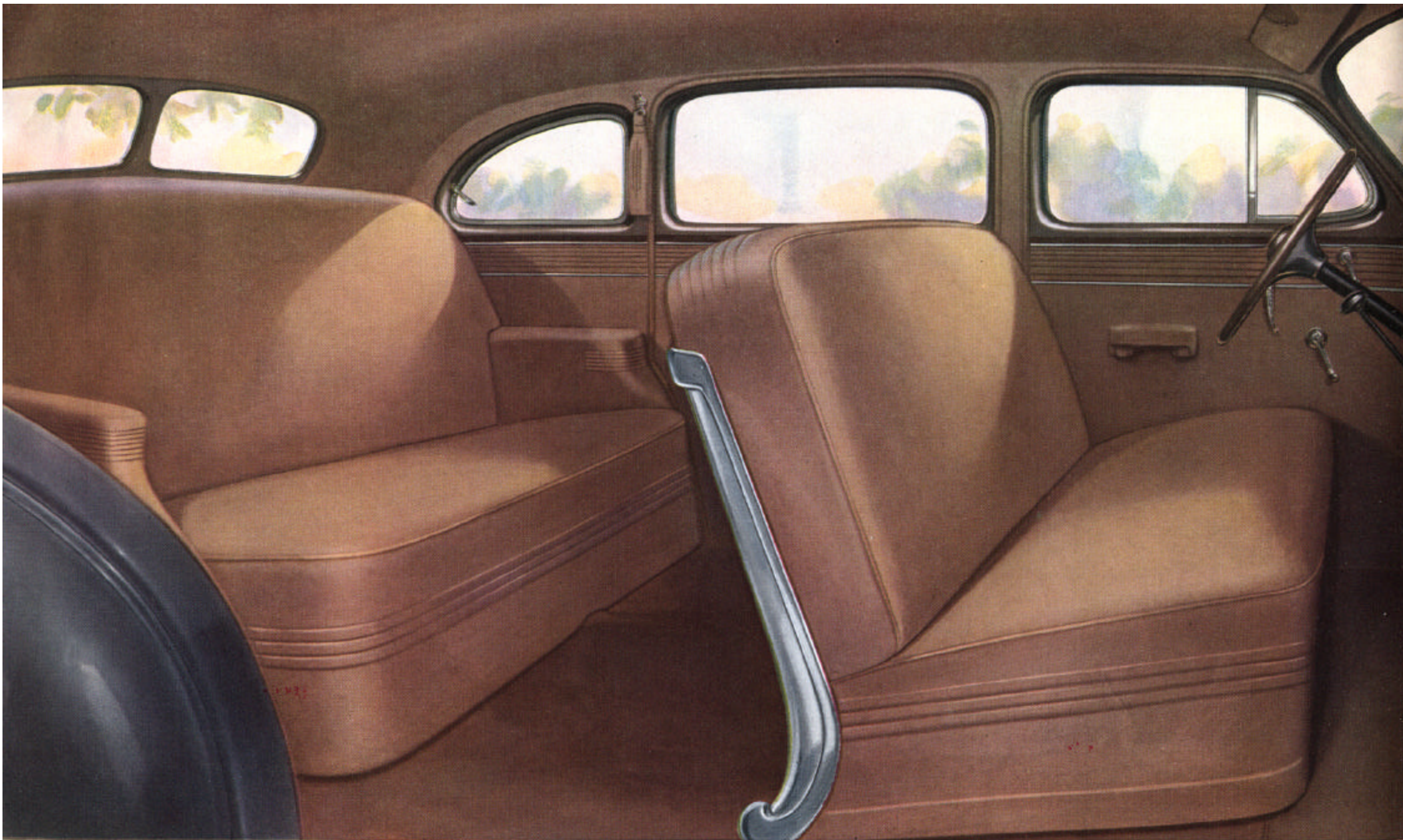
with very expensive automobiles. The longer you have this car, the more you will appreciate the care that has gone into its design and its appointments. The more you drive it, the more certain you will be convinced that your investment could not have brought you any greater motor car value.

In fact, once you have owned and driven an Oldsmobile Eight, you will understand why so many thousands of Oldsmobile owners return, time after time, to buy another Oldsmobile.



The Two-Door Sedan





**SPACIOUS,
RICHLY FURNISHED
INTERIORS**

The interiors of the Oldsmobile Eight are characterized by luxury in every detail. Upholstery fabrics are specially loomed for Oldsmobile and combine great beauty with long-wearing qualities. Hardware and appointments are handsome and artistic. Both front

and rear seats will accommodate three full-grown people in comfort. Floors are low and unobstructed. There is ample head room and leg room for six-footers in all models. In every way, the interiors of Oldsmobile bodies epitomize all that a fine car should be.

OLDSMOBILE

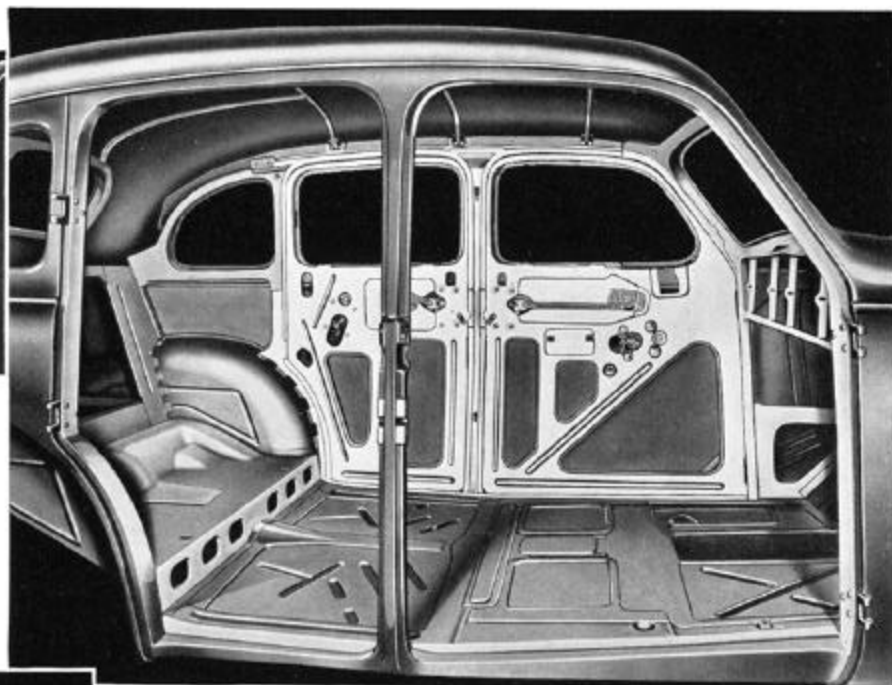
Unisteel

FISHER BODIES ARE
EXTRA WIDE AND ROOMY

A noteworthy characteristic of the bodies of the new Oldsmobile Eight is their surprising spaciousness. While the cars are very low, there is no restriction of head room. While the cars are very long, sleek and smooth in contour, there is a wealth of room inside. Seats have been made extra wide, very broad and deep, with more than enough leg room to permit a perfectly comfortable, uncramped position for every passenger. By use of a new stabilized propeller shaft, it is not necessary for Oldsmobile to resort to an annoying tunnel in its broad, unobstructed, low-level floors. However you measure interior space, you will find the Oldsmobile Eight a car built without a restriction of comfort anywhere.



