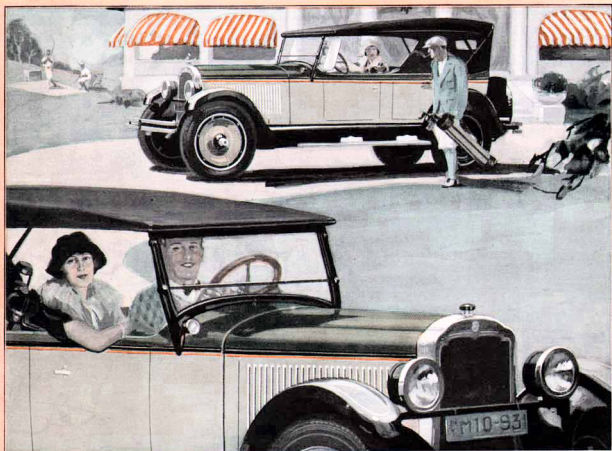


OLDSMOBILE

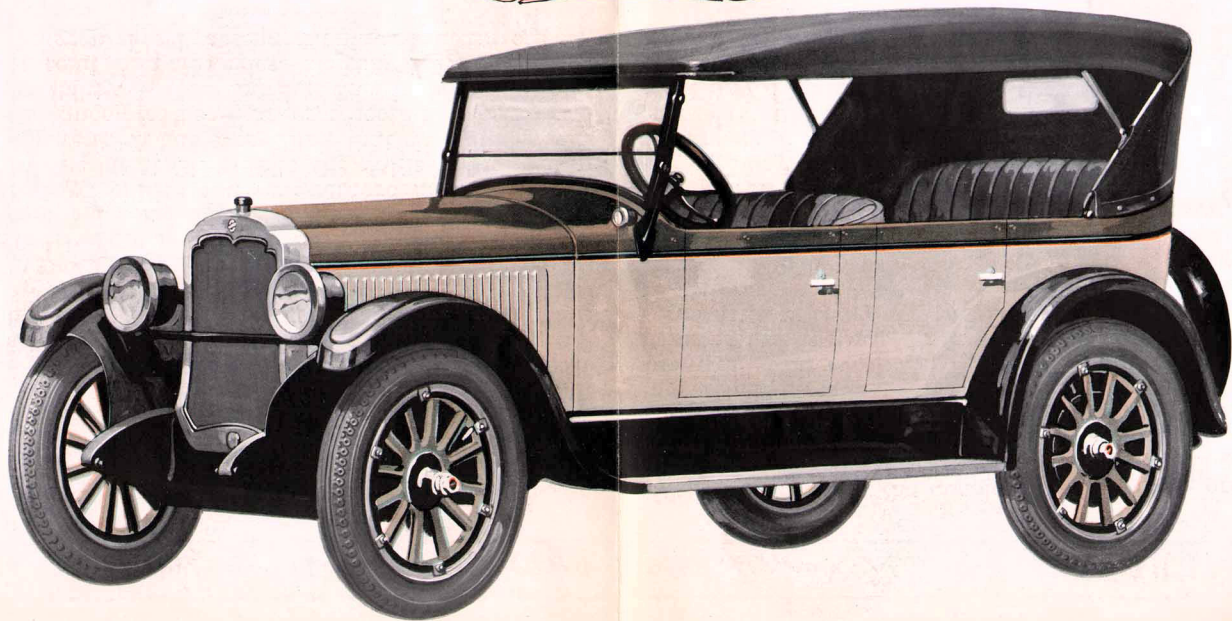
Product of **SIX** *GENERAL MOTORS*



Greater Beauty · Finer Performance · Lower Price ··· Not one · But All Three

THE
TOURING
and Sport Touring

The
TOURING
OLDSMOBILE



Greater Beauty • Finer Performance • Lower Price • Not one • But All Three

HIGHER quality,—yet lower prices, tell briefly the latest Oldsmobile story. Some manufacturers have neglected their open cars and cater principally to closed car buyers. But not so with Oldsmobile,—who, realizing that there are many who prefer open car freedom, has kept abreast of the times with fine appointments of comfort, beauty and convenience in the Touring Car. Then too,—the price of the Touring Car is as low proportionately as the closed cars and consistent with the economical manufacturing facilities and vast resources of Oldsmobile. In this latest Oldsmobile the value is strikingly apparent. It has everything that six-cylinder performance provides,—power, smoothness, speed and flexibility. The Touring Car is beautiful and graceful from all angles. Its body is hung close to the ground and passengers enjoy comfort from sit-

