



OLDSMOBILE '76

Cutlass · Omega · Starfire

Who buys an Oldsmobile ... and why?

That's not a question—it's an ever-present challenge to those who produce the cars of Oldsmobile Division.

Over a half-million Americans will buy a '76 Olds—each one with his or her own tastes, needs and lifestyle. Yet all, we believe, will share certain traits in common.

Oldsmobile buyers typically hold high standards—for themselves, and their cars. They're achievers, who enjoy the challenge of their professions and their leisure-time pursuits. And those attracted to our younger Oldsmobiles want a car that offers the same kind of satisfaction they find in their lifestyle.

Oldsmobile buyers are thoughtful shoppers, who shop for more than price alone. They look for quality. Careful workmanship. They expect comfort and luxury as part of an automobile's value. They appreciate excellence, and the prestige that goes with it.

They find it all in Oldsmobile. In fact, the more you shop around, the more likely you are to finally choose an Olds. It's a good feeling to have an Olds around you.

For 1976 there are six different kinds of Oldsmobiles, from full-size and luxury models—to the mid-size Cutlass, compact Omega and sporty Starfire models presented in this brochure.

But each Oldsmobile is designed, engineered and built for that buyer who seeks a car beyond the ordinary in its class . . .

Can we build one for you?



Cutlass Supreme Brougham

A classic look . . . a graceful response . . .
a special elegance. Experience these same values ashore—
in the luxurious new mid-size Olds.



Cutlass Supreme Brougham



If a classic-lined crisp-handling yacht excites you, then you'll appreciate the new mid-size Olds personal luxury car—Cutlass Supreme Brougham.

We took the best features of our popular Cutlass Supreme—good handling, easy parking, room for a family, an affordable price—and added a full measure of luxury.

Outside, new classic lines that bring the distinguished look and spirit of Tornado to a mid-size car.

Inside, elegance like never before in an Olds this size.

Seats are full-foam and feature the "loose cushion" look of the most luxurious full-size Oldsmobiles. The divided front seat is very special. It offers separate seating comfort for two, with individual controls. Underfoot, sound-absorbing deep-pile carpeting.

Cutlass Supreme Brougham—a new concept of personal luxury in a car that is remarkably maneuverable and satisfyingly economical. A classic new standard for other mid-size cars to live up to.

Cutlass Supreme Brougham Colonnade Hardtop Coupe (far left): New personal luxury in a mid-size car.

1. Cutlass Supreme Brougham interior featuring a 60/40 divided front seat. Upholstery is La Mancha velour and Dover knit. Choice of black, blue, mahogany or buckskin.

2. A classic profile.

3. Ample luggage capacity, too.



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To some, driving is more than getting from point A to point B. It's communication between man and car . . . command and feel . . . excitement. It's the grand touring experience of Cutlass Salon.



In the grand touring tradition, Cutlass Salon is a car built to be driven. And enjoyed.

Enter. Slip into a contoured lounge seat. Adjust the reclining seat back to the position you prefer. Then, turn it on. Slip the sporty 5-speed manual overdrive into gear—and move out—on a suspension that seems to straighten tight turns and shorten long drives.

Maybe you prefer to do your GT-ing automatically. Then be our guest. Choose our smooth, efficient Turbo Hydra-matic at no extra cost.

Stabilizer bars, front, rear; quick ratio power steering; steel-belted radial-ply tires and power front disc brakes make driving a pleasure.

If you take your driving seriously, you owe yourself a test drive in Olds Cutlass Salon—a grand touring experience, American-style.

Salon Colonnade Hardtop Coupe (far left): A grand touring experience without a grand touring price.

1. Reclining front lounge seats. (Console available at extra cost.)

2. Colonnade Hardtop Sedan: Family comfort, GT-style roadability.

3. Order a Hatch Roof for the sun, fun and air of a convertible! The lift-out panels store in trunk carrying case. Available on Supreme Brougham, Supreme and Salon coupes.



Cutlass Salon

The easy way isn't your way. You demand more of yourself—and the car you drive. You get more in Cutlass Supreme—the most popular Olds ever.



Cutlass Supreme



Cutlass Supreme's climb to the top started with an idea. Classic elegance and luxury in a mid-size car. America obviously liked the idea. Because it has become the most popular Olds in history—and 1975's best selling mid-size car.

The tradition continues. New styling features rectangular headlamps and dual grilles that sweep gracefully up and back. The profile—a classic from the start—is even cleaner now. The formal roof includes opera windows.