ONE-PIECE STEEL COWL ASSEMBLY—The entire front section of the body is of special steel construction, reinforced with sturdy steel braces and welded into one solid unit.



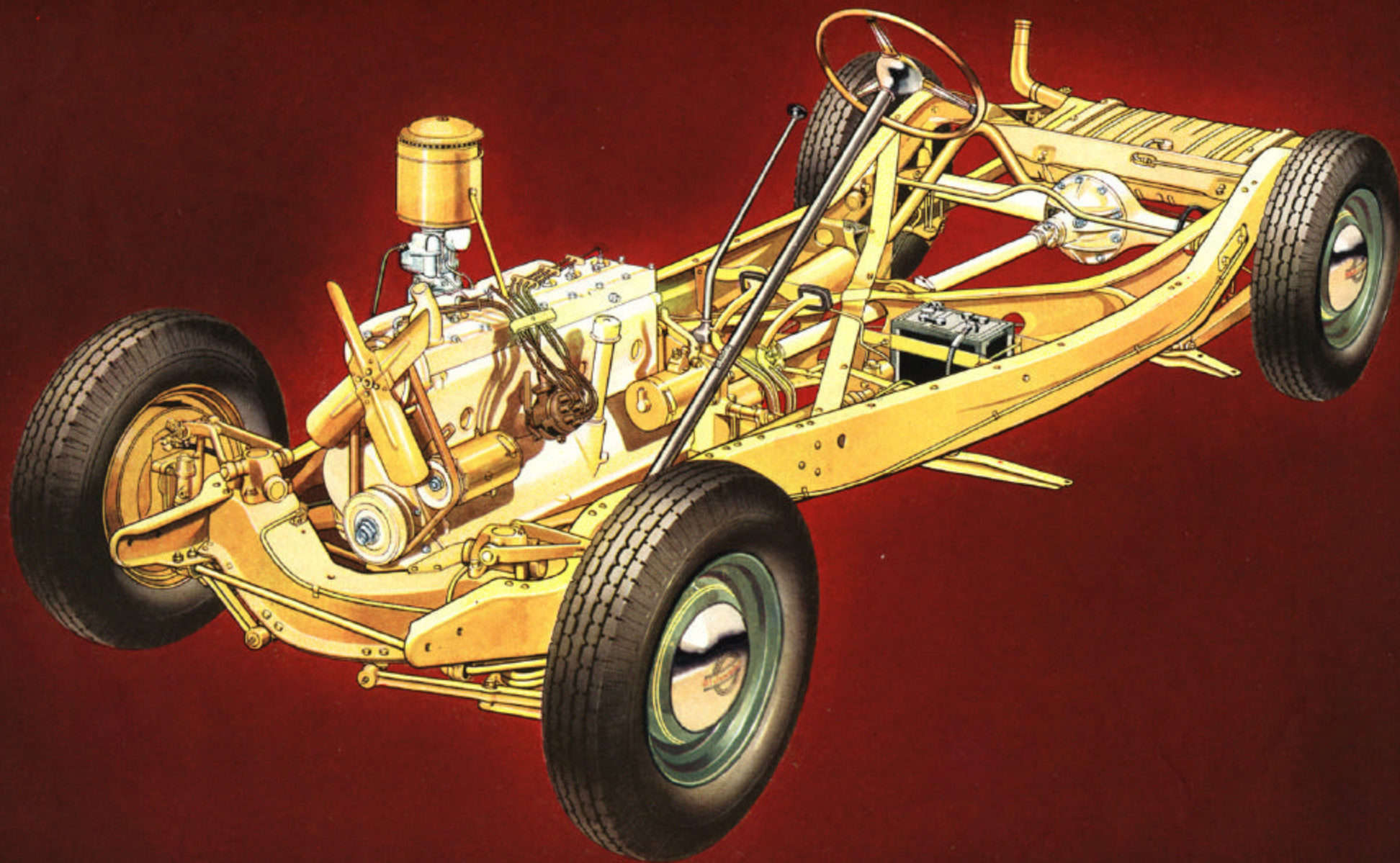
UNISTEEL BODY BY FISHER—The entire body, both framework and panels, is welded into a solid unit of steel. The structural frame, or inner steel skeleton, is designed to provide the utmost in strength, rigidity and durability. The body panels are formed of heavy-gauge steel. Scientific insulation insures complete freedom from body noises.



A SOLID STEEL TURRET TOP OVERHEAD—Oldsmobile's Turret Top is fabricated from seamless drawn steel. It is reinforced with steel bows and welded to the steel body panels and the strong inner framework.



A SOLID STEEL FLOOR BENEATH YOU—The solid steel floor is fabricated from heavy-gauge steel welded into one piece, reinforced at vital points by U-shaped steel cross-bars. It is ribbed and stamped at various points to provide additional strength and security.



OUTSTANDING CHASSIS FEATURES

1. 110 Horsepower, Eight-Cylinder Engine. 2. I-Beam, X-Type Frame. 3. Knee-Action Wheels. 4. Center-Control Steering. 5. Dual Ride Stabilizers. 6. Stabilized Propeller Shaft. 7. All-Silent, Syncro-Mesh Transmission. 8. 7-Bearing Rear Axle. 9. Triple-Sealed, Super-Hydraulic Brakes. 10. Cast Iron Braking Surfaces. 11. Safety-Steel Wheels. 12. 16 x 7.00 Oversize Tires. 13. Double-Action Shock Absorbers,

Front and Rear. 14. Mechanical Emergency Brake. 15. Tri-Cushion Engine Suspension. 16. High Efficiency Cylinder Head. 17. Air-Cooled Generator. 18. Light-Weight, Long-Life Pistons. 19. Built-in Automatic Choke. 20. Vacuum Spark Control and Fuel Saver. 21. Valves and Cylinders completely water-jacketed. 22. Air-Cooled Fuel Pump. 23. Leak-Proof Ball-Bearing Water Pump. 24. Positive Pre-engagement Starter.

