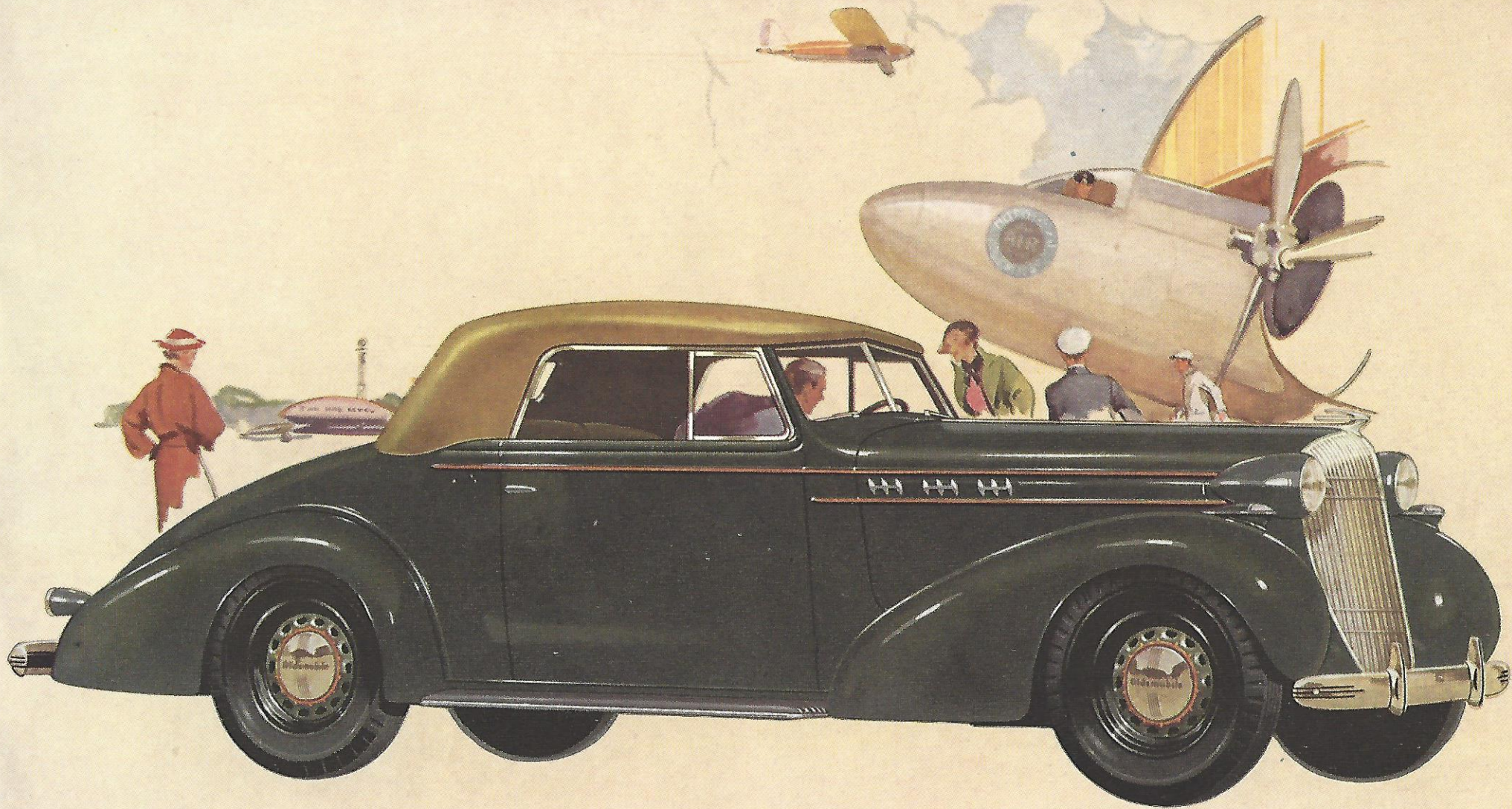


**O**LDSMOBILE's reputation for economy does not depend on a saving on just one item; it represents an all-round and over-all economy . . . Oldsmobile is very thrifty of gasoline, giving unusually high mileage per gallon. Oldsmobile's oil consumption is very low. Sound

engineering, quality materials and careful workmanship, with never a tendency to skimp, result in remarkable freedom from repairs and replacements. When you consider Oldsmobile's long life—and Oldsmobile's low first cost, you get the true picture of Oldsmobile economy.

**THE OLDSMOBILE SIX  
• • CONVERTIBLE COUPE • •**

*Open to sun and breezes, or closed snug-tight against rain, snow or cold, as you choose . . . a smart, fast, youthful car in both looks and performance.*

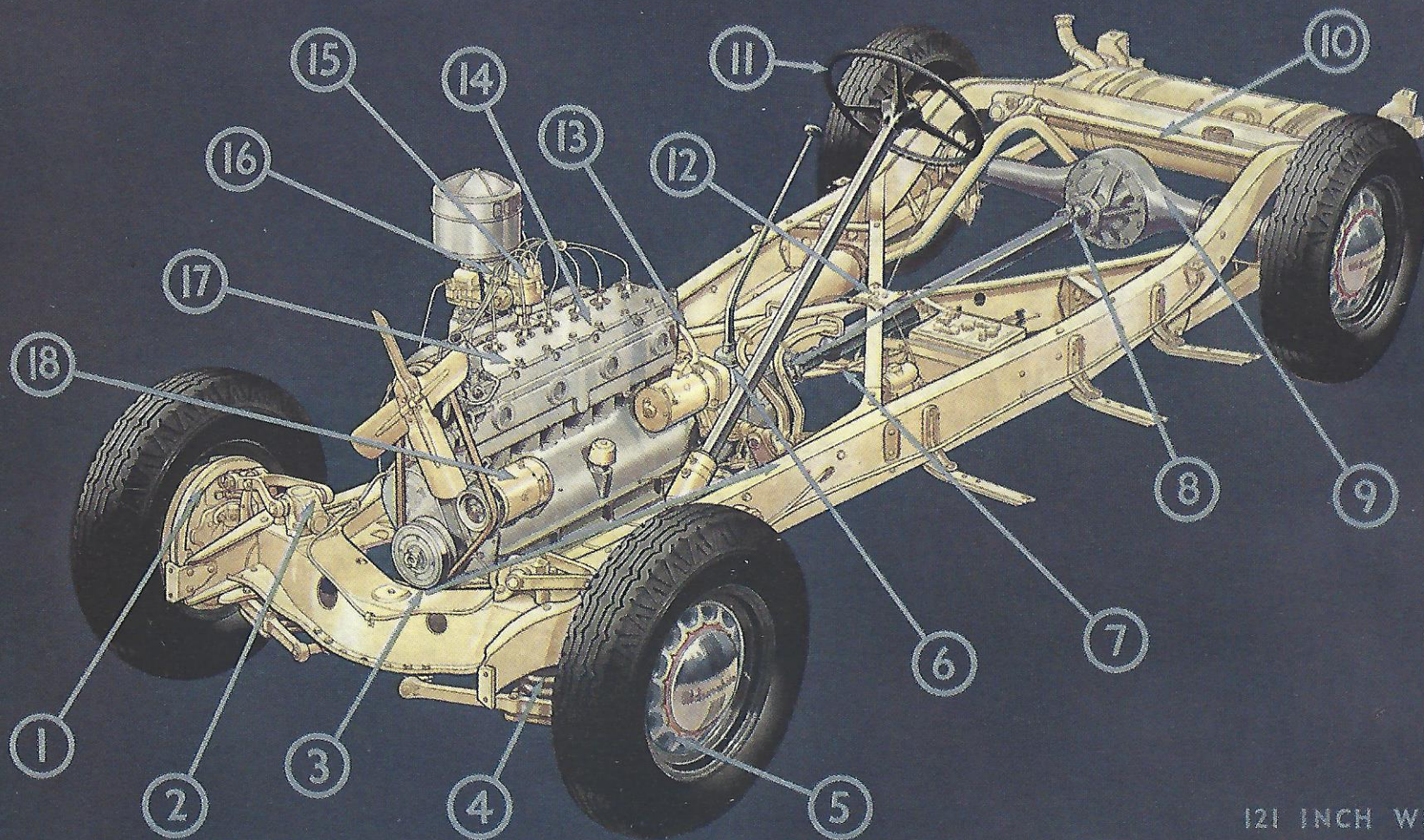


**I**T SEEMS to be universal among Oldsmobile owners that they are proud of their Oldsmobiles . . . That is only natural since a car that is always in good style attracts admiration everywhere—and Oldsmobile is conceded to be the Style Leader. Moreover, the size of this fine car

commands attention, and its many comfort features win appreciation. It is completely modern in its features for easier and safer driving. And its smooth, quiet, economical performance is a source of genuine satisfaction—merited pride of ownership—throughout its long life.