Inside, the kind of stretch-out room and comfort that has helped make Supreme a favorite. Front and center—a padded armrest. Relax. Enjoy.

Cutlass Supreme's trim size helps make handling and parking almost second nature.

At trade-in time, expect value. Because Supreme's popularity helps make it one of America's leading resale value cars, year after year.

Cutlass Supreme Coupe (far left).

1. A Custom Sport front seat is standard. A 60/40 divided front seat with dual controls, available.

2. Cutlass Supreme Colonade Hardtop Sedan. You can afford it now!

3. Choice of bucket or bench seats at no extra cost. (Console extra).



Feeling free. Letting your spirit soar. It's a great feeling—and you want it in the car you drive. Meet Cutlass S ... the carefree, smooth-lined Olds fastback.



What smooth, aerodynamic styling can do for you in the air, Olds Cutlass S can do for your spirit on the road.

For 1975, Cutlass S lines are sleek and more uninhibited than ever. The new grille in that all-new front end, for example, it starts out like a usual grille, then slants back with a flair all its own. Those headlamps, too, are new. They're rectangular.

The new side styling—smooth like a fuselage. To the rear—a gently sloping fastback roofline that says "Let's buckle up and go!"

And when you do, you find the going smooth and quick. Standard power steering and a trim 112-inch wheelbase help make handling and parking a driver's delight.

A lot of mid-size car? To be sure. Yet, even with all its sporty good looks and carefree flair, Cutlass S is still priced with cars that carry low-price names. And that, good friends, can keep you feeling carefree, too!

Cutlass S, Colonnade Hardtop Coupe (far left): Sporty, spirited, low priced.

1. Available swivel bucket seats that "swing" out to greet you. (Console available at extra cost). A bench seat is standard.
2. Cutlass S with available 4-4-2 package. Includes point stripes, 4-4-2 decals, FE2 rally suspension.
3. Sporty 5-speed manual transmission available. The 5th gear is overdrive for efficiency.



Cutlass S Coupe

Active families on the go . . . enjoying life together. It takes a lot of car to keep up with them—comfortably—and economically.



Cutlass S Sedan



Cutlass sedans have always been popular with active, growing families for a lot of good reasons. There's room for six, room for luggage—and room for thrills.

Cutlass can go up to 22,500 miles between recommended spark plug changes and up to 15,000 miles between recommended oil filter changes. So you spend more time with the family . . . less time on service. And you thought people bought Cutlass just for its good looks.



Cutlass S Sedan (far left).

1. Cutlass S bench front seat in Osborne cloth—a sporty new plaid.
2. A popular family value.
3. The instrument panel offers easy visibility, wood-grain vinyl trim.

FRONT DISC BRAKES, standard; drums rear. Discs offer fade-resistance, dissipate heat quickly, shed water rapidly. Power assist std. on all models except Cutlass S Coupe and Sedan, and Supreme Coupe. Rear drums are larger, better to promote cooling. New brake lining material for long life.

HYDRAULIC BUMPER SYSTEM, front and rear, to absorb minor impacts. Protective bumper impact strips.

FRONT FENDER LINERS, rustproof to help protect your investment.

STEEL-BELTED RADIAL-PLY TIRES, standard. Made to GM specifications. Benefits include long tread life, good traction in snow and on wet surfaces and low rolling resistance.

FLO-THRU VENTILATION SYSTEM, continuously and automatically sends a flow of outside air through the interior. Windows may be kept closed for quieter riding comfort.

250 SIX ENGINE, standard (most coupes and sedans). Six cylinders, 1-barrel carburetion, 250 CID. Includes high-energy ignition system and excellent reliability in hot, cold or wet weather. 360 cu. in. V8, std. in Vista-Cruiser, Cutlass Supreme Cruiser. 260 cu. in. V8, Salon.

TURBO HYDRA-MATIC TRANSMISSION, available in coupes and sedans, standard in Vista-Cruiser, Cutlass Supreme Cruiser and Cutlass Salon. This automatic has three speeds for performance and efficiency.

5-SPEED OVERDRIVE MANUAL TRANSMISSION, available with 260 V8. All forward gears full-synch. The 5th gear (.90 to 1) delivers the efficiency of overdrive. No extra cost on Salon.