ting down deep in the cushions rather than on them. The body, designed by Fisher, has long sweeping lines which are particularly enhanced by the straight-line molding and two-tone colors. The upholstery is of genuine grey Spanish leather, box plaited on deep coil springs. The room in the Touring Car is generous for five passengers. The top is tailored smoothly over four strong bows and is of the clear-vision type. Curtains open with all doors. Balloon tires and responsive springs bring easy riding. Performance,—fleetness of acceleration when in traffic, or starting from a standstill, and power that virtually removes the hills from the highways,—is in such abundance in this latest Oldsmobile Six that everyone who has driven it marvels at the reserve that seems ever ready to meet any demand. It fulfills every letter of the creed to which it is built,—“Beauty, Performance, Price,—not one But All Three.”

Just some of the mechanical superiorities* of Oldsmobile Six that contribute to its finer performance are: 40-horsepower L-head engine; pressure lubrication to all crank and camshaft bearings through drilled crankshaft; aircraft-type main bearings; tapered or dome-shaped combustion chambers; “honed” cylinder walls; full automatic spark control; static and dynamic balanced crankshaft; manifold and even distribution of water completely around each cylinder barrel, spark plug opening and valve seat; special design light cast iron pistons and silent chain drive between crankshaft, camshaft and generator, and many chassis features.

*The nearest Oldsmobile dealer will gladly provide a complete and illustrated description of the mechanical features of the latest Oldsmobile Six.

