



YOU OWE YOURSELF AN
OLDSMOBILE

OLDSMOBILE . . . THE MOST INTERESTING CAR 42 YEARS AGO, THE MOST INTERESTING CAR TODAY.

Right from the dawn of the industry, when it designed the first successful, popular car—the first car to prove a practical volume-production proposition, Oldsmobile has always been interesting.

In the last few years—since 1934—it has become more interesting than ever. In that year Oldsmobile established new standards of design and styling, leapt far ahead of its competitors in distinction and popularity. It achieved, at one sweep, and has since consistently maintained unchallengeable leadership in distinctive styling and engineering excellence.

★ ★ ★

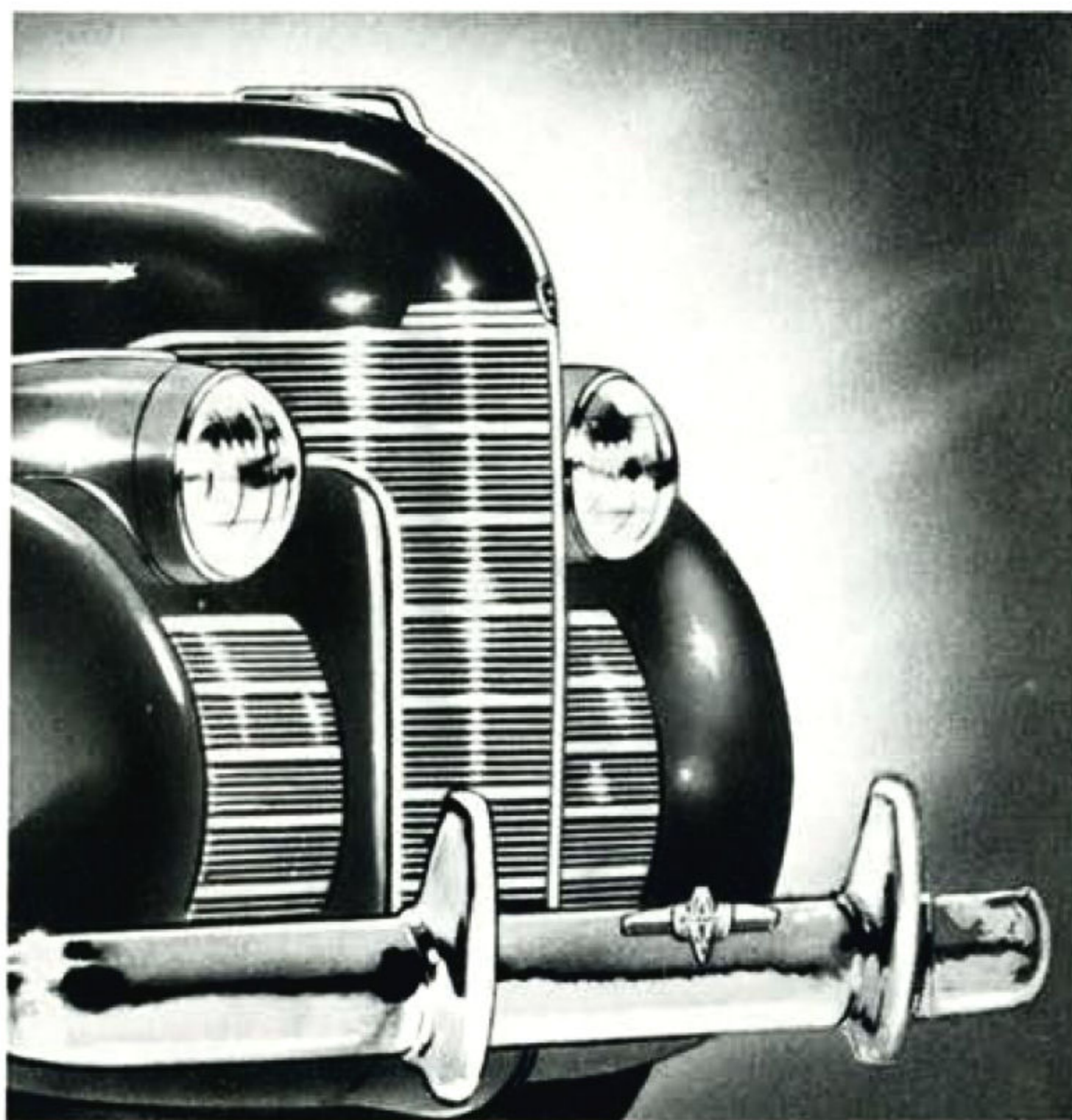
This year, Oldsmobile again swings far away in front, with two magnificent cars of original, yet supremely graceful design—two striking new Sixes, which incorporate all that is newest and most valuable for greater economy and comfort and increased safety and handling ease.