MID-SIZE HANDLING. With a 112-inch (coupe) or 116-inch (sedan) wheelbase, you've got a trim, mid-size car that's pure pleasure to handle and drive. Standard power steering, along with its trim size, helps make parking easy, too.

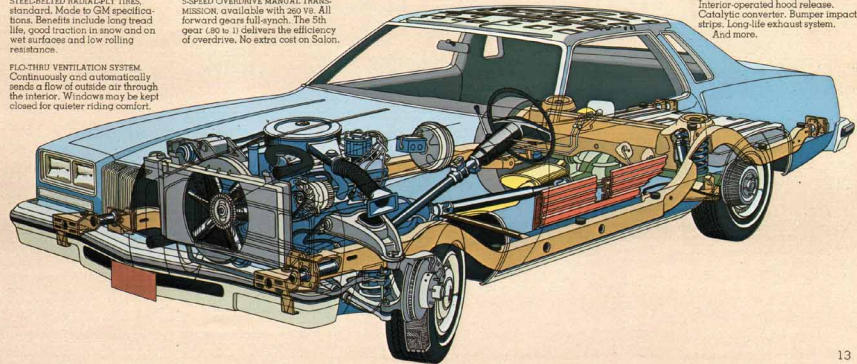
DOUBLE-PANEL STEEL ROOF. A roof within a roof for added strength, quiet. Steel inner panel is joined to steel outer panel to form a double roof. Strategically placed openings baffle and reduce sound.

SMOOTH OLDS RIDE. You'll appreciate the big-car thinking in the ride. Computer-selected coil springs at all wheels, as in larger Oldsmobiles. Front suspension components and design are patterned after larger, smooth-riding Oldsmobiles.

FULL-FOAM SEATS. The comfort you experience in larger Oldsmobiles begins with the full-foam seat construction. You find the same type of construction in every Olds Cutlass (except station wagon third seats). The foam is up to six inches thick.

CUTLASS DIMENSIONS, STANDARD POWER TEAM (COUPE/SEDAN): Wheelbase, 112/116 inches. Overall length, 209.6/215.2 inches. Engine, 6 cylinders, 250 CID except Salon and wagons. Transmission, 3-speed manual standard, except on Salon and wagon; not available in California. Rear axle ratio, 2.73.

CUTLASS STANDARD EQUIPMENT INCLUDES: Front disc brakes. Power-assisted, all models except Cutlass S Coupe and Sedan and Supreme Coupe. Power steering. Steel-belted radial-ply tires. Woodgrain vinyl instrument panel trim. Carpeting on floor and lower door panels. Interior-operated hood release. Catalytic converter. Bumper impact strips. Long-life exhaust system. And more.



Because family outings aren't always picnics in a park. This is the wagon that takes you away from it all and back. Beautifully.



Paved boulevard or backwoods dirt road, Cutlass Supreme Cruiser is right at home with either.

Monday through Friday, this Cruiser is an elegant, smooth-riding Olds for six. Come weekends, it's a spacious, brawny worker that can take you, your family and a lot of gear where boulevards can't.

With coil-spring suspension and a 116-inch wheelbase, the ride is smooth and comfortable. One trip to the corner . . . or to the country . . . and you'll appreciate that fact.

The seats are full-foam (except third seats). The upholstery, all-vinyl. Handsome. Durable. And it cleans up beautifully. A few wipes with a damp cloth and your stylish Supreme Cruiser is ready for a night on the town.

Sounds great? But you'd like still more luxury? You've got it—with our roomy, elegant Vista-Cruiser. Even its handsome wood-grain vinyl exterior trim is standard.



The word for Supreme Cruiser (far left) is versatile. 2-Seat model, standard. Third seat available.

1. Supreme Cruiser Custom Sport bench front seat with center armrest—in Plisse, a handsome, durable ribbed vinyl. Also available with a divided front seat.

2. Comfortable, rearward-facing third seat available in both Olds Cruisers. Rear vent windows, standard on all models with three seats.

3. This handy hidden compartment is standard on 2-seat models.

4. Lots of "easy-to-get-at" loading space with convenient swing-up tailgate door. 85 cubic feet of load space for whatever it is you have to haul.

5. Vista-Cruiser: The elegant Olds wagon with wood-grain vinyl trim.

Cutlass Supreme Cruiser

The quick response of a well-tuned machine . . . the skill and handling on tight turns . . . the excitement of motion. It doesn't end when you head for home—in Starfire SX.