**THE OLDSMOBILE EIGHT**  
• • CONVERTIBLE COUPE • •

*Where youth goes—and style is everything—this two-or-four-passenger Eight is always at home—quickly convertible . . . top up or down, at your wish.*



121 INCH WHEELBASE

## Oldsmobile Eight Chassis — MASSIVE AND STRONG

- |  |  |  |  |
|--|--|--|--|
| 1 Super-Hydraulic Brakes—self-energizing type<br>—207 sq. in. Braking Area | 5 Safety-Steel Wheels—16 x 7.00 Tires                              | 9 Rugged, Semi-Floating Type Rear Axle | 14 100-Horsepower, Eight-Cylinder Engine |
| 2 Double-Acting Hydraulic Shock Absorbers                                  | 6 All-Silent, Synchro-Mesh Transmission                            | 10 Ride Stabilizer                     | 15 Vacuum Spark Control and Fuel Saver   |
| 3 Tri-Cushion Engine Suspension  | 7 Mechanical Parking Brakes—Brake Lever<br>located at left on Dash | 11 Center-Control Steering             | 16 Built-In Automatic Choke              |
| 4 Knee-Action Wheels   | 8 Needle Bearing Universal Joints                                  | 12 X- and Box-Type Frame Construction  | 17 Light-Weight, Long-Life Pistons       |
|  |  | 13 Positive, Pre-Engagement Starter    | 18 Air-Cooled Generator                  |

# RIDE STABILIZER *and* *Everything Else for Comfort*

ADDING GREATLY to the comfort of Oldsmobile's Knee-Action ride is the Oldsmobile Ride Stabilizer built into the chassis of both Six and Eight models. This modern feature controls sideway, and minimizes body roll on curves, thus keeping the car on an even keel and contributing to stability and security at all speeds. The Ride Stabilizer consists of a spring steel bar connecting the rear hydraulic shock absorbers. If one side of the car has a tendency to rise, as in rounding a curve, this motion is controlled by a twisting reaction of the stabilizer bar which keeps the car level . . . Double-action hydraulic shock absorbers, front and rear, also contribute to Oldsmobile's smooth, gliding ride. Checking and smoothing the action of the front and rear springs, they play an important part in achieving Oldsmobile's unusual riding comfort.

Oldsmobile's modern and attractive pressed-steel wheels are equipped with large, low-pressure tires—16 x 6.50 on the Six and 16 x 7.00 on the Eight. These big, extra-resilient tires add still another feature that makes for complete riding ease.

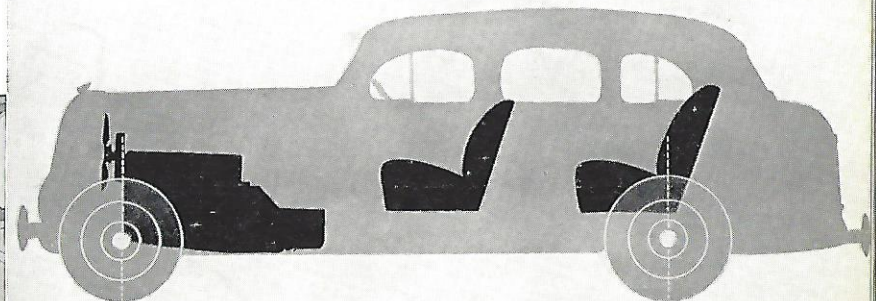
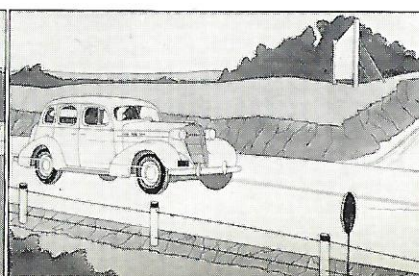
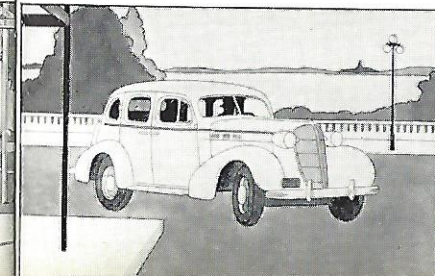
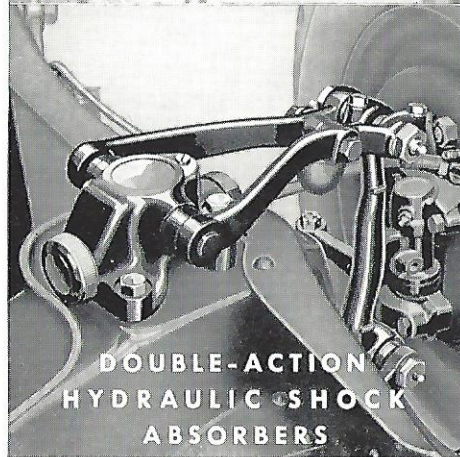
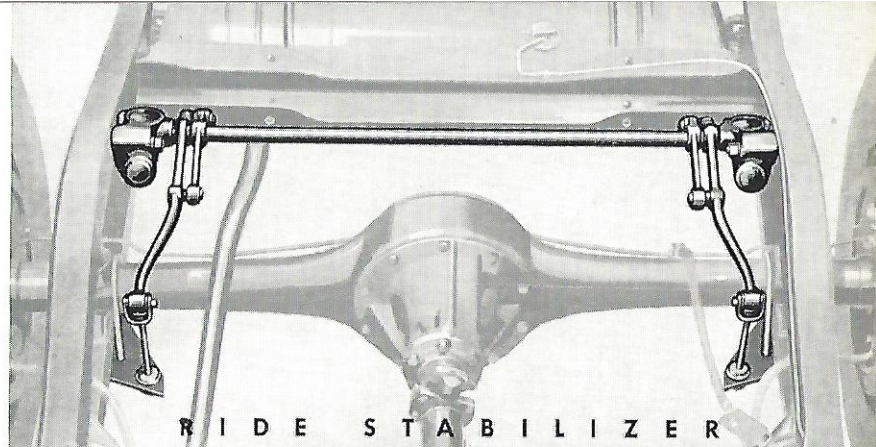
Scientific distribution of weight promotes both roominess and comfort. Rear seat passengers ride as restfully and as relaxed as those in the front.