SKYSCRAPER

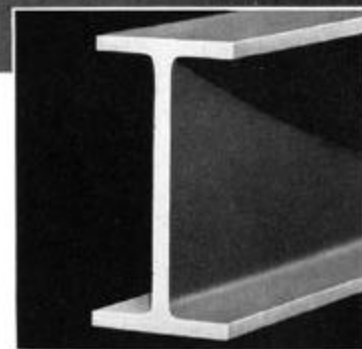
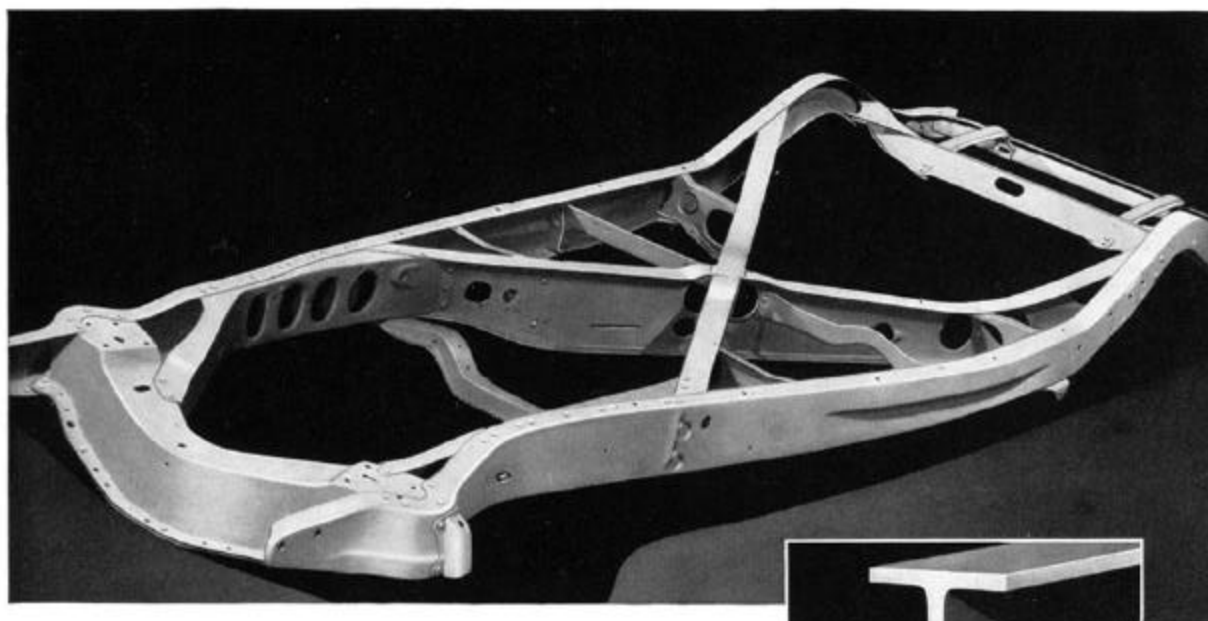
I-BEAM

FRAME CONSTRUCTION

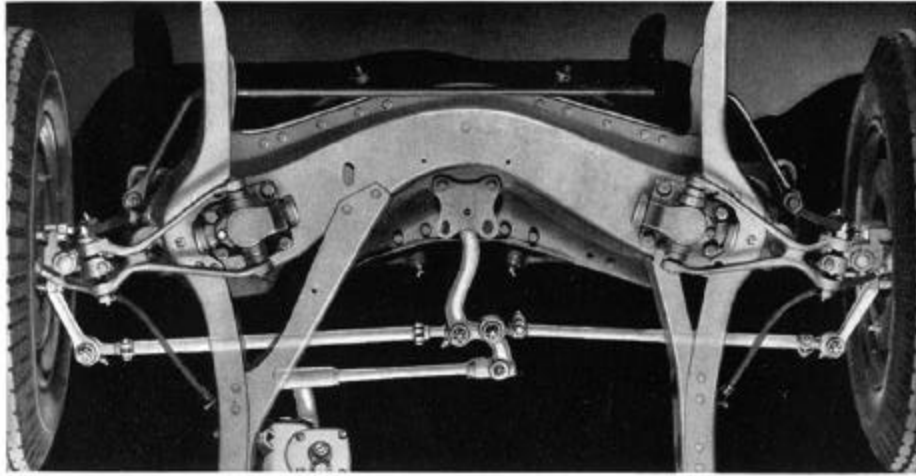
Oldsmobile's I-Beam, X-Type Frame incorporates many new and progressive features. These improvements contribute further to over-all rigidity and car stability. The most outstanding of these structural features is the I-Beam type of X-Member. This design materially increases the torsional rigidity of the frame as a whole. ✦ Additional strength is embodied in the frame side rails by a unique section which permits a straight span for the lower portion of the side rail between the central



body mountings. The upper parts of the side rails, for approximately the length of the X-Member, are varied in width to conform to the curved body contour, thus increasing rigidity. Three sets of cross-members are incorporated between



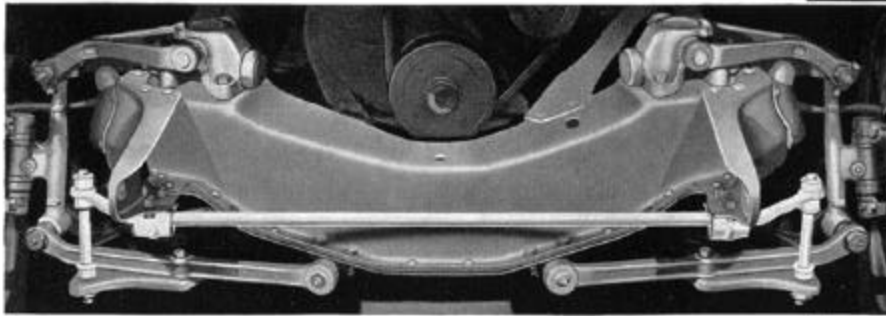
the side rails and the X-Member. Diagonal corner braces add further to rigidity. ✦ Oldsmobile's new and advanced design of I-Beam, X-Type Frame has a remarkable resistance to any kind of torsional strain. As a matter of fact, this new frame construction shows an increase of one hundred eighty per cent in torsional rigidity over those previously used. Consequently, it forms an exceptionally firm, stable mounting for the new Unisteel Turret Top Body by Fisher—one of the strongest, safest, greatest automobile bodies ever built.



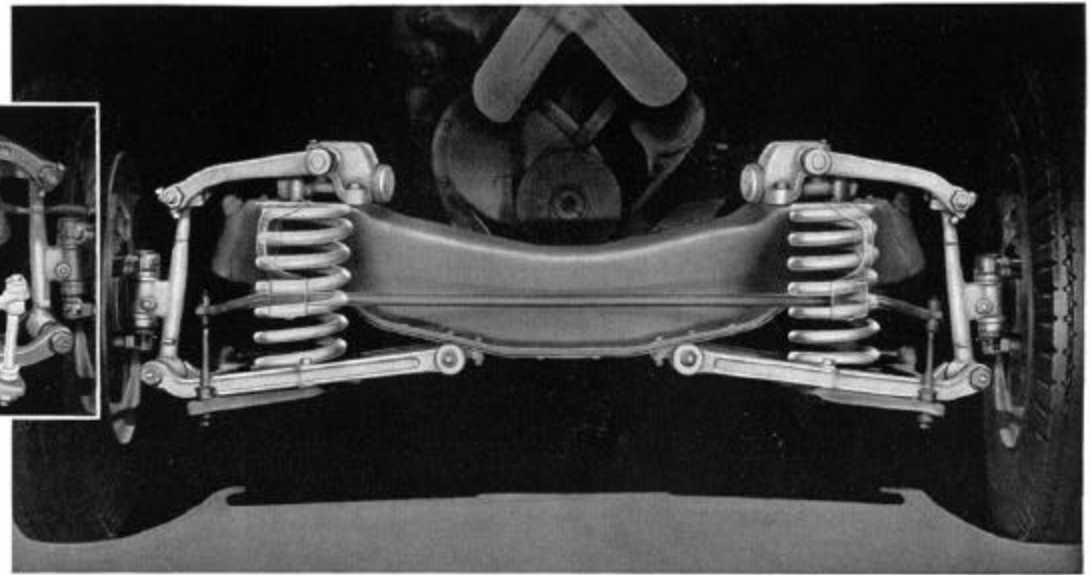
CENTER-CONTROL STEERING—Steering effort is applied from a central point through steering arms of equal length. The worm and double-roller steering gear seldom requires adjustment and results in steering which is both effortless and positive in its action. Parking and city driving are simplified. Oldsmobile steering is very positive at touring speeds and on curves, an important safety factor.