Starfire SX



Starfire SX is a Sport Coupe that turns drivers into enthusiasts. One turn in its cockpit and you begin to know why.

Not just bucket seats, but full-foam high-backed buckets, for firm support and solid comfort. To your right an available Turbo Hydra-matic transmission and console. A full-synch 4-speed manual, standard. Or you can order a 5-speed overdrive manual transmission.

The steering wheel is sport-styled all the way, with padded soft-grip rim and brushed metal spokes.

But the real fun starts when you set it all in motion.

When you do, you're off and running on steel-belted radials and sophisticated under-pinnings. Up front, computer-selected coil springs and stabilizer. To the rear, a torque-arm suspension that handles drive forces—and the road—with authority. You turn quick. Corner with little lean. And stop smooth with front disc brakes.

If you've been wondering where the joy of driving went, now you know. Rediscover it—in Olds Starfire SX.

Starfire SX (far left): Super looks, super ride—Supercoupe!

1. SX standard buckets. Upholstered in glove-soft Wallaby vinyl. Also available in Prado velour with Dover brushed knit. Sports console may be ordered.



Starfire

You can't tell by looking, but Starfire (2) is our lowest priced Supercoupe. Economy, obviously, doesn't have to be dull. A couple of miles of winding road in Starfire and you may never want to go straight again! It's not just a ride—it's an experience!

It's the Starfire experience. And then some.

The "and then some" in the available GT package includes fat, raised-letter steel-belted tires for cornering and lively steering. Tachometer, temperature, ammeter, fuel gauges, and electric clock to keep you posted. A rear stabilizer bar to help flatten sway.

Plus wide hood and side stripes and specially designed star-spoke rally wheels for GT looks! Add the available sporty new 5-speed shifter and you have the ultimate Starfire experience. But then, you'll know that the first time you get your driving gloves on that padded,

four-spoke steering wheel and humble a winding stretch of concrete. The spirit. The handling. The confidence. It's all there. When you climb out of this one, you know that "GT" is no careless title. It's all you expect. And then some!



1. With agility like Starfire GT's you just might go out looking for turns and curves.

2. A few miles at the wheel and you'll know why it's called Supercoupe.

3. Fold down the second seat and you've got space that says you can take it with you! Stowaway spare tire

to save space with carpeted cover. 4. Business-like layout to keep you properly briefed—electric clock, tach, ammeter, temperature and fuel gauges standard on Starfire GT.

5. A 5-speed manual transmission, available—for sports car fun—and overdrive efficiency!



FRONT DISC BRAKES. For quick cooling, fade-resistance and long life. New piston and vented rotor are larger than last year. Larger rear drums along with a new lining material help dissipate heat faster, provide good brake performance.

3.8 LITER V6, 231 CID, 2-barrel carburetor. Designed to provide a good balance of gutsy sports car performance and light weight efficiency.

4-SPEED MANUAL TRANSMISSION, std. All forward gears full-synch. A do-it-yourself gear box that gets the job done smoothly, firmly.

5-SPEED OVERDRIVE MANUAL TRANSMISSION, available. The 5th gear (.80 to 1) delivers the efficiency of overdrive. It's the ultimate Olds shifter for driving enthusiasts.

TURBO HYDRA-MATIC TRANSMISSION, available. Three speeds for performance and efficiency.

BIAS-BELTED TIRES (878 x 13, std. on Starfire, Steel-belted radials (8878 x 13, std. on SK, Fat, raised-letter radials (8870 x 13), for lively steering and cornering, std. on GT.

HIGH-ENERGY IGNITION SYSTEM. Packs the power to help give you quick, sure starts in virtually any weather. From frigid to downpour. Contributes to long spark plug life. Eliminates the need for contact points and ignition condenser.

GAUGE INSTRUMENTATION, standard on GT, includes tachometer, temperature, ammeter and fuel needle gauges, plus electric clock.

MONOCOQUE BODY CONSTRUCTION. Body, frame welded into a single unit.