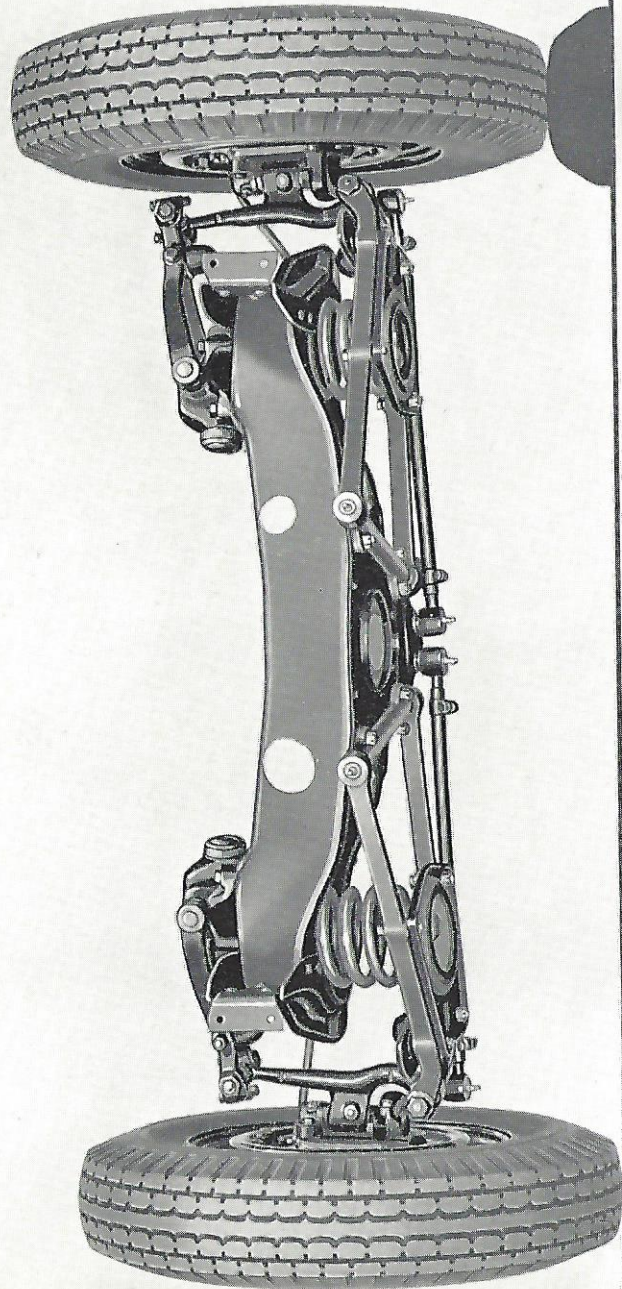
Thus, in every chassis detail Oldsmobile is designed and engineered for maximum *comfort*.

• OLDSMOBILE'S Ride Stabilizer keeps the car from rolling and lurching when rounding curves . . . reduces body sideway on the straightaway.

• BIG, OVER-SIZE, low-pressure tires play an important part in Oldsmobile's gliding ride and ease of control. They add, too, to Oldsmobile's impressive appearance.

• OLDSMOBILE'S rear seat riding comfort matches that of the front seat due to the combination of scientifically distributed weight and Knee-Action Wheels.





K N E E - A C T I O N W H E E L S

# KNEE-ACTION

## *Basis of Oldsmobile's Gliding Ride*

OLDSMOBILE's gliding smoothness on every type of road is directly due to Oldsmobile's sturdy, dependable system of independent front-wheel suspension, popularly known as Knee-Action Wheels. Oldsmobile's Knee-Action is the same high-quality type of independent suspension as that used in the costliest of cars. It represents the greatest single advance in riding comfort ever achieved by automotive engineers.

Oldsmobile's rugged Knee-Action units are engineered into the chassis as an integral part. They include coil front springs, designed to react in harmony with the long, flexible springs at the rear. With front springs and rear springs flexing in perfect harmony, Oldsmobile rides with a smooth, gliding motion on city pavements or rough country roads or concrete highways. The "pitching" and "bucking" always encountered in cars with conventional front springs are entirely eliminated.

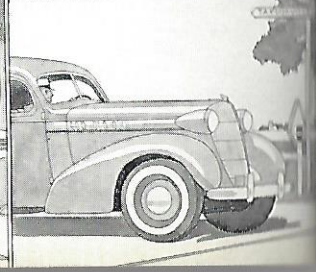
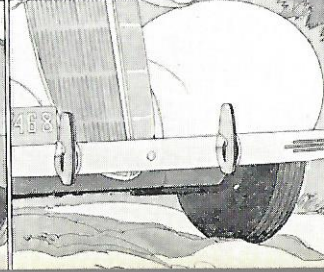
Oldsmobile's Knee-Action further permits each front wheel to move up and down, independently of the other, as obstacles are encountered. Thus, one wheel can "step over" a bump without tilting the car or jerking the steering wheel in the driver's hands. Millions of miles of driving in the hands of hundreds of thousands of owners, have proved not only the vastly greater comfort but the *increased stability and safety* provided by Oldsmobile's rugged, dependable system of Knee-Action.

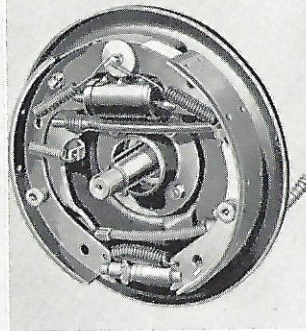
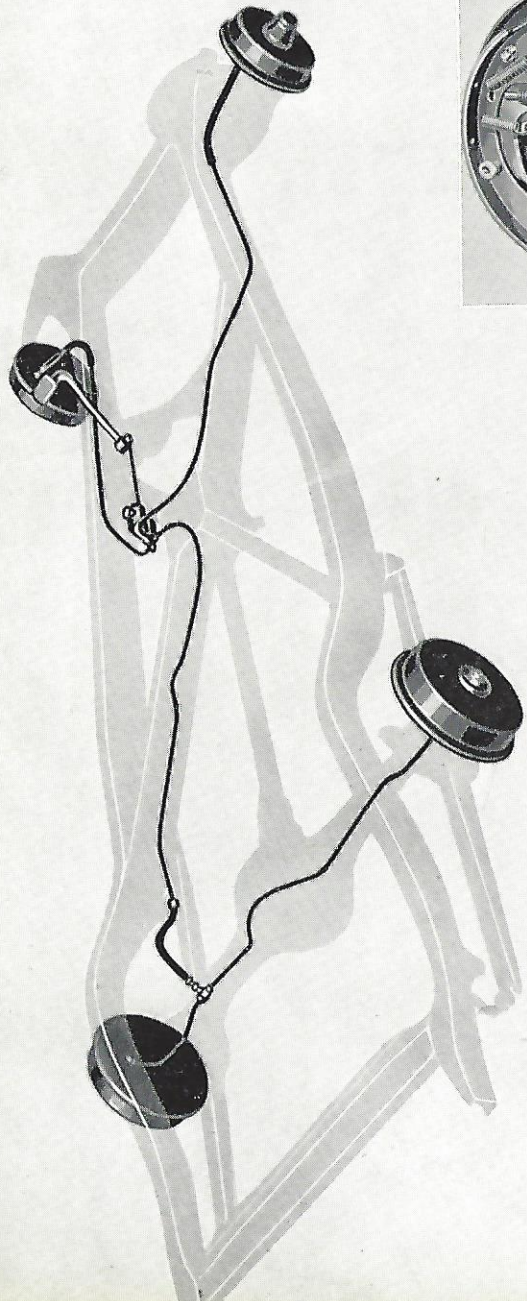
• REAR SEAT passengers ride in comfort . . . free from constant bouncing . . . result of Oldsmobile's Knee-Action.

• ROAD SHOCKS are absorbed by Knee-Action. They are not transmitted to the steering wheel. Driving is easier.

• KNEE-ACTION Wheels "step over" bumps and holes without tilting the car or disturbing the driver or passengers.