For such consistent leadership there must be a reason. It is this:—

Oldsmobile's forty-two years experience provide a background of engineering and production knowledge unequalled in the industry—a background of the utmost value. And, what is more, Oldsmobile's research and engineering staff, backed by this tradition of leadership, enjoy full access to the research, data and world-wide sources of information available to General Motors. In the collaboration of these independently operating organizations is represented a creative force that is unequalled anywhere in the industry to-day. It is their work which has made the new Oldsmobile, every year, the most interesting car by far in its class.

Now, this is more than ever the case—in price range—in styling—in features—in safety—in roadability, and in VALUE.

OLDSMOBILE INTRODUCES



Two GREAT SIXES THAT GIVE YOU EVERYTHING *New*

This year breaks Oldsmobile records.

For the first time Oldsmobile gives you the choice of two Sixes—the Series "60"—the Series "70".

There is not, in its class, a more economical car to operate, a more comfortable car to drive or ride in, than Oldsmobile's new Series "60". With ample accommodation for six passengers—with, because of the new Safety Gear Shift, even greater unobstructed space in the front compartment, it brings you a completely new idea of spaciousness and convenience. In styling and streamlining, in finish and equipment, it provides everything the most exacting would expect.

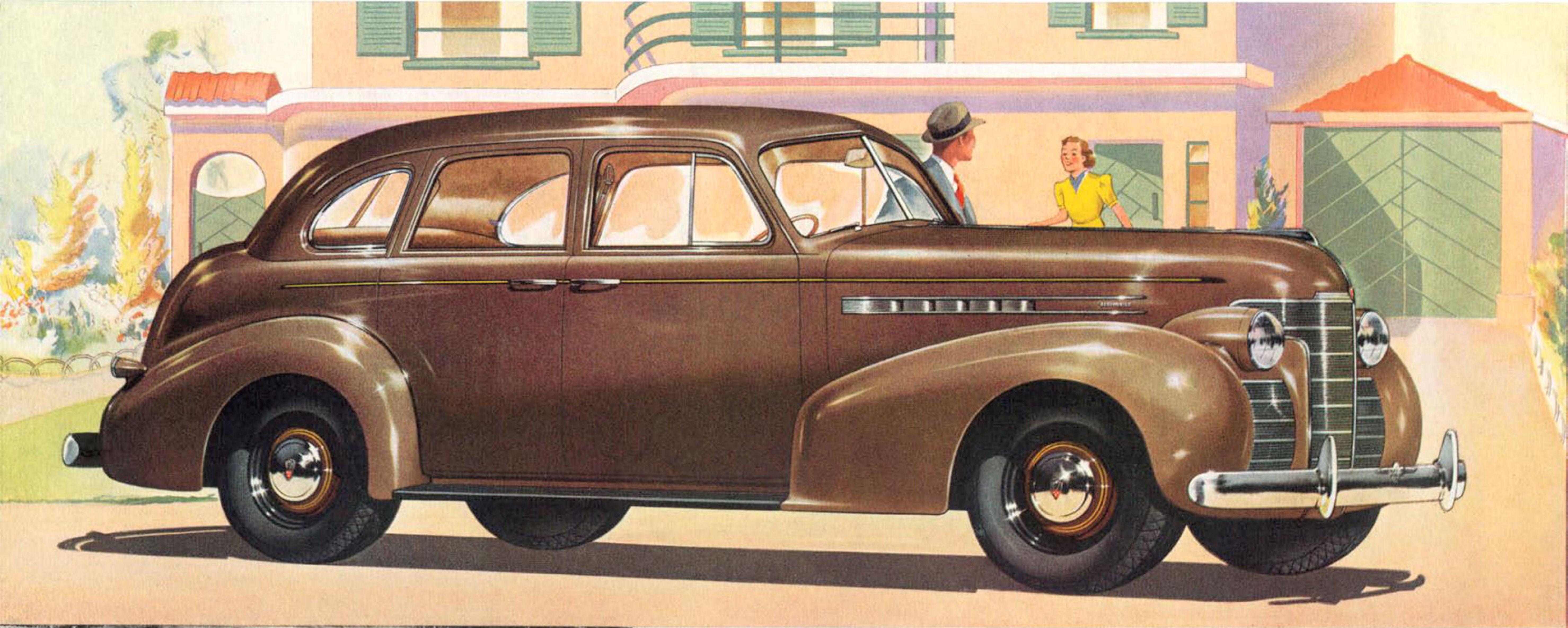
Only in the way that one thoroughbred excels another, does the Oldsmobile "70" stand out above its companion "60". In the "70", you find a car of complete luxury, glorious styling, longer, smoothly flowing lines. In it, you will find the extra power, the quickened response, the extra flash of action—the refinement of detail and