OLDSMOBILE SIX

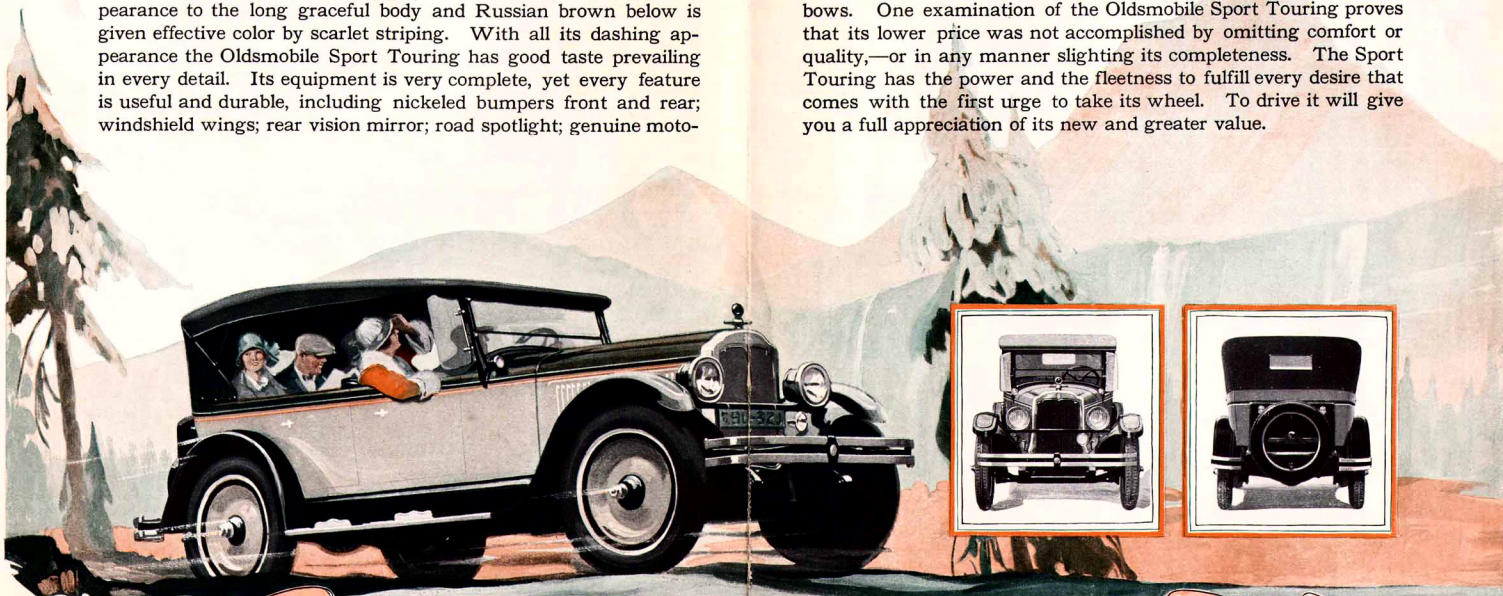
PRODUCT OF GENERAL MOTORS



Greater Beauty • Finer Performance • Lower Price

The impulse to sit behind its wheel, step on the accelerator and drive out into the open,—through valleys, up steep hills and to “buck up” against most any obstacle of travel seems to come with the first view of the Oldsmobile Sport Touring. Here you will find beauty in motor car design. The body, of Fisher design, is finished in lustrous Duco. Moleskin grey above the molding gives lithe appearance to the long graceful body and Russian brown below is given effective color by scarlet striping. With all its dashing appearance the Oldsmobile Sport Touring has good taste prevailing in every detail. Its equipment is very complete, yet every feature is useful and durable, including nicked bumpers front and rear; windshield wings; rear vision mirror; road spotlight; genuine moto-

Not one meter with bar cap; large black enameled steel trunk mounted at rear on a rigid platform; aluminum luggage rails; four aluminum kick plates, snubbers all around, and the option of disc steel wheels in Russian brown or natural wood artillery wheels. The deep and wide seats are upholstered with genuine grey Spanish leather. The top is of the clear-vision type, snugly tailored over four strong bows. One examination of the Oldsmobile Sport Touring proves that its lower price was not accomplished by omitting comfort or quality,—or in any manner slighting its completeness. The Sport Touring has the power and the fleetness to fulfill every desire that comes with the first urge to take its wheel. To drive it will give you a full appreciation of its new and greater value.



The SPORT TOURING

OLDSMOBILE Detailed Specifications

WHEEL BASE—110½ inches, standard tread. Road clearance, loaded, front 9 inches, rear 9 inches.

WEIGHT—Touring car road weight fully equipped—2280 pounds.

ENGINE—Six cylinders; detachable L head type. Bore 2½ inches; stroke 4½ inches. Displacement 169.3 cubic inches. S. A. E. h. p. rating—40 h. p. developed on block test.

CRANKSHAFT—High carbon, drop forged steel, heat treated. Three large babbit lined, sheet brass backed main bearings—front 2 ¼ inches wide by 2 inches diameter; center 1 ¾ inches wide by 2 ¼ inches diameter; rear 2 ¼ inches wide by 2 ¼ inches diameter. Crankshaft hollow and forms oil pressure line.

CAMSHAFT—High carbon, drop forged steel, heat treated. Mounted on three large removable bearings. Driven from crankshaft by silent chain.

CONNECTING RODS—High carbon, drop forged steel, heat treated. I-beam type. 9 inches long. Wrist pin bearing is phosphor bronze, pressed into rod. Crank pin bearing of special analysis white metal, die-cast in rod and bearing cap. Lower bearing 1½ inches wide by 1½ inches diameter.

PISTON—Specially designed, light cast iron. Two compression rings ¼ inch wide and one special oil regulating ring ¼ inch wide above piston pin. Piston pin retained by lock screw and nut.

VALVES—Two on right side of each cylinder. Diameter of valve heads 1½ inches. Lift ¾ inch. Mushroom type lifters used. Valves have cast iron heads and carbon steel stems, removable guides.

LUBRICATION—Automatic force feed to all main, connecting rod and camshaft bearings. Gear type oil pump, driven from front end of camshaft. Equipped with pressure regulator, pressure gauge on instrument board and depth gauge on crankcase. Oil capacity 6 quarts.

COOLING—Water circulation by centrifugal pump built into front wall of cylinder block. Distribution of water through manifold system cast in block. Rubber V-cord belt drives pump and fan. Four-blade fan mounted on front end of pump shaft rotates on two large bearings. Harrison, honeycomb radiator, capacity 12 quarts.

ELECTRICAL SYSTEM—Delco, two-unit system. Bendix drive type starter. Single ignition timing automatically controlled. Lights single-wire system. Six-volt, 80 ampere-hour Willard storage battery.

FUEL SYSTEM—12-gallon tank at rear of frame. Quantity gauge on tank. Vacuum system with special design carburetor. Sedan and DeLuxe Sedan have "K-S Telegage" quantity gauge on instrument board.

CLUTCH—Single plate dry disc, 9 inches diameter.