• ON ANY kind of road, at any speed, Oldsmobile's Knee-Action gives you a smooth, safe and comfortable ride.





SUPER-HYDRAULIC BRAKES

# SUPER-HYDRAULIC BRAKES

*for quick, smooth stops*

OLDSMOBILE's braking is easy, smooth, quick and sure. For Oldsmobile's brakes are not only hydraulic, they are *super-hydraulic* . . . self-energizing, to use the momentum of the car itself to multiply stopping power. Oldsmobile's Super-Hydraulic Brakes are simplicity itself. As shown at the left, the master cylinder is mounted directly behind the brake pedal lever. Direct conduits carry the fluid to a cylinder within each brake drum, as shown in the inset. Pressure in the master cylinder results in equalized pressure in all four brake cylinders and on all four brakes. Thus, the Oldsmobile braking system is positive and dependable at all times.

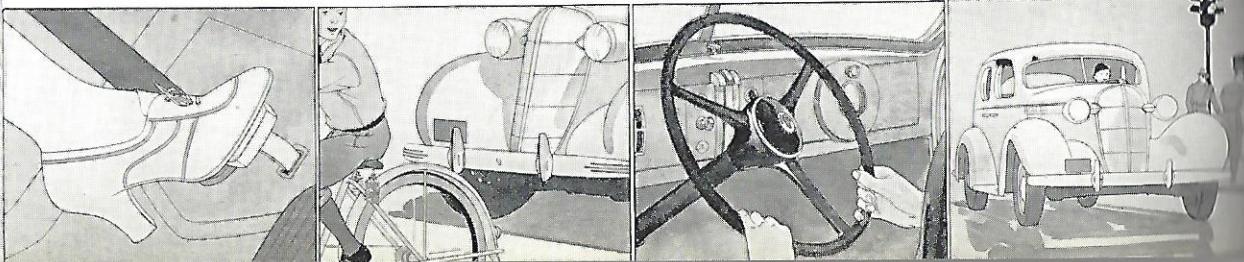
In operation Oldsmobile's Super-Hydraulic Brakes provide four major advantages. They are self-equalizing . . . always equalized, in other words, for the safe, "straight-line" stop. They take hold with the slightest pedal pressure, and, because their self-energizing action utilizes the momentum of the car to increase stopping power, they never require excessive pressure on the pedal. They operate with a maximum of smoothness, without jarring or jolting the passengers, no matter how sudden the stop. And they can be depended upon to bring the car to a smooth, lightning-like stop in cases of emergency. In short, Oldsmobile's big, reliable Super-Hydraulic Brakes are a tremendous advancement in ease of driving, convenient car control and safety.

• THE GENTLEST of pedal pressure brings the car to a smooth, swift stop because the brakes are self-energizing.

• OLDSMOBILE'S Super-Hydraulic Brakes stop the car with quickness that is almost telegraphic in its response.

• A "STRAIGHT-LINE" stop without swerving is possible with Oldsmobile's self-equalizing Super-Hydraulic Brakes.

• OLDSMOBILE'S brakes are sealed and protected against dirt and water. They operate efficiently in any weather.



# CENTER-CONTROL STEERING

*for easy, effortless driving*

STEERING is so easy that the car seems to respond to your very thoughts. Oldsmobile's system of Center-Control Steering, together with Knee-Action springing, is responsible for this tremendous advance in driving ease. Steering action is applied to the front wheels from a point exactly midway between the wheels, instead of from one side. Front wheels respond to the gentlest turn of the steering wheel. Knee-Action suspension and steering linkage are so coordinated that road shocks are not transmitted to the steering wheel. Center-Control Steering is possible only with Knee-Action.

# SYNCHRO-MESH TRANSMISSION

*for smooth, silent shifting*

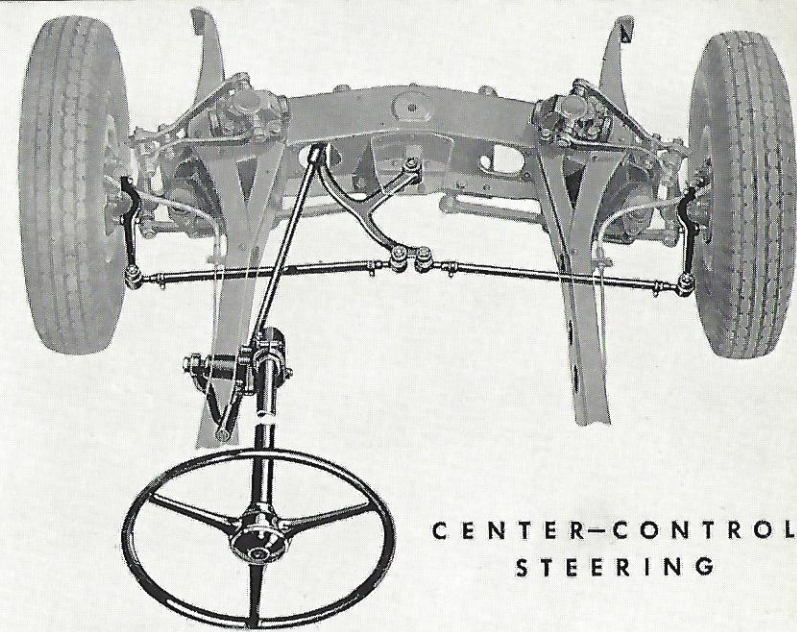
IN GEAR SHIFTING, too, Oldsmobile offers the utmost in driving ease, safety and convenience. Oldsmobile's All-Silent, Syncro-Mesh transmission is considered the finest type in the motor car industry. With its helical cut gears, it is silent in all gears—including reverse. With its synchronized meshing of gears it is clashless . . . easy to shift at any speed, even from high back into second.

• STEERING the Oldsmobile is merely guiding. You do not have to "fight" the wheel or grip it tightly. Oldsmobile steering is a true delight—easy and untiring always.

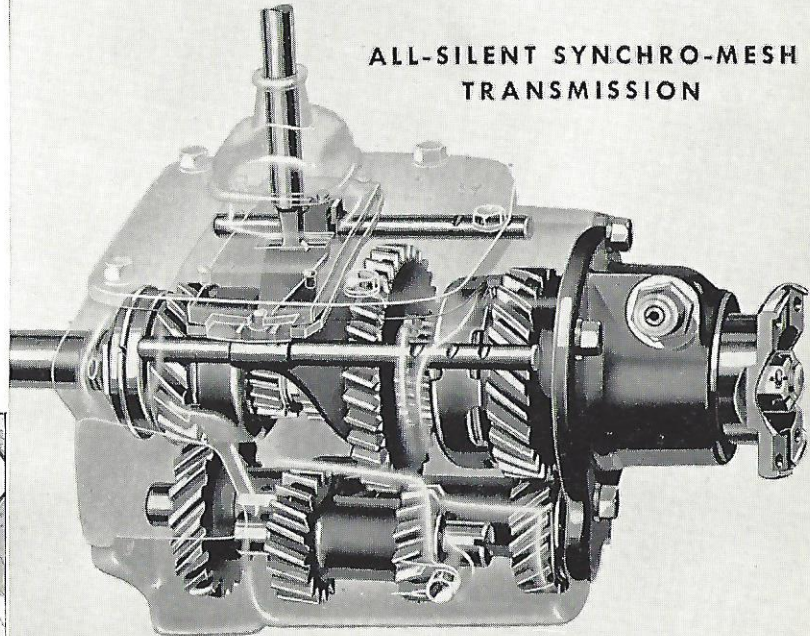
• ESPECIALLY during high speed travel Oldsmobile steering is an unending source of satisfaction. You take curves easily . . . hold a straight-line course with no effort at all.

• SHIFTING GEARS is no task at all. Even drivers of limited experience can run through the gear changes with effortless ease. All gear changes are clashless and noiseless.