completeness of equipment that mark it as a car to be chosen above all others. It is, from every angle, a car that within reasonable limits of cost, offers you everything you most desire.

And both these Oldsmobiles give you the greatest, most coveted innovations of the year—perfected Quadri-Coil Rhythmic Ride with Four-Way Stabilization—new Safety Gear Shift on the steering column—"Observation-Car Vision"—in the safest, strongest car bodies ever built—the year's most admired styling—and a whole host of detailed excellence features.

You Owe Yourself an Oldsmobile—and this year, Oldsmobile offers you more good things, at a price which makes it even easier than ever to own.

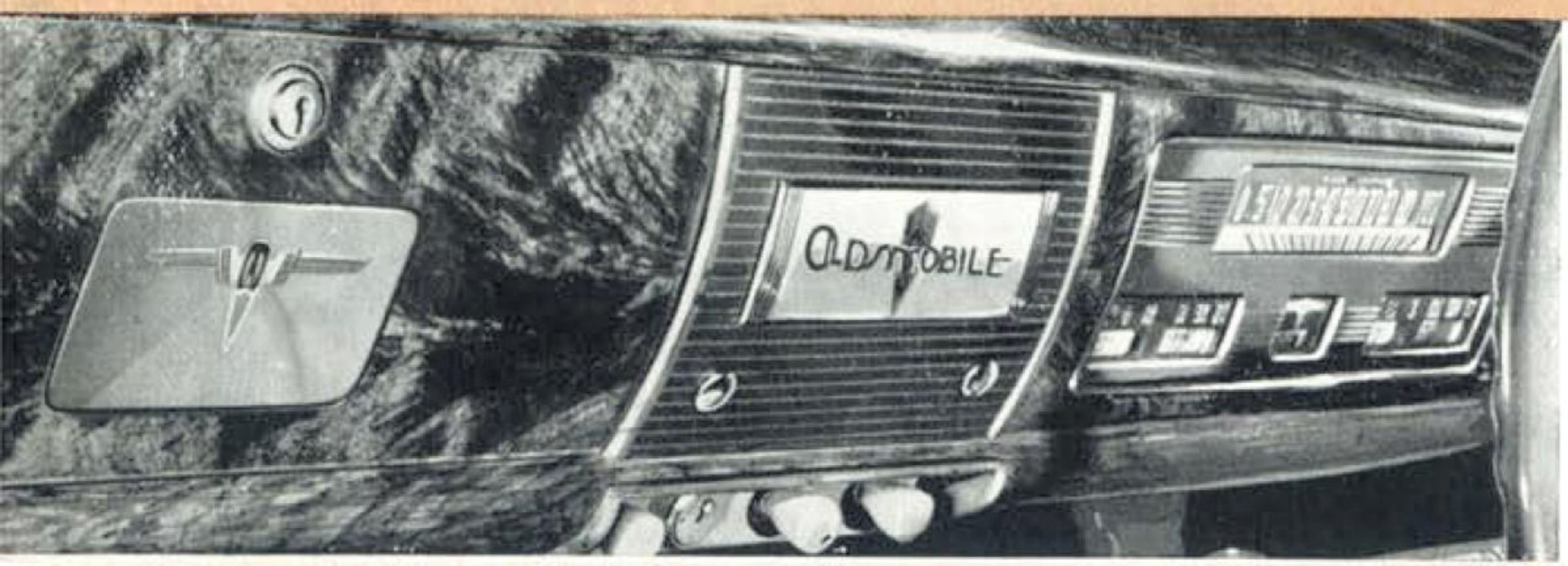
Whether your preference is for the Series "60" or Series "70", you will be glad you chose Oldsmobile. . . .