DUAL RIDE STABILIZERS—The Oldsmobile Eight's fine roadability and stability are further improved by two Ride Stabilizers (or sway eliminators), one at the front of the chassis and one at the rear. They eliminate sidesway, lurching, body roll and rear-end wander and result in much better car control at high speeds or when rounding curves. Dual stabilization also gives a steadier ride because its points of application are at both the front and rear ends of the car.

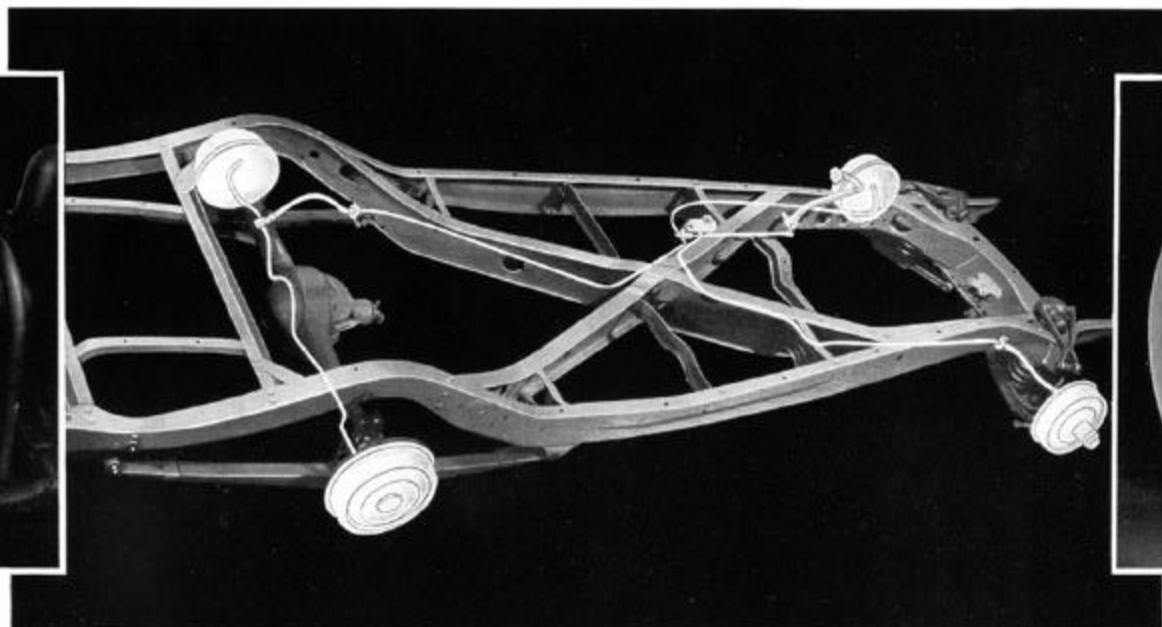


KNEE-ACTION WHEELS AND BALANCED SPRINGING—Oldsmobile's Knee-Action Wheels, with their free-acting, resilient coil springs, provide remarkable riding comfort for both front and rear-seat passengers. They are also an important factor in safety, roadability and handling ease. Wheels literally "step" over bumps.



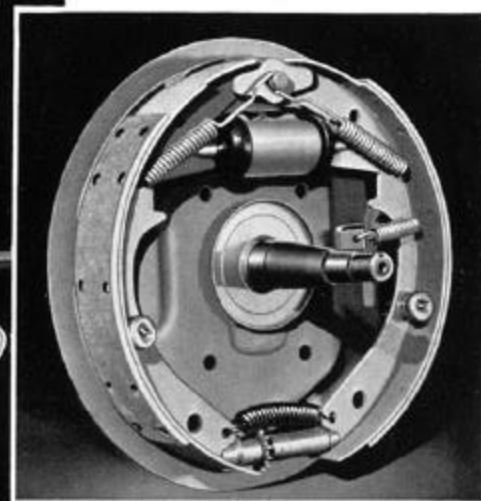


TRIPLE-SEALED BRAKES—Brakes are equipped with three-way seals which prevent dirt, mud and water from reaching the brake mechanism.

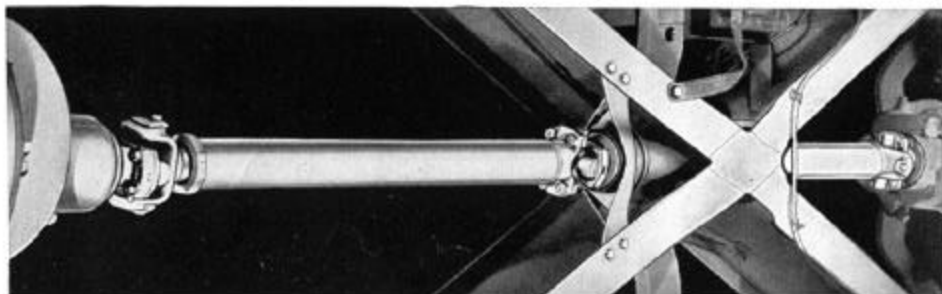


TRIPLE-SEALED SUPER-HYDRAULIC BRAKES—Oldsmobile's self-energizing super-hydraulic brakes offer outstanding advantages in safety and ease of operation. Braking action is positively equalized

because all brake shoes are brought into contact with the brake drums simultaneously. Brake drum surfaces are of cast iron. The self-energizing action employs car momentum to multiply braking effort.



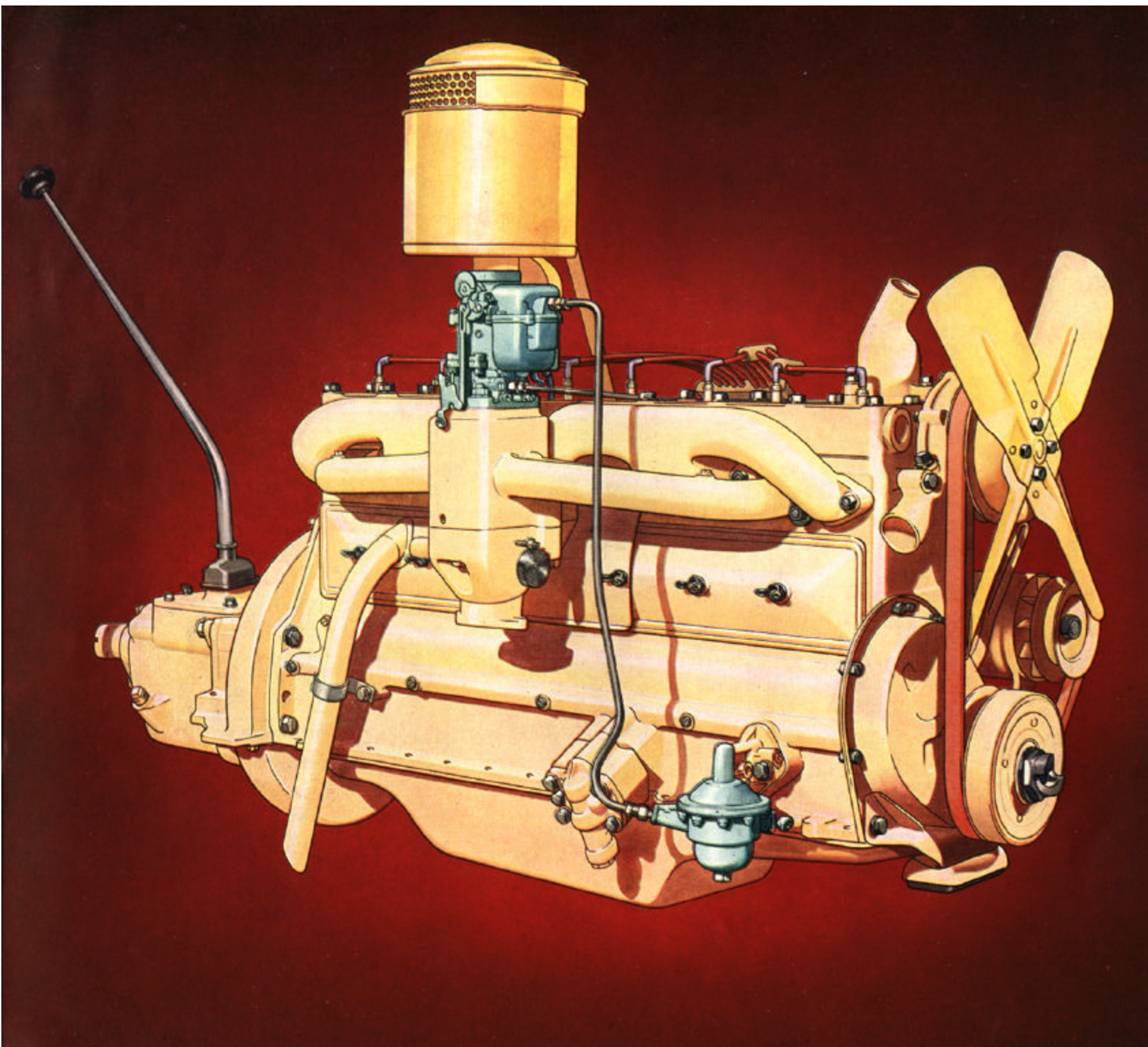
TRIPLE-LIFE BRAKE LINING—Oldsmobile's super-hydraulic brakes give extremely long service because they are lined with the most efficient, wear-resisting material.