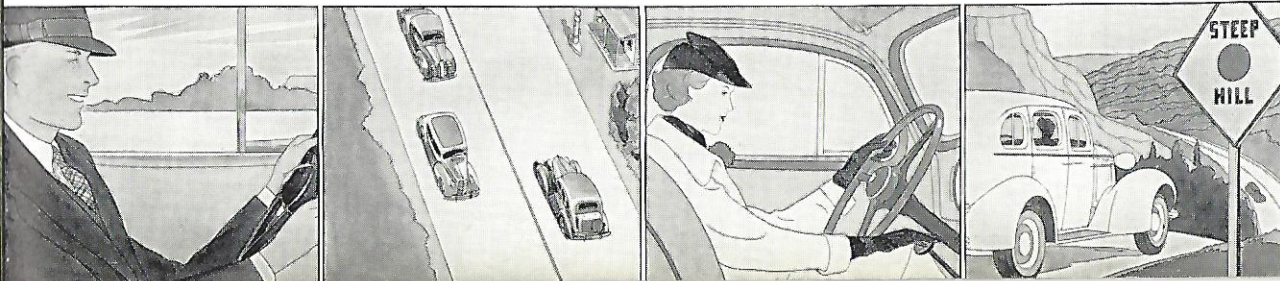
• WITH Oldsmobile's All-Silent Syncro-Mesh it is no more difficult to shift from high back into second, than from second into high . . . an advantage on steep grades.



CENTER-CONTROL  
STEERING

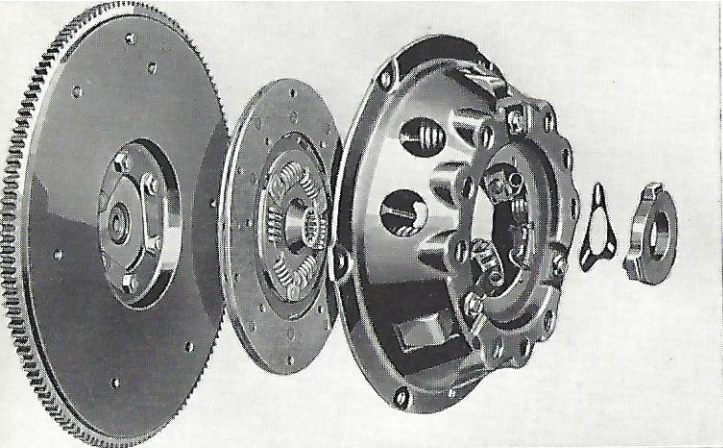


ALL-SILENT SYNCHRO-MESH  
TRANSMISSION



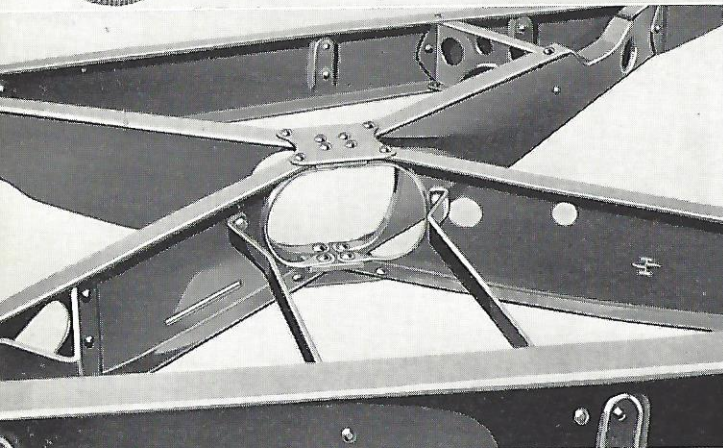
# FINE-CAR CHASSIS FEATURES

## *for Dependability*



• (Upper Left) SMOOTH, QUIET, dependable clutch action distinguishes Oldsmobile. Advanced single dry-disc design, universally-mounted throw-out operating shaft and self-aligning oilless clutch-release bearing are all factors which contribute to smooth, positive operation.

• • •



• (Upper Right) OLDSMOBILE's rugged rear axle is notable for its simplicity and sturdiness of construction. Its design is of the semi-floating type. Ball bearings are used throughout. It is cushioned on rubber. Gears and bearings are protected from dirt and water by an advanced system of sealing. Driving and braking forces are cushioned by the Hotchkiss type of final drive.

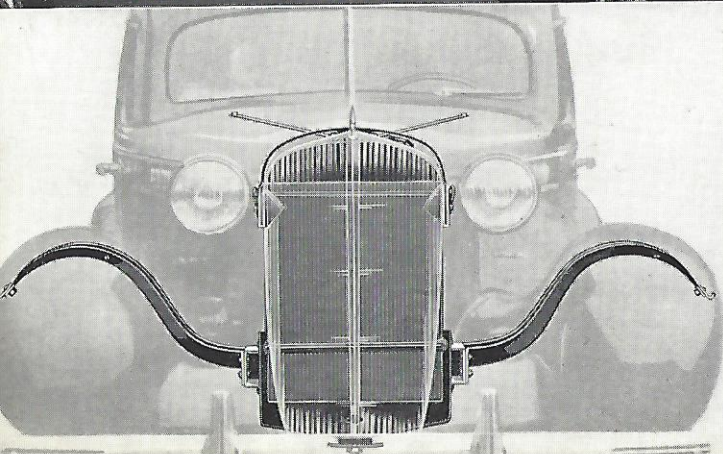
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• (Middle Left) A RUGGED, girder, X-type frame forms the sturdy foundation of the Oldsmobile. The X-member is of advanced design and massive construction and adds extra strength and rigidity. The X-member joins the inside of the side rails to form a sturdy box-section steel structure. Twisting and weaving are entirely foreign to Oldsmobile's rugged, rigid, heavy-duty frame.

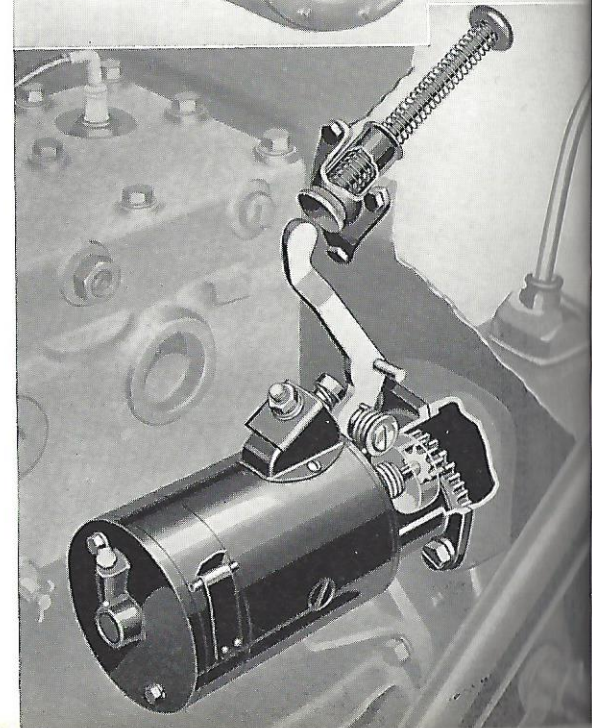
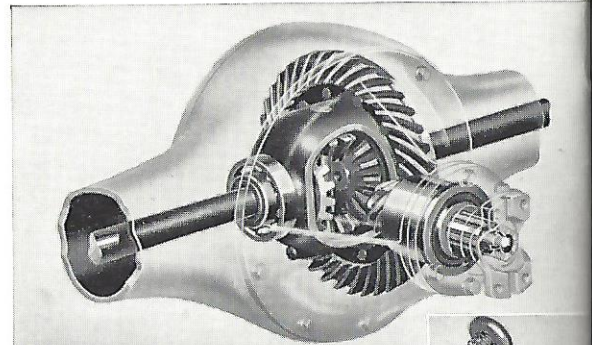
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• (Lower Left) THE ABSENCE of front-end vibration, even at high speeds, is particularly noticeable. Front fenders, radiator and headlamps are mounted as a unit firmly fastened to the body and cushioned on a live rubber mounting at a central point at the front of the frame. The result is a completely stabilized front end.