THE *Series* "60" OLDSMOBILE SEDAN

The most economical and comfortable car in its class. Distinctively styled, with sweeping graceful contours and outstanding perfection of detail, its new Safety Shift Gear Control gives even greater room and unobstructed floor space in the front compartment. Like all Oldsmobiles, it features, too, the new Quadri Coil Springing. The graceful luggage-trunk affords ample luggage space.

LEFT: The "60" Instrument Panel is completely smooth with recessed controls flush with the surface for greater safety. The straight-line arrangement of the instrument dials make reading easy. The centre panel is removable to provide for radio installation.

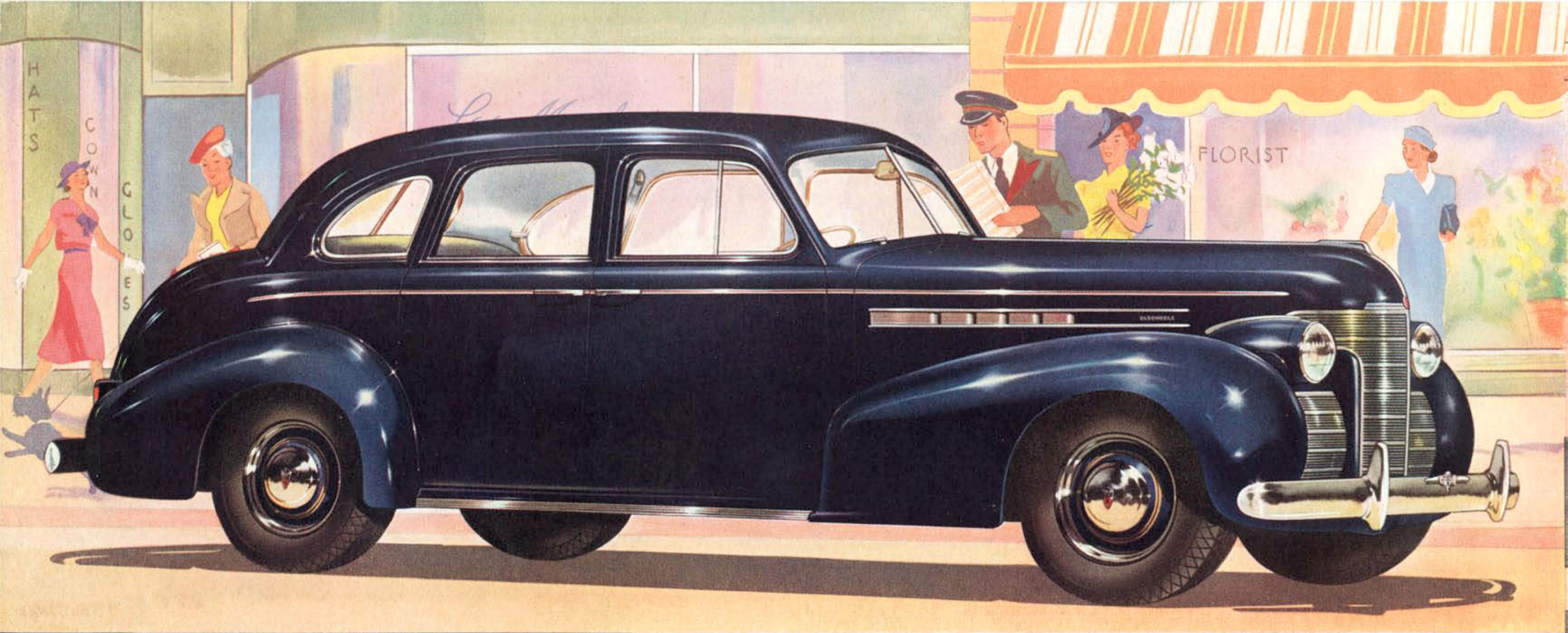