STABILIZED PROPELLER SHAFT—One of the outstanding features of the Oldsmobile chassis is the stabilized propeller shaft which is remarkably sturdy and free from vibration. All three universal joints are of the precision, roller-bearing type.

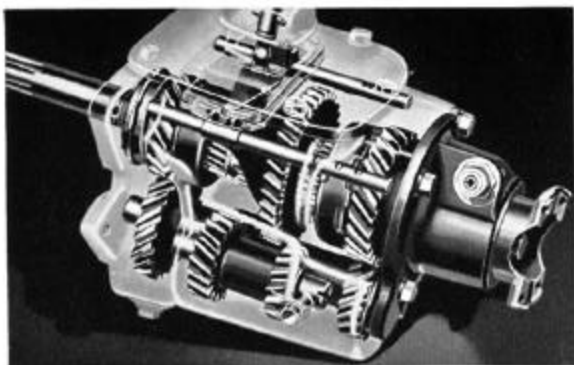


7-BEARING REAR AXLE—Seven anti-friction bearings are used in the construction of this unusually sturdy axle, insuring long life and a minimum of rolling resistance. Long-life design is employed throughout.

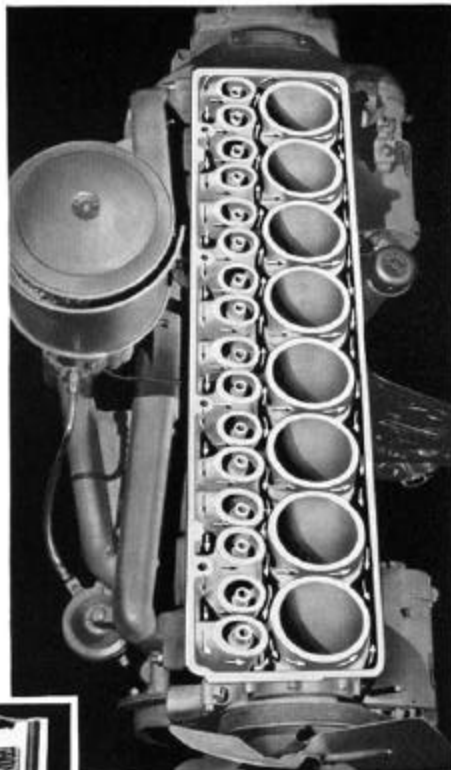


QUALITY-BUILT 110 H. P. EIGHT- CYLINDER POWER PLANT

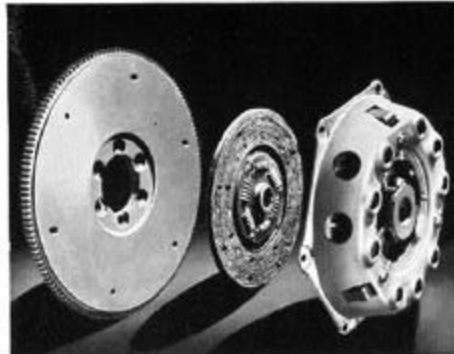
The engine in the Oldsmobile Eight is the ideal combination of tried and true principles with new and modern features. Built in perfect balance with the rest of the car, it gives to every phase of performance a sense of ease and rhythm that makes driving keen, zestful and effortless. It has ample power for any test you care to make in speed, hill-climbing or acceleration. It is smooth, silent, responsive to the slightest touch of the accelerator. Yet, it is extremely economical to operate. Truly, a great and magnificent power plant...spirited, dependable and thoroughly satisfying to own.



ALL-SILENT SYNCRO-MESH TRANSMISSION—Oldsmobile's Syncro-Mesh Transmission makes gear shifting easy, quick and quiet in all gears and at all speeds. It is possible to shift instantly and easily, even from high to second, without clashing gears.



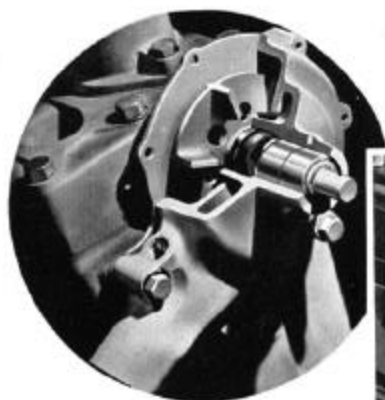
COMPLETELY COOLED CYLINDERS WITH FULL-LENGTH WATER JACKETS—This cooling system is very efficient. Cylinders are completely surrounded by water the full length of the cylinder barrel. Water is distributed through manifold passages. Valves are cooled by complete water-jacketing of valve seats. Recirculation automatically hastens warm-up during the starting period.



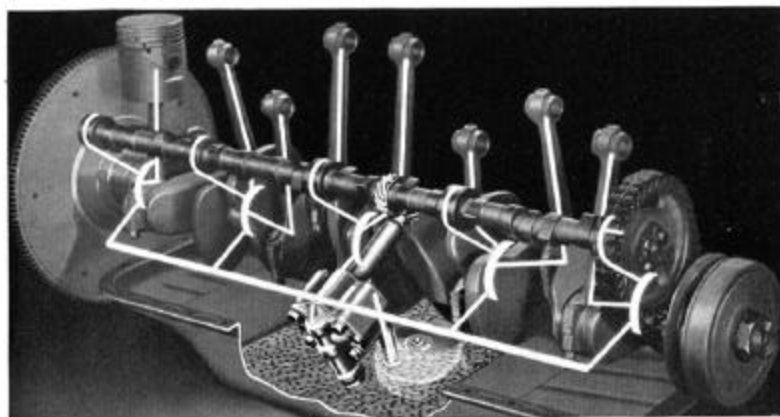
SINGLE DRY DISC CLUTCH—The facing material in Oldsmobile's large 10-inch clutch is wound in a continuous spiral from the inside of the disc to the outer edge, providing a smooth, uniform, long-wearing surface. The clutch is quiet, dependable and free from chatter.