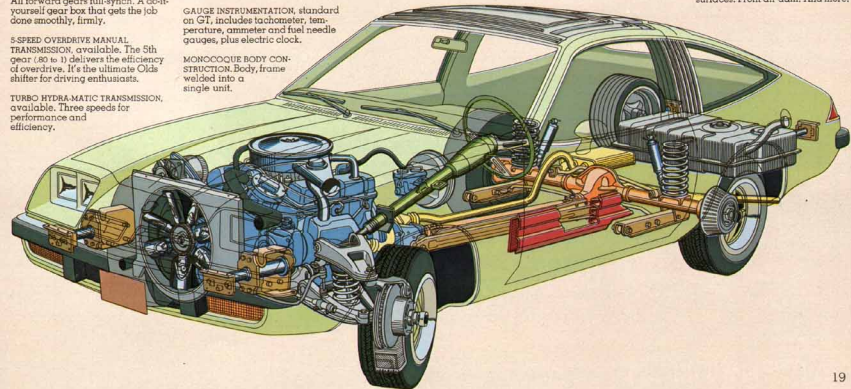
THE SPORTS CAR TYPE HANDLING and agility starts with the 97-inch wheelbase. It's enhanced with a sophisticated suspension system. Computer selected coil springs at each wheel for smoothness. Front stabilizer bar standard. Rear stabilizer bar standard on GT model. Rear dual-link suspension with track bar and torque arm to handle the drive forces—and the road—with confidence and authority.

STOWAWAY SPARE TIRE to save space. Stores in its own tire well and is covered with carpet. Inflates easily with an accompanying can of compressed gas.

HATCHBACK UTILITY. The fastback rear styling is pure sports car in looks. But inside, it's designed for utility. The second seat flips down and helps to form a five-foot-plus carpeted cargo deck. An upward opening hatch provides the room you need to get at it.

STARFIRE DIMENSIONS AND STANDARD POWER TEAM. Wheelbase, 97 inches. Overall length, 179.3 inches. Engine, 3.8 liter v6 (231 cubic-inch displacement), manual, full-synch 4-speed manual. Rear axle ratio, 2.56 (2.93 in California).

STARFIRE STANDARD EQUIPMENT INCLUDES: High-back bucket seats. Stowaway spare tire. Padded grip sport steering wheel (SK). Rear hatch door. Fold-down 2nd seat. Front disc brakes. Pliable nose, rear surfaces. Front air dam. And more.



Starfire GT

Yesterday's experience is for others. You go looking for what's new and exciting. You find it in this new Omega—the Olds compact offering Brougham luxury.



Omega Brougham



The compact idea isn't new. But Oldsmobile luxury in a compact is. And you find it, appropriately enough, in our new Omega Brougham.

Settle into its full-foam seats. Relax. Run your hand over the rich new brushed knit fabric. You get the feeling you're in a bigger, more expensive car.

You're surrounded with comforting touches. Overhead, acoustical sound-absorbing ceiling. Underfoot, thick, lush cut-pile carpeting. Interior room is for six.

You may find Brougham's ride impressive. It features components patterned after larger Oldsmobiles.

And if you wish, you may even top it off by ordering a special Landau roof with privacy side windows on coupe models. Very elegant.

Yet with all its luxurious and comforting ways, Omega Brougham remains a most efficient compact.

It is designed to help you save on operating costs by going up to 22,500 miles between tune-ups, up to 15,000 miles between oil filter changes.

Compact economy has always been a good idea. Now it's a proud, comfortable and elegant idea as well.

Omega Brougham Coupe (far left):

The class of its class.
1. Omega Brougham's rich, brushed knit Dover cloth interior makes it very special among compacts. Choice of blue or mahogany. Also available in Wellaby vinyl in white or buckskin. Or you can order bucket seats in the same four colors.

2. Omega Brougham Sedan: Proof that luxury looks and comfort don't have to be expensive.

The snow is right . . . you want to pack up the family and go. Omega adds to the fun. It's a roomy, economical way to go anywhere.



Omega



These days, doing things as a family could take you many places. And getting there in an Omega is part of the fun.

Omega isn't just another compact. It's a compact Oldsmobile—with Olds room, Olds ride and Olds comfort. In fact, Omega is more car than some smaller compacts. Its wheelbase is longer. Its stance is wider. Its interior is more spacious and more welcoming with room for six.

Yet Omega still offers you what you buy a compact for—easy handling, easy parking, thrift and easy-to-take price.

And where are you going to find more built-in value? Front disc brakes, hydraulic front and rear bumpers, long-life exhaust system, high-energy ignition system, double-panel steel roof and catalytic converter are just a few of the features you don't pay extra for.

You don't pay extra for full-foam seats and neatly tailored interiors, either.

Omega is more than a lot of compact. It's a lot of Oldsmobile—still at a compact price!