THE *Series "60"* OLDSMOBILE COUPÉ

An exceptionally attractive car, specially designed to provide ample accommodation for six passengers. It can be instantly converted, by folding the entire rear seating accommodation, to provide exceptional luggage space behind the front seat. This unique construction makes it ideal for both business journeys and pleasure trips or long holiday tours.

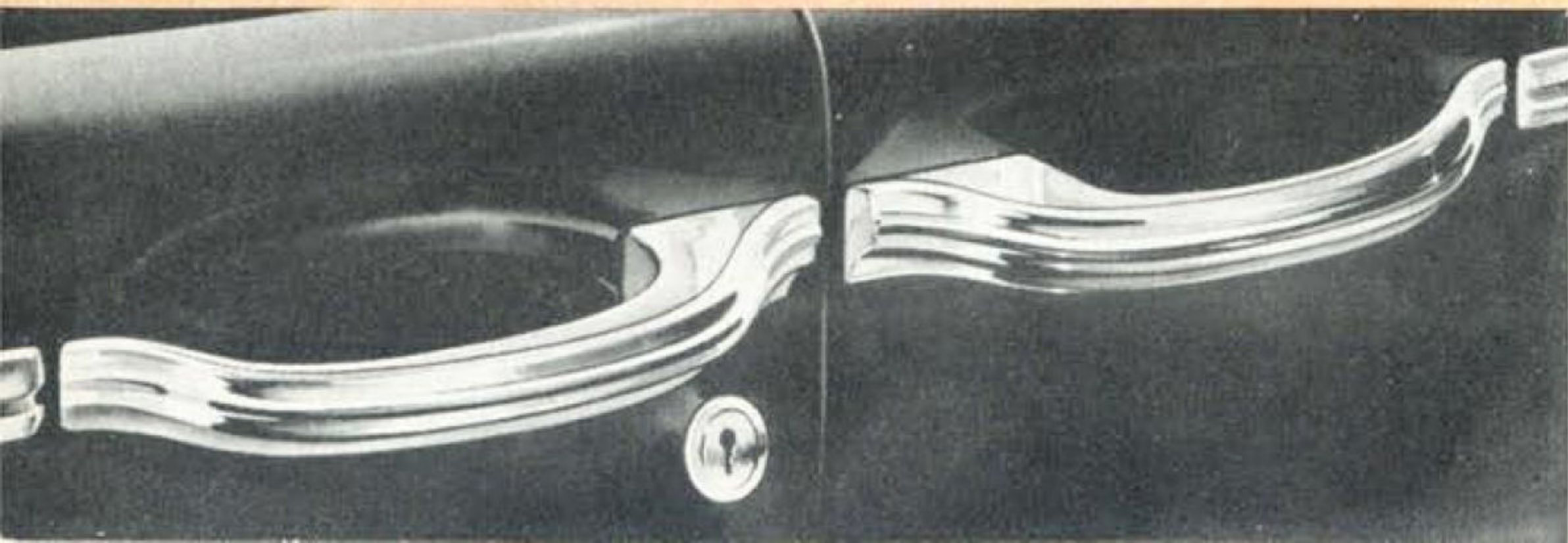
LEFT: Oldsmobile's new Safety Shift Gear Control. A handle located on the steering column replaces the old-fashioned lever. The absence of a lever projecting from the floor means greater safety in the event of sudden stops and gives more room for three passengers.