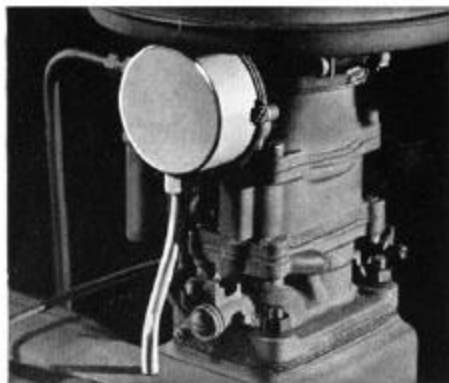
VALVE MECHANISM—Oldsmobile's L-head engines are unusually quiet and efficient. Valve lifters are of the mushroom type. Valve guides are extra long. Valves are forged from special steel.



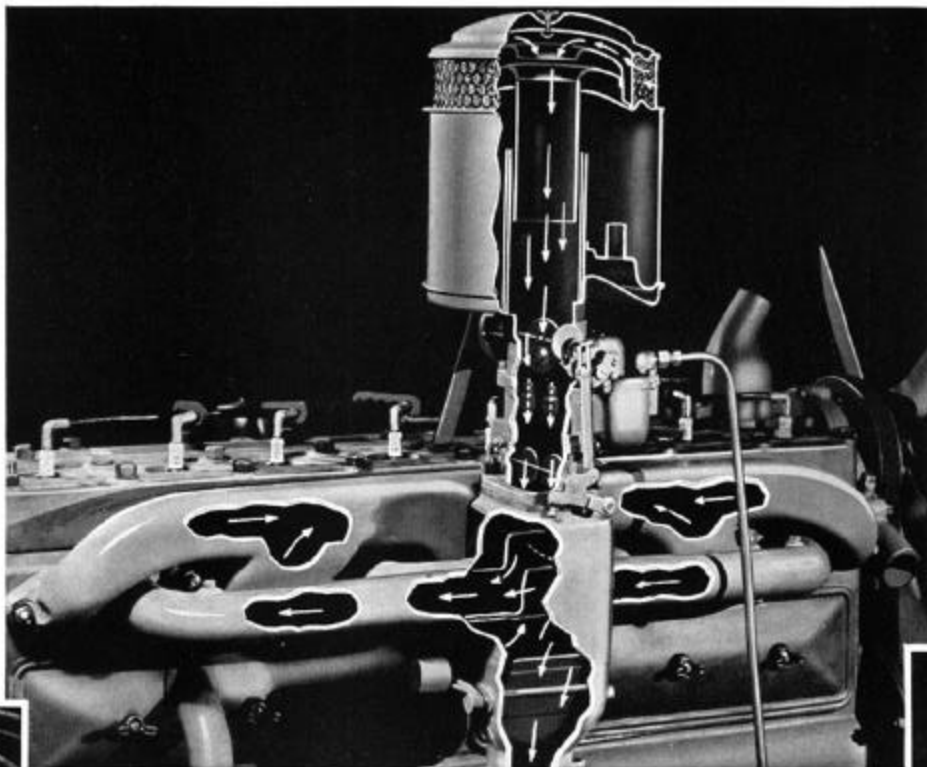
PERMANENTLY LUBRICATED WATER PUMP—The shaft mounting in Oldsmobile's leak-proof, ball-bearing Water Pump is permanently lubricated and sealed. The packing is permanent and non-adjustable.



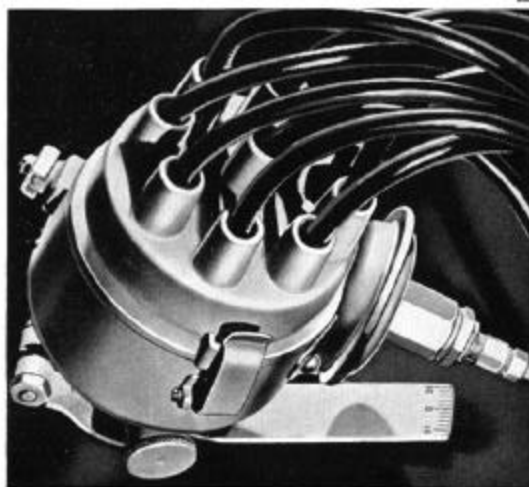
FULL-PRESSURE LUBRICATION—Oil under pressure is supplied to all crankshaft, camshaft, connecting rod bearings, piston pins and cylinder walls in the Oldsmobile eight-cylinder engine. The timing chain is lubricated by pressure spray. The valve mechanism is positively lubricated by oil thrown off the connecting rod bearing.



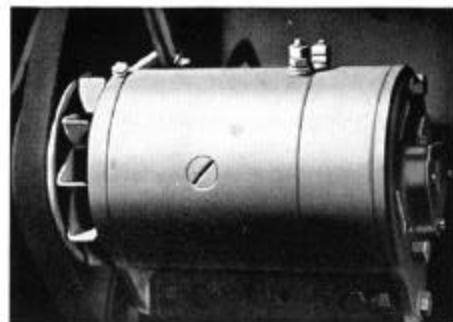
AUTOMATIC CHOKE CONTROL—The choke control is built into the carburetor with no external linkage. The automatic choke, combined with automatic carburetor heat control, makes engine operation during the warm-up period smoother and quieter and contributes to easy starting in cold weather.



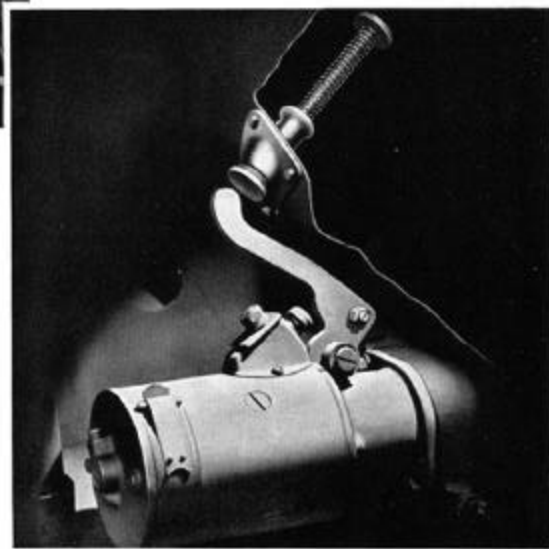
DOWN-DRAFT CARBURETION—Advanced down-draft carburetion contributes to Oldsmobile's quick starting, swift acceleration, spirited performance and exceptional economy. The carburetor is fitted with an efficient air cleaner and air intake silencer.