• • •



• (Lower Right) IN THE Oldsmobile starter, the starter gear is 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 isolated from the engine. These facts mean reliable and positive starting action . . . with no vibration transmitted from the engine when the pedal is disengaged.





# Smooth, spirited, economical ENGINES

## 90 H.P. SIX

THE OLDSMOBILE Six-Cylinder engine is a masterpiece of advanced engineering and precision building. It develops full 90 horsepower, delivers more speed than the majority of drivers will ever want to use, and is exceptionally responsive in acceleration. Throughout its entire speed range, this big, capable engine performs with a smoothness that has proven a revelation. Light-weight, long-life pistons contribute not only to its velvety operation, but to its lively, spirited response to the throttle. Despite its unusual power, speed and pick-up, its fuel economy is particularly noteworthy. Oil consumption is low, and, because of precision building, the Oldsmobile Six is extraordinarily economical from the standpoint of upkeep and repairs.

## 100 H.P. EIGHT

EXCEPTIONAL SMOOTHNESS at every speed is an outstanding characteristic of the Oldsmobile Eight engine. This precision-built, L-head-type engine develops 100 horsepower and delivers unusual operating economy. The light-weight, long-life pistons not only promote unusual smoothness in the Oldsmobile Eight but reduce the bearing loads to a degree which makes for long life and trouble-free operation . . . another marked economy. With its smooth and silken flow of power, its flashing pick-up and extraordinary flexibility, the Oldsmobile Eight reduces gear shifting to a minimum. Driving behind the powerful, spirited Oldsmobile Eight in congested traffic, on steep hills or on the level straightaway is always a thrilling experience.

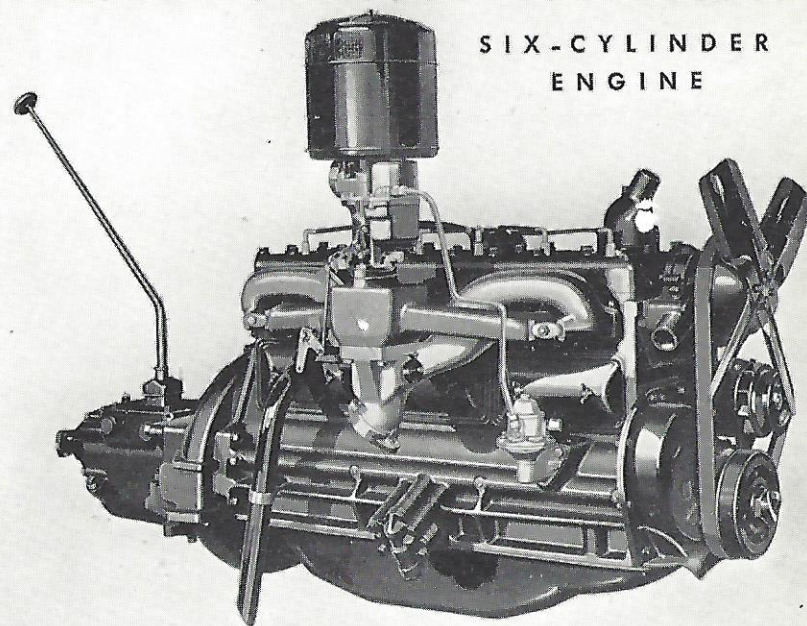
• THE KNOWLEDGE that there is reserve power for every emergency is a genuine satisfaction to the owner of the Oldsmobile Six or Eight.

• QUICK GETAWAY and eager pick-up give the Oldsmobile owner a complete mastery of driving conditions in the city or on the open country roads.

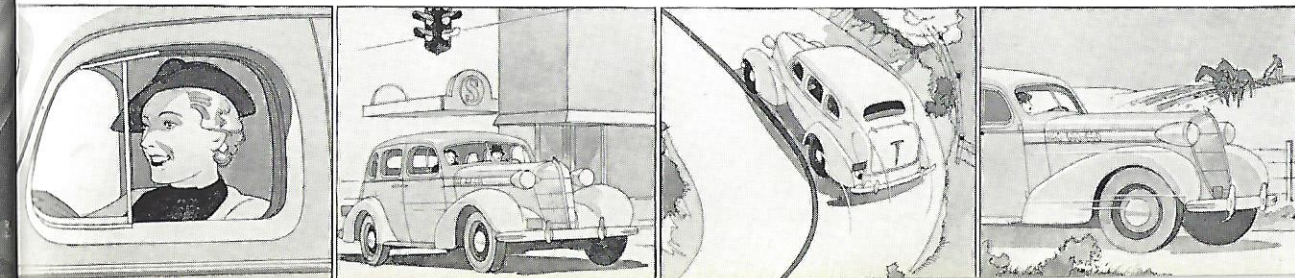
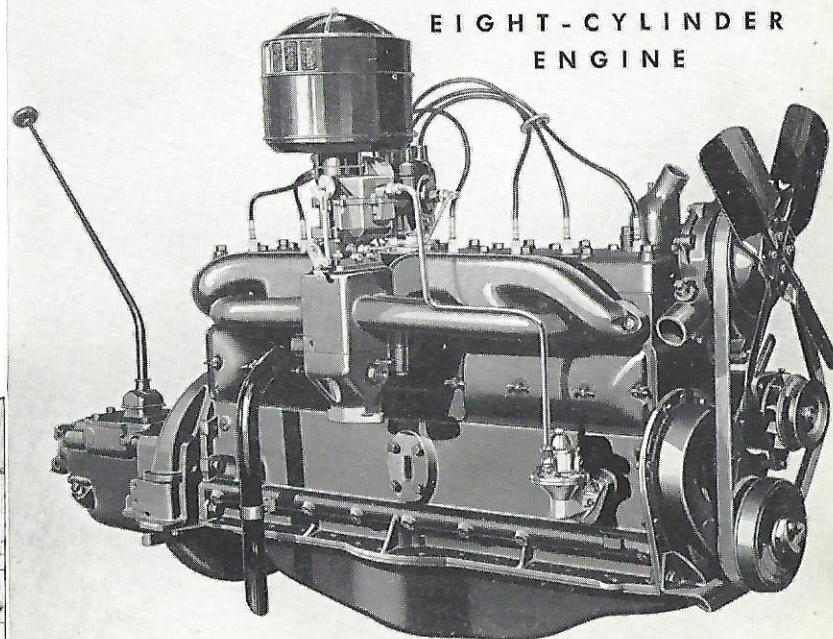
• AMPLE POWER to sweep to the top of the short, steep hill, or to pull the long, hard grade, is always at the Oldsmobile owner's command.

• THE TOP-SPEED capabilities of the Oldsmobile Six and Eight are reflected in the smooth, unlabored cruising speeds of cross-country driving.