Omega Sedan (for left): Family comfort to fit a family budget.

1. Omega is upholstered in Nero knit vinyl. It wears like vinyl, cleans like vinyl—but looks like cloth! Choice of mahogany, white and buckskin. Brushed knit trims in black and blue also available.

2. Omega Coupe: An Olds for the young or any age.



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23

Omega SX

Bring on the surf boards, 10-speeds and sleeping bags. Omega SX Hatchback can handle them—and be sporting about it.

The Omega Hatchback with available SX package, is fast becoming a 4-wheeled youth movement. It's priced to fit young budgets... styled to meet young tastes with bold stripes and dual sport mirrors... and built to live an on-the-go life.

Pop! Up—and out of the way—goes the rear hatch.

Pop! Down goes the second seat. And just like that, you've got a six-foot long load space that's ready to go—surfing, scuba diving, camping, hiking, biking or whatever!

And you go on a rally suspension that's got it all together. Smooth, but firm, to help straighten tight turns. You can go with added spirit too. Order

our available 5-speed overdrive gear box, along with a 260 V8 and you've got it.

Take that padded sport-style steering wheel in your hands and put an Omega SX Hatchback to the test. You'll see why more and more young people are getting carried away... with this spirited and sporty compact from Olds.

1. Fold-down second seat helps provide six-foot long cargo area!
2. It isn't just sporty to order a 5-speed manual. It's sensible—because the 5th gear is overdrive. That lets the engine run slower. More efficient, too!
3. Neat, clean command center.
4. That compact size makes handling and parking a pleasure.
5. Order bucket seats on Coupe or Hatchback!
6. Omega SX: For people who like to make sport of driving.

Omega F-85

Omega F-85 (7) is our lowest priced Olds. It's so affordable it could very well be your first new-car choice. The name says Olds outside. The quality says Olds inside. Easy-on-the-eye Racine fabric (8) is standard in F-85.



HYDRAULIC BUMPER SYSTEM, front and rear, to absorb minor impacts. Protective bumper impact strips.

SMOOTH OLDS RIDE. Like larger Oldsmobiles, compact Omega features computer-selected coil springs up front. The rear suspension features multi-leaf springs. The resulting ride is surprisingly smooth.

250 CID SIX CYLINDER ENGINE, 1-barrel carburetion, includes high-energy ignition system for starting power and reliability in any weather, hot or cold.

3-SPEED MANUAL TRANSMISSION. All forward gears fully synchronized. Designed for smooth, easy shifting. Not available in California. A 3-speed Turbo Hydra-matic transmission is available.

5-SPEED OVERDRIVE MANUAL TRANSMISSION, available with the 260 V8. It adds sport. And efficiency—because the fifth gear (60 to 1) provides overdrive, allowing the engine to run at lower rpms.

STEEL-BELTED RADIAL PLY TIRES, available. Made to GM specifications. Benefits include long tread life, good traction in snow and on wet surfaces and low rolling resistance. Bias-belted tires, standard.

BODY AND FRAME INSULATION. Body and chassis are rubber insulated to reduce road noise and vibration.

FLO-THRU VENTILATION SYSTEM. Continuously and automatically sends a flow of outside air through the interior. Windows may be kept closed for quieter riding comfort.

ADULT-SIZE ROOM. Omega is a compact 16 1/2 feet outside. Inside, there's room for six. Omega is more car than some smaller compacts. Its wheelbase is longer. Its track is wider. It's a lot of Olds.

FULL-FOAM SEATS. The secret of seating comfort starts with the seat construction. In Omega it's full-foam, as in the most expensive Olds. The foam is contoured, one-piece and up to six inches deep. No loose padding to shift or lose its shape.

DOUBLE-PANEL STEEL ROOF. It's a roof within a roof for added strength and quiet. A steel inner panel is firmly joined to the steel outer panel to form a double roof. Strategically placed openings baffle and reduce sound.