TRANSMISSION—Unit with engine. Selective, sliding gear type, three speeds forward and reverse. Center control. Drop forged, heat treated, alloy steel gears and shafts. New Departure ball bearings and phosphor bronze bearings employed. Speedometer drive gear in transmission case.

DRIVE SHAFTS—Tubular shaft with spider, ends electrically welded to same. Two approved, flexible fabric universal joints at each end.

REAR AXLE—Semi-floating type. Electrically welded, banjo type, one-piece housing. New Departure annular ball bearings used throughout. Driving pinion and ring gear spiral bevel type. Pinion shaft has outboard bearing. Brown-Lupe-Chapin differential. Gear ratio 5.1 to 1.

FRONT AXLE—Drop forged, heat treated I-beam, reversed Elliott type.

STEERING GEAR—Semi-irreversible, worm and split nut type. Steering column braced in instrument board and adjustable to various positions. Seventeen-inch steering wheel.

FRAMES—Channel section carbon steel, 5½ inches deep. Width of channel 1¼ inches, ¼-inch stock. Strong tubular front cross member and three additional cross members, rigidly welded to frame.

SPRINGS—Semi-elliptic type. Front, 35½ inches long, 2 inches wide, seven leaves. Rear, 50½ inches long, 2 inches wide, seven leaves. Rear springs under-along. All spring eyes fitted with bronze bushings. Spring shackle bolts, ¾ inch diameter, hardened and ground.

BRAKES—Two sets, Service brake, external contracting bands, operated by pedal, on rear wheel drums, 13½ inches in diameter, bands 1¾ inches wide, operated through equalizer. Emergency brake, actuated by hand lever, at rear of transmission, drum 6½ inches diameter, band 2½ inches wide.

WHEELS—Artillery type, steel felloe, large spokes. Steel disc wheels on DeLuxe Coach and DeLuxe Sedan. Steel disc wheels or natural wood wheels optional on Sport Touring. Demountable, straight side rims. Disc steel wheels on standard models at \$20.00 extra list price.

TIRES—30x4.95-inch non-skid, balloon cords. Spare tire extra.

CHASSIS LUBRICATION—High pressure system to all parts. UPHOLSTERY—Genuine grey Spanish leather in Touring and Sport Touring, box plated and angrily tanned over deep spring cushions. Cord plush upholstery in closed cars—a soft, durable pile fabric.

RUNNING BOARDS—These boards are laid with heavy covering material, bound aluminum moulding. Running boards each made up of three mortised sections. Warp proof.

INSTRUMENT BOARD—Beautifully Duco finished steel integrally with body. Nickel-faced instruments mounted flush and in oval panel and illuminated.

CONTROL—Center control, left drive, gear change lever and hand brake in center. Service brake foot-pedal. Clutch foot-pedal. Gas accelerator foot-pedal. Throttle control on steering column.

WINDSHIELD—Inclined two-piece, plate glass, fitted with rubber weather strip. Closed models equipped with visor and vertical, one-piece, ventilating windshield. All closed cars are equipped with automatic windshield wiper.

TOP—Best grade, weatherproof Fabrikoid. Clear vision type. Beautifully tailored over four strong bows, retains shape indefinitely. Rear curtain fitted with long, rectangular glass window. Curtains open with doors.

FENDERS—Crown type, affording maximum stiffness. Extra heavy fender supports. Fender skirts and dust shields insure excellent protection from dirt and mud. Finished in black baked enamel.

FINISH—Beautiful glossy-finished Duco. Closed bodies lustrous colors below center line and black above.

LAMPS—Black enamel, drum type with diffusing reflectors, bright nickel trimmed, lighting switch carries dimming coil. Cool lights on all models.

WARNING SIGNAL—Klaxon horn, under hood, closed. Operated by push button on top of steering wheel.

EQUIPMENT—Outside door handles. Door curtain rods. Full rim type tire carrier and spare rim. Spare tire extra.

WEIGHT—Less oil, water, gasoline and spare tire—five passenger touring, 200 pounds.

BODY STYLES—The Touring, the Sport Touring, the Coach, the DeLuxe Coach, the Sedan and the DeLuxe Sedan—all roomy and comfortable for five grown passengers.

Specifications subject to change without notice.
Ask about the G. M. A. C. plan for purchasing an Oldsmobile from your income and as you enjoy it.

OLDS MOTOR WORKS—Division of General Motors—LANSING, MICHIGAN

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Finer Performance
Lower Price*

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