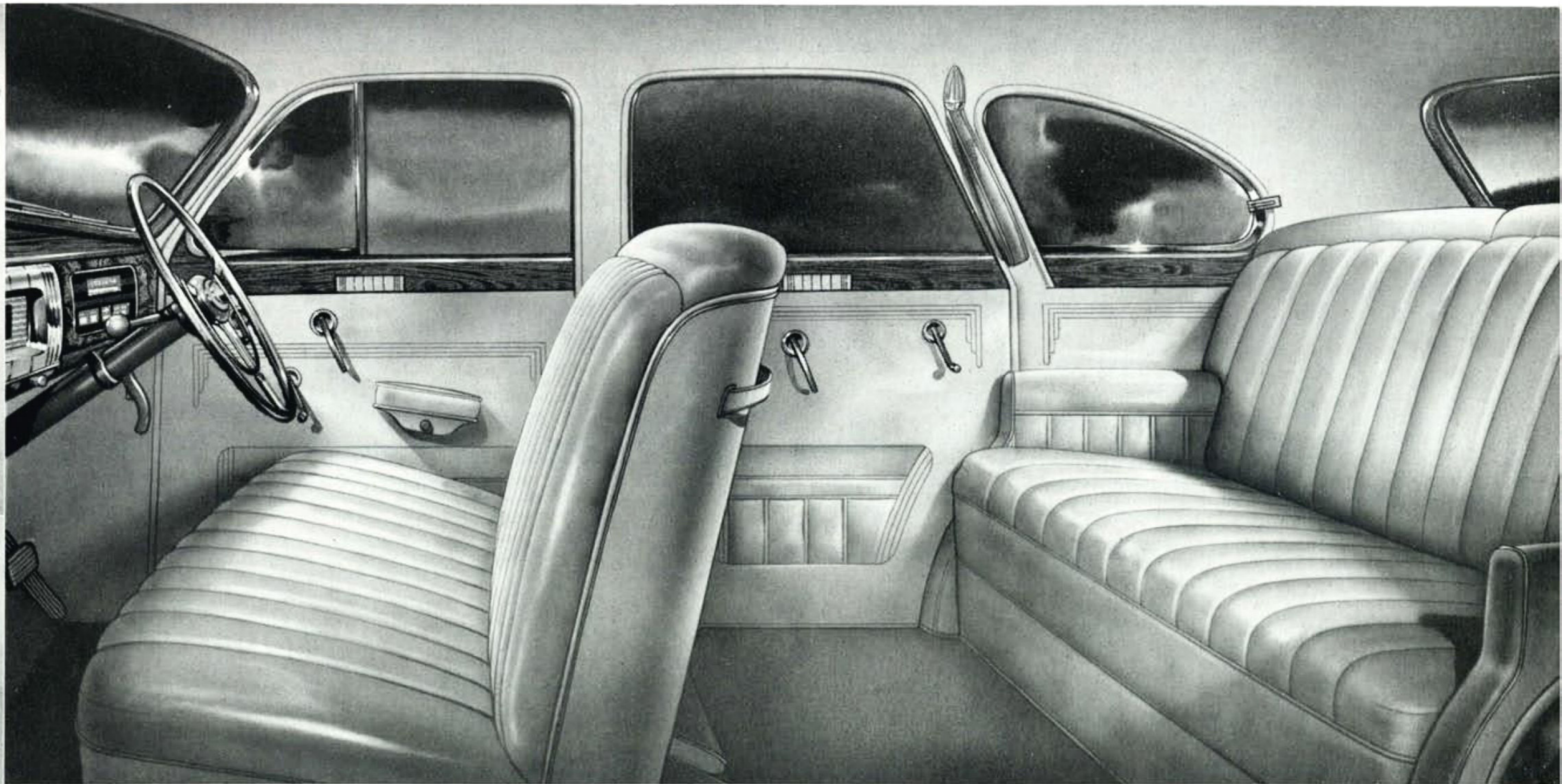


THE *Series* "70" OLDSMOBILE SEDAN

Luxurious to the last degree, superbly styled, with long, smoothly flowing lines, the "70" Sedan is beyond all doubt a car that will instantly appeal. Features are the lowered body, ease of entry and exit, and, as in all Oldsmobiles, the exceptional quality of the metal work and fittings.