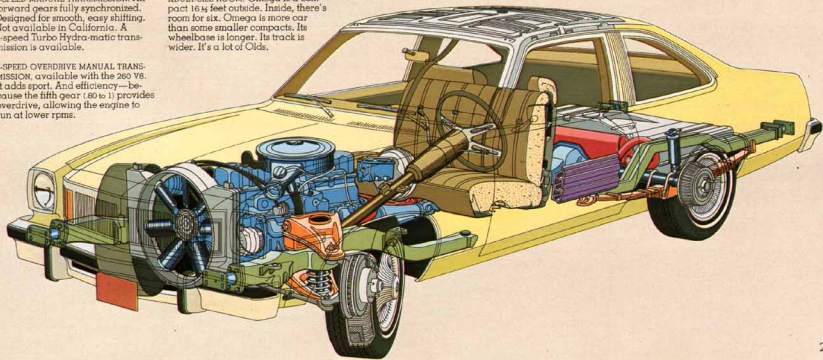
LONG-RANGE CRUISE CAPABILITY. Some smaller cars come with much lower fuel tank capacities. Omega's capacity is a big 21-gallons. You can go a long way between fill-ups.

LUGGAGE CAPACITY. The Omega Coupe's trunk has 14.2 cubic feet of cargo space. Enough room for family luggage. Hatchback models offer even more cargo space.

111-INCH WHEELBASE. It's long enough to contribute to the surprisingly smooth Omega ride. Short enough to make handling and parking a pleasure.

OMEGA DIMENSIONS AND STANDARD POWER TEAM. Wheelbase, 111 inches. Overall length, 199 1/2 inches. Engine, 6-cylinder, 250 CID. Transmission, full-synch 3-speed manual (not available in California). Rear axle ratio, 2.73.

OMEGA STANDARD EQUIPMENT INCLUDES: Front disc brakes. Arm-rests, front and rear. High-energy ignition system. Wall-to-wall carpeting. Stowaway spare tire (Hatchbacks). Full-foam seats. Fold-down second seat (Hatchbacks). Catalytic converter. Long-life exhaust system. And more.





Stowaway spare tire. Standard on Starfire. Available on other coupes and sedans. Its compact size provides added luggage space. Inflates in seconds with compressed gas (can included).



Hatch Roof. This "lift-off" roof gives you the sun, fun and air of a convertible—in a hardtop! Two custom-designed tinted glass roof panels lift out easily. They store neatly in a special carrying case. Available on Supreme Brougham, Supreme, and Salon Coupes.



5-speed overdrive manual transmission. All five forward gears are fully synchronized. Lets you enjoy the sport of shifting. It's efficient, too, because the 5th gear (.80 to 1) is overdrive! Lets the engine turn fewer rpms.



Let us entertain you. Five quality radios available. AM-FM Stereo Radio with Stereo Tape Player, AM-FM Stereo Radio and AM Radio with Stereo Tape Player—all with front and rear speakers. AM-FM Radio and Deluxe AM Radio—with front speakers, rear available.



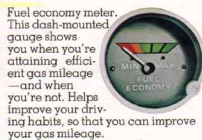
Tilt-away steering wheel. It's the wheel that adjusts five ways to fit all driving members of your family. It also helps make entry and exit easier and more convenient.



Cruise Control. Lets you maintain a constant speed on turnpikes, without the use of the accelerator pedal. Helps reduce fatigue on long trips.



Deluxe Wheel Discs and Wheels: (A) Cutlass, Vista-Cruiser. (B) Omega. (C) Cutlass, Vista-Cruiser. (D) With cast gray center or body paint color center, Cutlass. (E) Center trimmed with body paint color, Starfire. (F) Starfire. (G) Starfire.



Fuel economy meter. This dash-mounted gauge shows you when you're attaining efficient gas mileage—and when you're not. Helps improve your driving habits, so that you can improve your gas mileage.

MORE OPTIONS AND ACCESSORIES YOU CAN ORDER! Headlight-on reminder. A gentle buzz to help prevent leaving lights on.

Power trunk release. Open the trunk lid from inside the car. Makes loading and unloading more convenient—especially in the rain.

Rear window defogger. Convenient way to remove fog or frost.

Tempmatic Air Conditioner. Automatically maintains the temperature you select. Cools, heats, dehumidifies. An "economy" setting indicates to the driver that the compressor isn't running. Available on all Cutlass models.

Four-Season Air Conditioner. Heats, cools, dehumidifies. Also features an "economy" setting. Provides year-round comfort.

Dual sport mirrors. Aerodynamically styled dual mirrors that match your car's body paint color. Left side features remote control.

Power door locks. Secure all doors instantly with one touch of a switch in either front door.

Custom sport steering wheel. Standard on Starfire SX. Features a thick padded rim of simulated leather and four brushed metal spokes.














Pulse wiper system. For a slower-than-normal wiper speed. Added convenience for light rain, fog or mist. Also includes normal speeds.