SIX-CYLINDER  
ENGINE



EIGHT-CYLINDER  
ENGINE

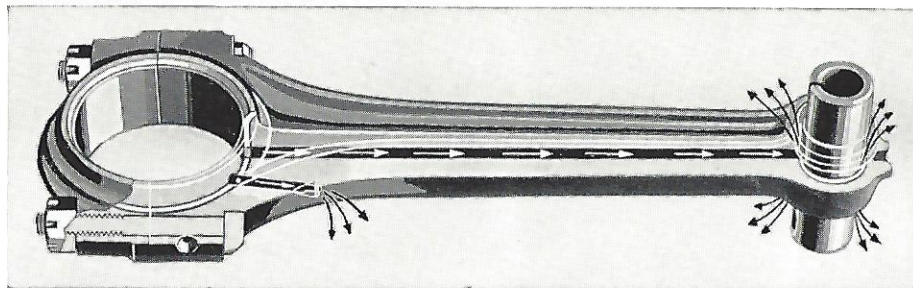
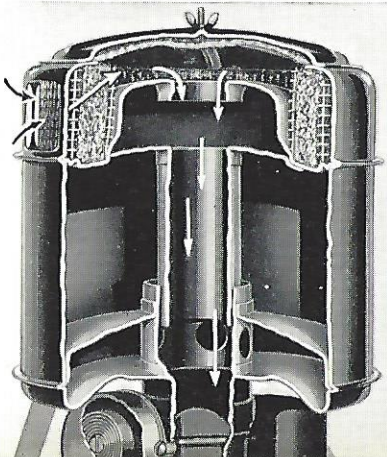


# FOR FINEST ALL-ROUND PERFORMANCE

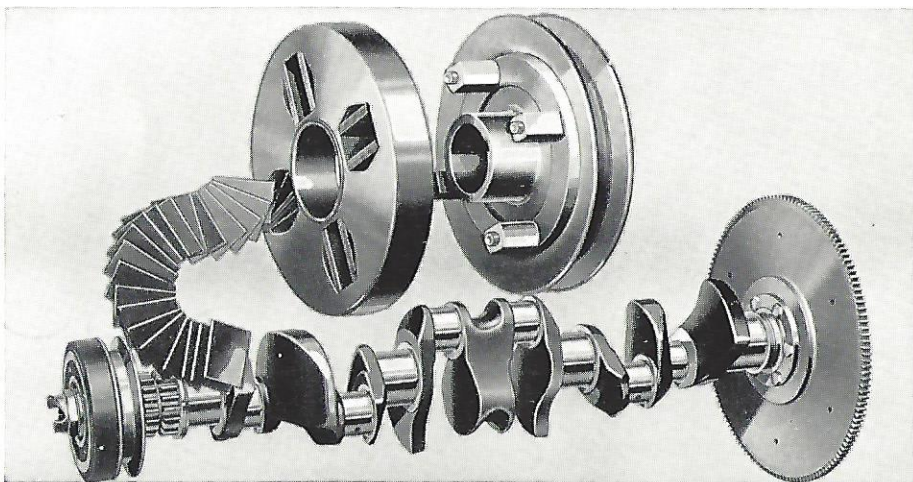


• OLDSMOBILE'S ELECTRO-HARDENED ALUMINUM PISTONS materially reduce the weight of reciprocating parts . . . lengthen the life of main and connecting rod bearings.

• THE AIR CLEANER AND SILENCER is notable for the efficiency of its cleaning mesh.

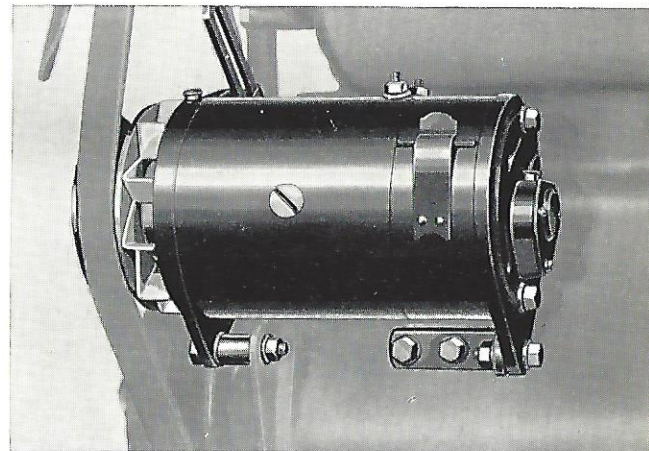


• THE CONNECTING RODS in Oldsmobile Six and Eight engines are rifle-drilled throughout their entire length to carry oil under pressure to piston pins . . . and are also drilled to spray oil on the cylinder walls themselves. This feature adds greatly to life of pistons, rings, and cylinders.



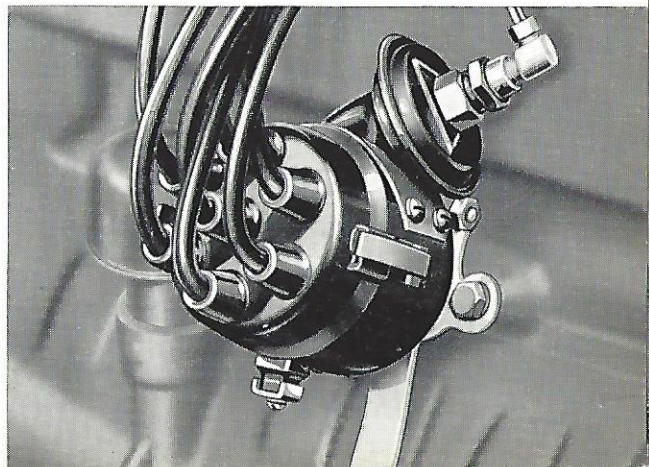
• COUNTER-BALANCED CRANKSHAFTS contribute to exceptional smoothness of operation. Equipped with heavy counterweights, they are balanced both statically (at rest) and dynamically (in motion). The Crankshaft Vibration Damper is an effective neutralizer of torsional vibration.

• 45° EXHAUST VALVE SEATS direct the path of exhaust gases almost vertically so that they do not strike the under side of the valve head. Possibility of valves burning is reduced.



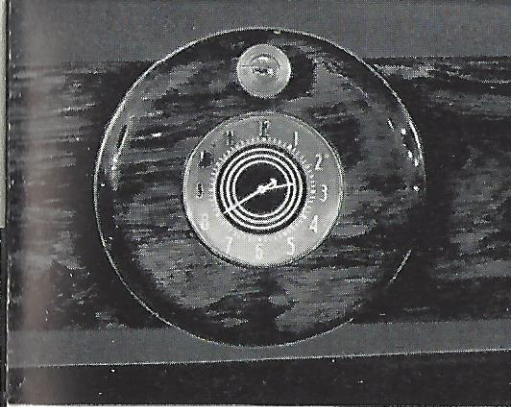
• THE AIR-COOLED GENERATOR provides an advanced voltage control unit which varies the charging rate according to battery requirements, assuring a fully charged battery.

• THE VACUUM-CONTROLLED DISTRIBUTOR AND FUEL SAVER provides automatically the exact spark advance for maximum gasoline economy and eliminates "spark knock."

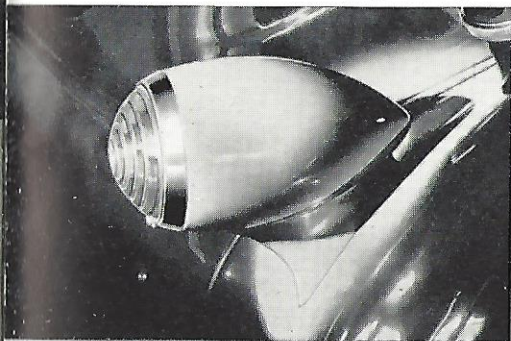


# FACTORY APPROVED ACCESSORIES

*— of finest quality*

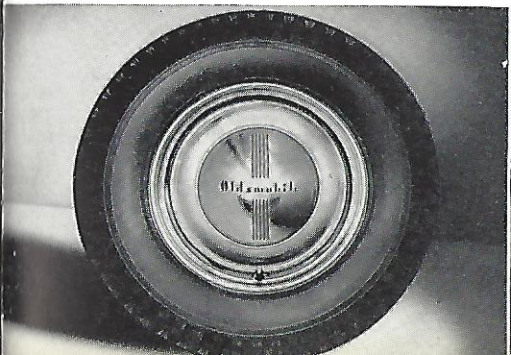


• **ELECTRIC PANEL CLOCK**—Designed for door of package compartment and styled to match the instrument dials. Indirectly illuminated for night driving.



