

Roadability and ride of the 1957 Oldsmobile have been improved through the utilization of a new "wide stance" chassis, incorporating a wider and heavier frame and better suspension. The frame is eight inches wider and 45 to 67 pounds heavier. The frame side rails have been widened to permit the lower car floor and to reduce road noise. Rear shock absorbers have been moved outboard of the frame to a position outside the leaf springs, thus reducing roll on curves. A two-piece propeller shaft with three joints has been adapted to allow lowering of the body and to minimize transmission of axle noise. The axle housing has been enlarged to accommodate the new higher load capacity differential.

From: Oldsmobile Division
General Motors Corp.
Lansing 21, Mich.

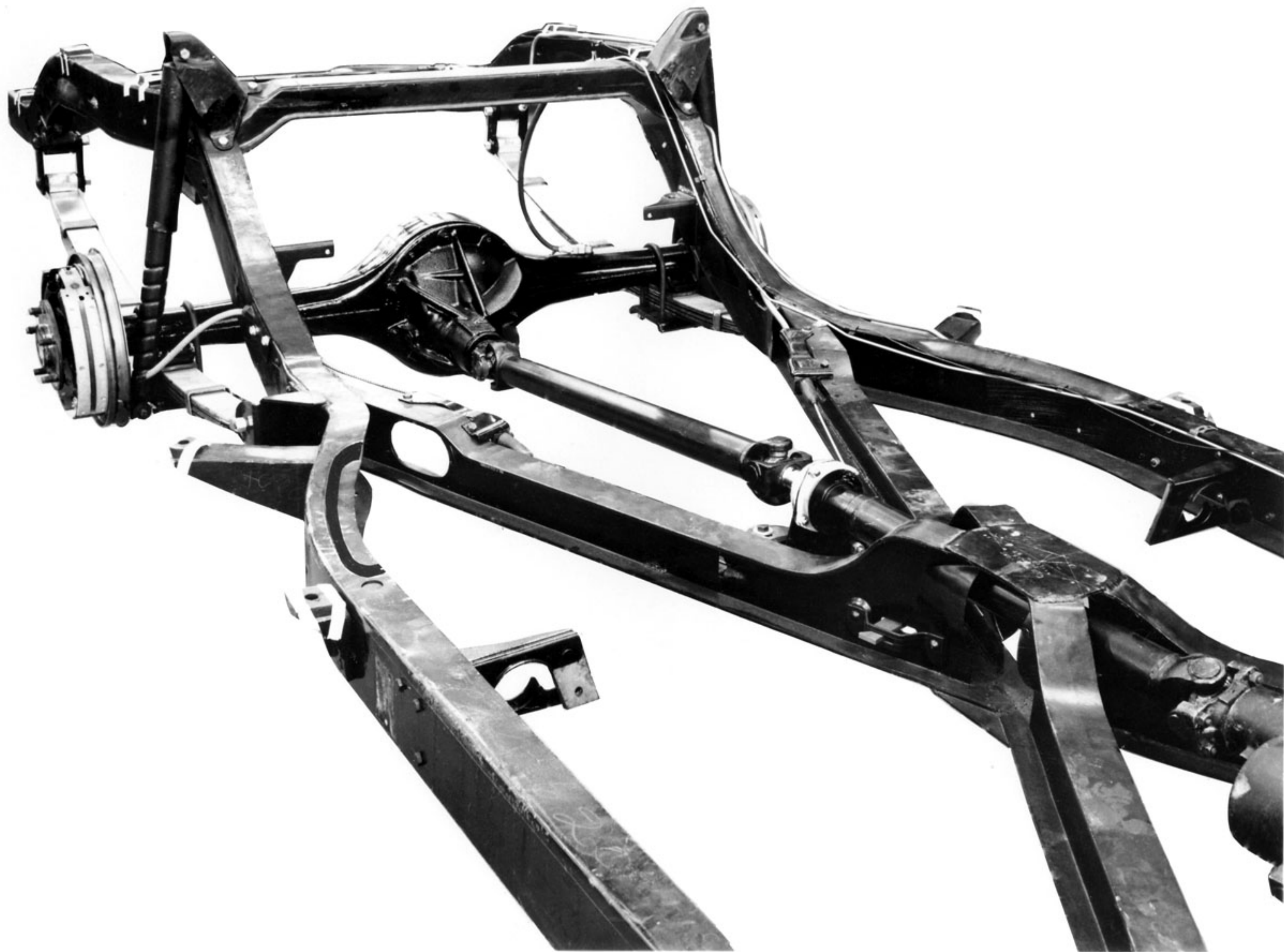
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Oldsmobile's 1957 strut-mounted instrument panel, adapted from the experimental Delta, offers a new concept of design in the driver's compartment. The strut panel extends from one side of the passenger compartment to the other and is set back from the windshield base or cowl panel. This leaves an air space back of the windshield for better air circulation and instrument accessibility. The safety pad on the dash panel is deepened for better passenger protection and is now standard on all Super '88' and Starfire '98' models. The steering wheel is deeply recessed for greater safety and the instrument controls are recessed in the dash for improved safety. The electric clock is mounted in the panel center for better visibility and the radio speaker also is center mounted for better tonal qualities. The 27-inch wide glove box is to the right of the steering column.

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The rear shock absorbers in the 1957 Oldsmobile have been relocated outside the rear springs, thus permitting a much wider base for controlling spring action. The shock absorbers are 16 inches farther apart at the top and 6 inches farther apart at the bottom. This broadened base contributes to riding comfort by reducing the tendency of the car body to sway on curves or in cross winds. Their vertical outboard location gives them improved straight line control over up-and-down wheel movements. The new L-Bow propeller shaft, redesigned to permit lowering of the car body, has a three-joint construction with the center joint mounted in rubber.

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Oldsmobile's fresh new styling for 1957 is dramatically evident in this rear view of the Super "88" Holiday coupe. The unique "Sky-line" roof beading extends through the struts separating the glass areas of the twin strutted rear windows and down the rear deck almost to the base of the trunk. The distinctive accent stripe starts in the door and sweeps rearwards through the rear quarter panel and fender to the back-up light. The taillight has a wide chrome visor and a decorative spinner over the glass area. The deep protective rear bumper incorporates the dual exhaust ports in the outer guards.

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