A remote-control outside rear-view mirror.

THERE'S MORE! Power windows. Power seats. Electric clock. Special paint stripes. Tinted glass. Special anti-spine axle. Full or Landau vinyl roof covering. Locking fuel cap. Convenience light packages. Trailer towing equipment. Semi-automatic level control/shock absorbers with instrument panel control. Lighted vanity mirror. And more.

Special note: Not all of these accessories are available on all models. Check your Olds dealer for specific availability.

Besides the Oldsmobiles you've seen in this catalog

CUTLASS	OMEGA	TORONADO	DELTA 88
 CUTLASS SUPREME BROUGHAM COUPE	 OMEGA BROUGHAM COUPE	 TORONADO BROUGHAM COUPE	 DELTA 88 ROYALE COUPE (4)
 CUTLASS SALON COUPE	 OMEGA BROUGHAM HATCHBACK	 TORONADO CUSTOM COUPE	 DELTA 88 ROYALE HT SEDAN
 CUTLASS SALON SEDAN	 OMEGA BROUGHAM SEDAN	 98 REGENCY COUPE	 DELTA 88 ROYALE TOWN SEDAN
 CUTLASS SUPREME COUPE	 OMEGA COUPE (2)	 98 REGENCY HT SEDAN	 DELTA 88 COUPE
 CUTLASS SUPREME SEDAN	 OMEGA HATCHBACK (2)	 98 LUXURY COUPE	 DELTA 88 HT SEDAN
 CUTLASS S COUPE (1)	 OMEGA SEDAN	 98 LUXURY HT SEDAN	 DELTA 88 TOWN SEDAN
 CUTLASS S SEDAN	 OMEGA F-85 COUPE	... and these Olds Cruisers:	
 STARFIRE SX	 STARFIRE	 VISTA CRUISER	 CUSTOM CRUISER
 STARFIRE SX SPORT COUPE (2)	 STARFIRE SPORT COUPE (1)	 CUTLASS SUPREME CRUISER	 CUSTOM CRUISER (2 OR 3 SEATS)
 STARFIRE SPORT COUPE (2)	 STARFIRE SPORT COUPE (1)	 CUTLASS SUPREME CRUISER	 CUSTOM CRUISER (2 OR 3 SEATS)

1976 OLDSMOBILE EXTERIOR COLORS ON ALL MODELS



Printed colors are approximate only and may vary from actual car paint colors.

Options and Accessories: They can help make your new Olds even more enjoyable and rewarding.

Built-in Olds features to help protect you, your investment and the environment.

TO HELP GUARD YOUR INVESTMENT —YOUR OLDSMOBILE HAS THESE ACCIDENT PREVENTION FEATURES:

Side marker lights and reflectors ■ Parking lamps that illuminate with headlamps ■ Four way hazard warning flasher ■ Backup lights ■ Lane change feature in direction signal control ■ Windshield defrosters, washer and dual speed wipers ■ Wide view inside mirror (vinyl edged, shatter resistant glass and deflecting support) ■ Outside rear view mirror ■ Dual master cylinder brake system with warning light ■ Starter Safety Switch ■ Dual action safety hood latches

TO HELP PROTECT YOU—THESE OCCUPANT PROTECTION FEATURES:

Seat belts with pushbutton buckles for all passenger positions ■ Two front combination seat and inertia reel shoulder belts for driver and right front passenger (with reminder light and buzzer) ■ Energy absorbing steering column ■ Passenger guard door locks ■ Safety door latches and hinges ■ Folding seat back latches ■ Energy absorbing padded instrument panel and front seat back tops* ■ Contoured windshield header ■ Thick laminate windshield ■ Safety armrests ■ Safety steering wheel ■ Cargo Guard (except hatchback and station wagon models) ■ Contoured roof inner panel

*Including intermediate seat back tops on three-seat station wagons.

AND TO HELP PREVENT THEFT— YOUR OLDSMOBILE PROVIDES THESE

ANTI-THEFT FEATURES: Anti-theft ignition key reminder buzzer ■ Anti-theft steering column lock ■ Inside hood latch release on most models

Oldsmobile reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Printed in U.S.A. NOTE: Not all accessories and items of equipment shown on the models illustrated in this catalog are standard.

Some are extra cost, and available only on specific models; See page 26. For specific prices and availability, check your Oldsmobile dealer.



Oldsmobile

Can we build one for you?