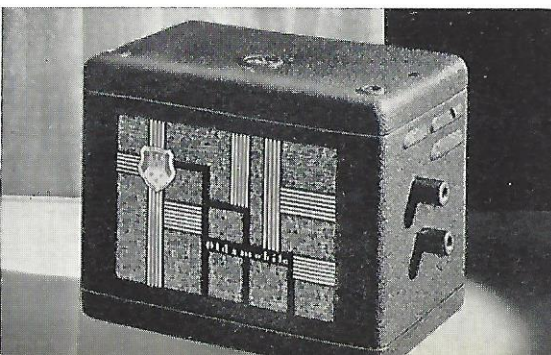
• **RIGHT-HAND TAIL LAMP** for the Oldsmobile Six—Matches left-hand stop and tail light exactly.

• **WHEEL MOULDINGS AND DISCS**—These chromium-plated trim rings and discs are a smart addition.

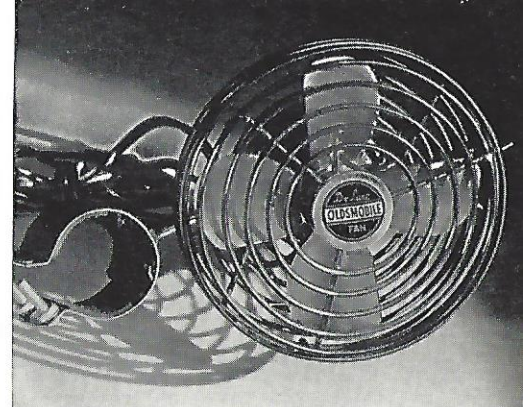
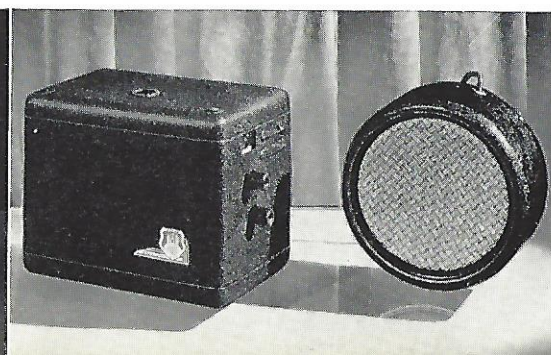


AN UNUSUALLY complete and attractive line of factory-approved accessories, offered at additional cost, is available to Oldsmobile owners. All of these accessories have been tested by the Oldsmobile engineering department and approved, both as to quality, and as to styling. Factory approval of Oldsmobile accessories means that they are completely reliable, and designed to harmonize with the exterior styling and modern interior appointments of the Oldsmobile car itself. Pictured on this page are a few of the many Oldsmobile accessory items, including the popular and proven Oldsmobile De Luxe and Standard Radios. Oldsmobile instrument panels make special provision for the neat installation of radio dial and station, volume and tone controls, as well as local and long distance selector.

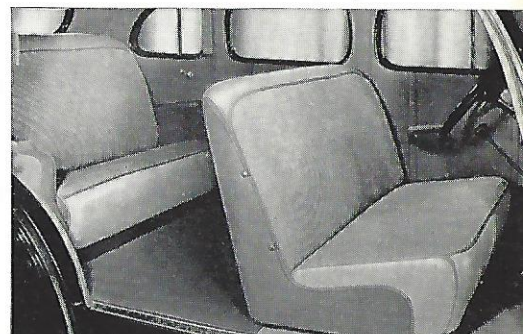
• **STANDARD RADIO**—This big, 6-tube, single-unit Radio, with built-in 8-inch speaker, combines clear, reliable reception with fine, resonant tone.



• **DE LUXE RADIO**—Finest Oldsmobile Radio ever offered. Your choice of dash or dome speaker. Controls fit neatly into the instrument board.

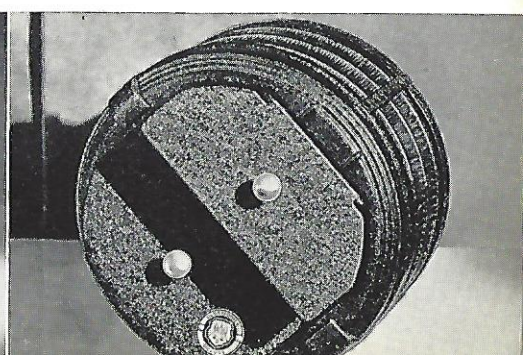


• **DE-FROSTING AND VENTILATING FAN**—Mounted on a ball joint with 5-inch diameter blades, this fan is convenient, efficient, safe and always reliable.



• **SAN TOY SEAT COVERS**—These tailored, long wearing, fibre-matting seat covers protect upholstery.

• **DE LUXE HOT WATER HEATER**—Provides an abundant flow of hot air. Has variable-speed switch.



# OLDSMOBILE EIGHT

## Specifications

**ENGINE**—Bore, 3 inches; stroke, 4¼ inches; displacement, 240.3 cubic inches. Taxable horsepower, 28.8. Brake horsepower, 100 at 3400 r.p.m. Cushioned in rubber at three points.

**MAIN BEARINGS**—Five thin-wall, replaceable steel-backed type.

**CRANKSHAFT**—Fully counter-weighted 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, thin-wall, 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, 16 quarts. Forced circulation by centrifugal 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 board button for control of criss-cross passing beam. Headlamp beam indicator in speedometer dial. Parking lights on front fenders. Two tail lights on rear fenders.

**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**—Super-Hydraulic, self-energizing, fully enclosed, internal-expanding type. Total foot brake area, 207 square inches. 12-inch drums. Brake linings, 2 inches wide. Cable-controlled mechanical hand brake for parking operates on rear wheels; braking area, 103 square inches.

**WHEELBASE**—121 inches; diameter of turning circle, 38 feet.

**PROPELLER SHAFT**—Tubular type, 2½ inches in diameter. Universal joints incorporate anti-friction needle bearings, requiring no lubrication.

**REAR SPRINGS**—Semi-elliptic of silicon manganese steel. Length 54½ inches; width, 2 inches. Equipped at the factory with metal spring covers at small additional cost.

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

**STEERING GEAR**—Center-Control type. Separate tie rods to each front wheel, linked to T-shaped intermediate steering arm which is mounted on bearing at center of front frame cross-member. Other T-arm 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, 18.75 to 1.

**FRAME**—Rigid girder X-type construction. Steel channels inside the side rails over rear axle kickup form sturdy, box-section structure. Front legs of X-member extend forward to form box-section at front. All exposed steel parts are Parkerized as protection against rust.

**RISE STABILIZER**—Steel bar joining two rear shock absorbers counteracts tendency of car to roll and sway on curves and rough roads.

**TIRES**—Low-pressure, large section, 16 x 7.00 inches. Recommended pressures: front and rear, 25 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**—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. Safety Glass standard equipment 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 G**—(\*) Standard Heater.

**GROUP H**—(\*) De Luxe Heater.

**GROUP R**—(\*) Standard Radio.

**GROUP S**—(\*) De Luxe Radio with Dash Speaker.

**GROUP T**—(\*) De Luxe Radio with Dome Speaker.

**GROUP Y**—(\*) For "Eight" only. Cigar lighter; gear shift ball; chrome wheel trim mouldings; electric panel clock.

(\*) 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.