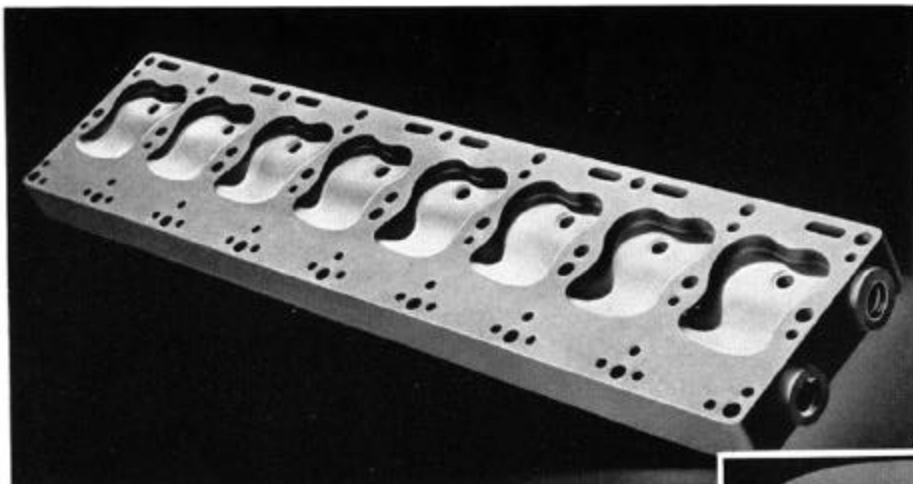
VACUUM FUEL SAVER—The distributor of the Oldsmobile Eight incorporates a Vacuum Fuel Saver which automatically controls the spark advance in proper relation to driving speeds and permits the most efficient engine operation with maximum fuel economy. It also eliminates spark knock.



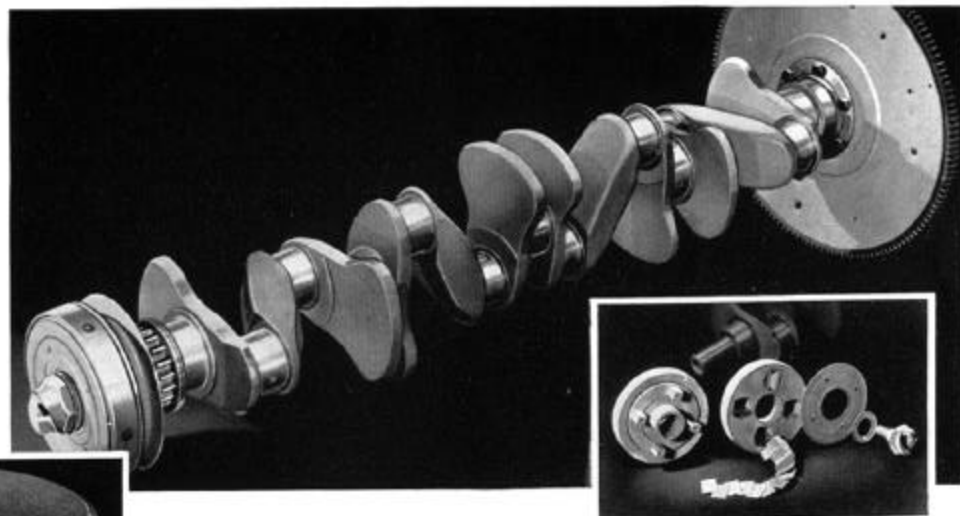
AIR-COOLED GENERATOR—The big, dependable Oldsmobile generator is cooled internally by a constant stream of air. It possesses unusually high capacity to assure adequate battery charge to meet the demands of starting, lighting and electrically operated accessories. The charging rate is automatically regulated according to requirements on the battery.



POSITIVE SHIFT STARTER—In the Oldsmobile starter, the starter gear is positively meshed with the flywheel before the starter begins to crank the engine. The starting motor is sturdy and dependable. The plunger-type starter control pedal is completely isolated from the engine to banish vibration.



HIGH-COMPRESSION CYLINDER HEAD—The design of the combustion chamber in the Oldsmobile Eight's high-efficiency engine cylinder head permits the use of a combustion ratio of 6.2 to 1, a very important contributing factor to Oldsmobile's flashing, all-round performance.



COUNTERBALANCED CRANKSHAFT—The combination of a high degree of counterweighting of the crankshaft, with careful balancing, both statically (at rest) and dynamically (in motion), provides exceptionally smooth operation and maximum bearing life. The *Crankshaft Vibration Damper* effectively neutralizes torsional vibration.

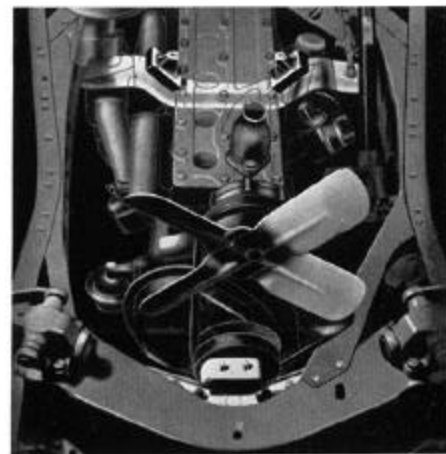


RIFLE-DRILLED CONNECTING RODS—Connecting rods are rifle-drilled throughout their entire length to carry oil under pressure to the piston pins and are also drilled to spray oil on the cylinder walls. This adds greatly to the life of pistons, rings and cylinders. Bearings are of the long-life, removable type, similar to the main bearings in construction.



ELECTRO-HARDENED ALUMINUM PISTONS—The use of this type of piston materially reduces the weight of reciprocating parts and lengthens the life of main and connecting rod bearings. Proper reinforcement and top ribbing prevents distortion.

TRI-CUSHION SUSPENSION—The Oldsmobile Eight engine is scientifically mounted at three points on cushions of live, resilient rubber to absorb engine movement and keep vibration from being transmitted to the body or chassis. This design permits radial movement for absorption of torque reaction with close control of engine end movement for smooth clutch action.



OLDSMOBILE EIGHT SPECIFICATIONS

ENGINE—Bore, $3\frac{1}{4}$ inches; stroke, $3\frac{7}{8}$ inches; displacement, 257.1 cubic inches. Taxable horsepower, 33.8. Brake horsepower, 110 at 3600 r.p.m. Cushioned in rubber at three points.

MAIN BEARINGS—Five, removable steel-backed 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 alloy steel, I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins. Built-in cylinder wall lubricators. Bearings, interchangeable type.

PISTONS—Electro-hardened aluminum, providing improved operating smoothness, greater acceleration, longer bearing life. Fitted with two step-cut compression rings and two wide oil-regulating rings.

LUBRICATION 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 Radiator with thermostatic control and recirculation system. Capacity, 20 quarts. Forced circulation by ball-bearing, leak-proof, centrifugal-type pump.

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

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

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

BATTERY—Delco-Remy six-volt, 17-plate, 110-ampere-hour capacity.

LIGHTING—Multi-beam headlights with toe-button control for passing, clear-road and curved-road beams.

FRONT WHEELS—Knee-Action Wheels; independent front wheel spring suspension. Each front wheel has its own large, resilient coil spring. The I-beam front axle is eliminated; and greater stability is obtained by the increased strength of the front cross-member.

BRAKES—Triple-sealed, super-hydraulic, self-energizing, fully enclosed, internal-expanding type. Total foot brake area, 162 square inches.

12-inch drums with centrifugally cast iron braking surfaces. Brake linings, $1\frac{3}{4}$ inches wide. Cable-controlled mechanical hand brake for parking operates on rear wheels with a braking area of 81 square inches.

WHEELBASE—124 inches; diameter of turning circle, 40 feet.

STABILIZED PROPELLER SHAFT—Tubular type, 2 inches in diameter, with three universal joints incorporating anti-friction, permanently lubricated roller bearings.

REAR SPRINGS—Semi-elliptic of silicon manganese steel. Length, $54\frac{1}{2}$ inches; width, 2 inches. Equipped at the factory with metal spring covers.

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

STEERING GEAR—Center-Control type. Equal-length tie rods to each front wheel, linked to intermediate steering arm which is mounted on bearing at center of front frame cross-member. Crosswise Pitman arm movement provides more direct force transfer between Pitman arm and tie rods. Steering gear is of the high-efficiency worm and double roller tooth type. Ratio, 19 to 1.

FRAME—Rigid girder, with I-beam X-member construction. Front legs of I-beam X-member

extend forward to form box-section at front. Three sets of cross-members between side rails and I-beam X-member and diagonal corner braces provide additional rigidity. All exposed steel parts are rust-proofed as protection against rust.

DUAL RIDE STABILIZERS—Stabilizer bar at front is mounted on frame in rubber and linked to lower control arm of Knee-Action unit. Rear stabilizer bar unites two rear shock absorbers. Dual design affords better control of body roll and counteracts car sway on curves and rough roads.

TIRES—Low-pressure, large section, 16 x 7.00 inches. Recommended pressures; front and rear, 24 lbs. minimum.

STARTER—Positive shift type with over-running clutch. Foot pedal control. Starter reduction, 16.1 to 1.

FENDERS—All fenders, splash aprons and other chassis sheet-metal parts subjected to weather are bonderized before finishing for protection against rust.

BODY TYPES—Two-Door Sedan; Four-Door Sedan; Two-Door Touring Sedan with built-in trunk; Business Coupe; Convertible Coupe; Club Coupe; Four-Door Touring Sedan with built-in trunk. Safety Glass standard throughout.

OLDSMOBILE EIGHT APPROVED ACCESSORIES

GROUP A—(Installed at the factory on all cars at extra cost): *Five-Wheel Equipment*—Bumpers, bumper guards, spare tire, rear spring covers. *Six-Wheel Equipment*—Bumpers, bumper guards, two spare tires, two fender wells, two side tire carriers, two tire covers (metal), two spare wheel locks, rear spring covers and sixth wheel.

GROUP B—(Installed on all cars at the factory at extra cost unless specific instructions to contrary): Dual trumpet horns, double windshield wiper and booster pump, oil-bath air cleaner.

GROUP C—White Side Wall Tires.

GROUP G—(*) Standard Heater.

GROUP H—(*) De Luxe Heater.

GROUP J—Dual Windshield Defrosters.

GROUP K—Winter Radiator Shutters manually controlled from instrument panel.

GROUP R—(*) Standard Radio.

GROUP S—(*) De Luxe Twin Speaker Radio.

GROUP Y—(*) Cigar lighter; gear shift ball; chrome wheel trim mouldings; electric panel clock; chrome license plate frames.

(*) Installed by the dealer at extra cost.

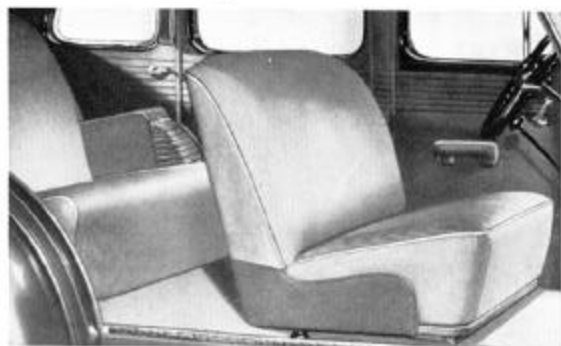
Oldsmobile reserves the right to make changes in prices, colors and specifications without incurring any obligation to adjust price or to make changes on cars already sold.



WHEEL TRIM RINGS AND DISCS—A very smart addition. May be purchased separately.



INITIALS—Your initials in smart chrome-plated letters of modern design. Mounted on hood sides.



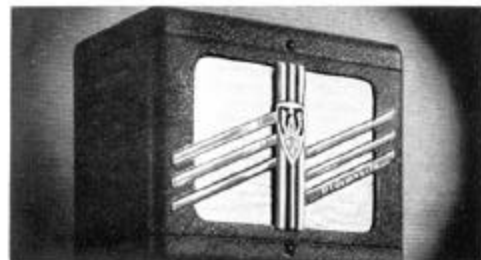
SEAT COVERS—Finely tailored, long-wearing seat covers to protect upholstery from soiling and spotting. They are made to fit the exact contours of the seats.

ACCESSORIES DESIGNED FOR MOST EFFICIENT RESULTS IN THE OLDSMOBILE EIGHT

Oldsmobile accessories are designed and built especially for use in Oldsmobile cars and are thoroughly tested in actual use before they receive the approval of Oldsmobile engineers. Owing to space limitations, only a few of the many Oldsmobile accessory items are displayed on this page. For a complete catalogue, consult your Oldsmobile dealer.



DE LUXE RADIO—Finest quality design and construction throughout. 8 tubes. Dual speakers for high fidelity of tone and most effective sound distribution. Controls fit neatly into dash.



STANDARD RADIO—A big, 6-tube radio with built-in 8-inch speaker. Aerial in running board.



DUAL WINDSHIELD DEFROSTER—Throws two streams of warm air against inside of windshield.



STANDARD HEATER—A reliable hot-water heater. It is moderate in price.



DE LUXE HEATER—An oversize hot-water heater with a variable-speed switch.

**GENERAL
MOTORS
INSTALMENT
PLAN**



LIBERAL G. M. A. C. TERMS MAKE IT EASY TO PAY FOR YOUR OLDSMOBILE EIGHT

To those who wish to purchase their Oldsmobile cars from current income, as so many do, Oldsmobile dealers offer the services of the General Motors Acceptance Corporation.

This is one of the most valuable advantages of today, for G. M. A. C. is in a position to finance the purchase of an Oldsmobile car under convenient and inexpensive terms. Dealing with G. M. A. C., purchasers receive the benefit of lowest financing rates and enjoy the satisfaction of prompt and courteous treatment.

G. M. A. C. is an experienced and friendly organization, with established policies of consideration and fairness to all. G. M. A. C. terms make it possible for the purchaser to enjoy the pleasure and satisfaction of immediate Oldsmobile ownership with moderate initial outlay and monthly payments extended on a dignified and businesslike basis.

OLDSMOBILE AUTHORIZED SERVICE IS BOTH DEPEND- ABLE AND ECONOMICAL

For many years, Oldsmobile has been recognized as the leader in providing liberal terms for owners in its Owner Service Policy.



Oldsmobile's Owner Service Policy, now in force, is one of the most liberal and comprehensive in the entire motor car industry. Every Oldsmobile owner is provided with a Service Identification card which entitles him to receive full service under the terms of this policy at any authorized Oldsmobile dealer.

Oldsmobile Service is available throughout the nation, for Oldsmobile believes that, in justice to owners, its service facilities should be complete and easily accessible. Wherever you see the Oldsmobile Service Sign, you are assured real service satisfaction.

Owners who present their Service Identification cards may be sure of a ready welcome and prompt, courteous and skilled attention to their every need, wherever the Sign of Oldsmobile Service is displayed.

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OLDSMOBILE EIGHT DELIVERED PRICES

4-DOOR SEDAN		2-DOOR TOURING SEDAN		CONVERTIBLE COUPE	
4-DOOR TOURING SEDAN		CLUB COUPE			
2-DOOR SEDAN		BUSINESS COUPE			

OLDSMOBILE EIGHT