LEFT: These handsomely finished chrome-plated door handles are featured on each of the new Oldsmobiles. They are entirely re-designed for greater safety, fitting closely to the contour of the body, and blending in location and shape with body side moulding. Fitted with rattle-proof escutcheons. Separate external locking barrel on left-hand front door.





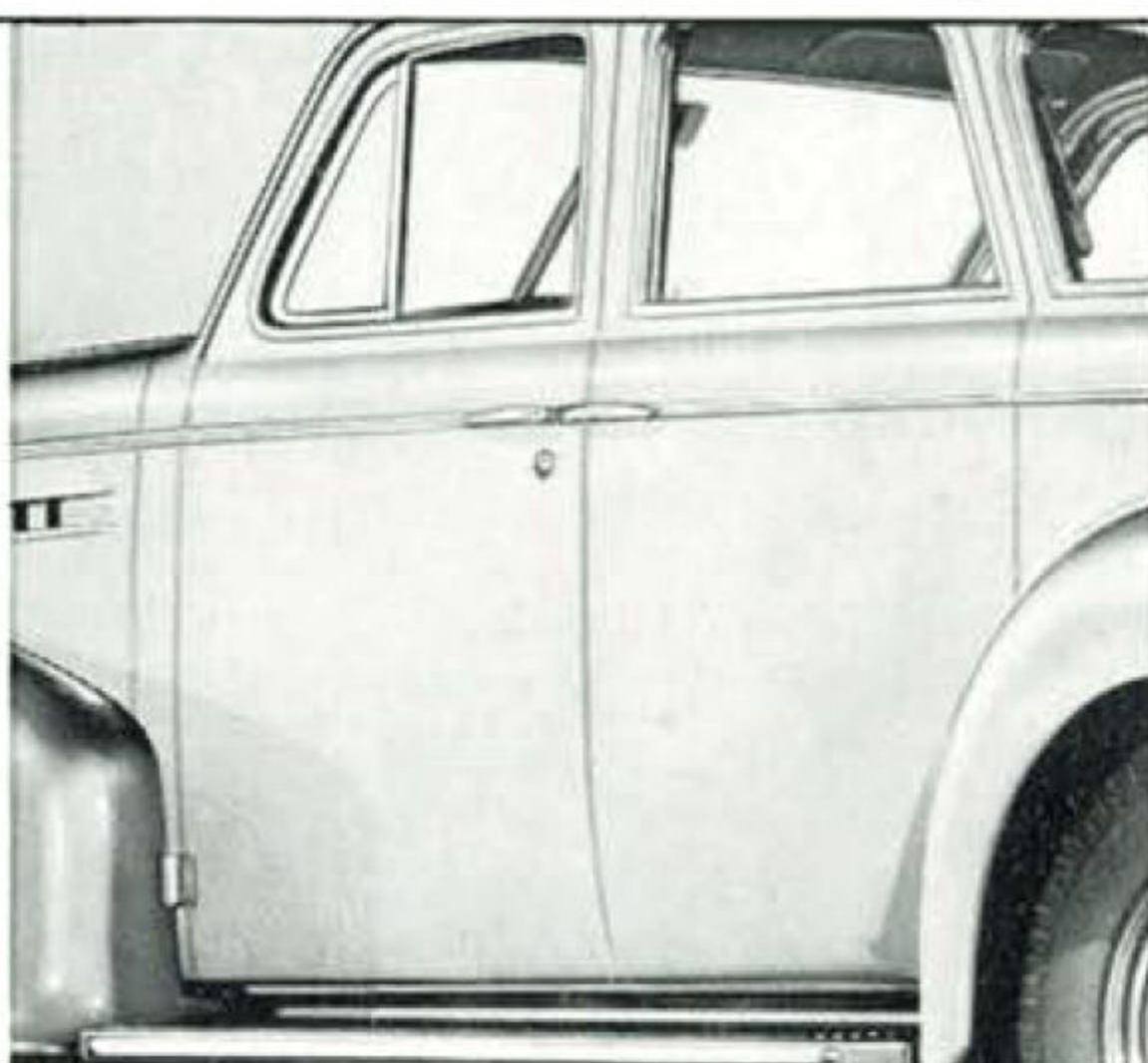
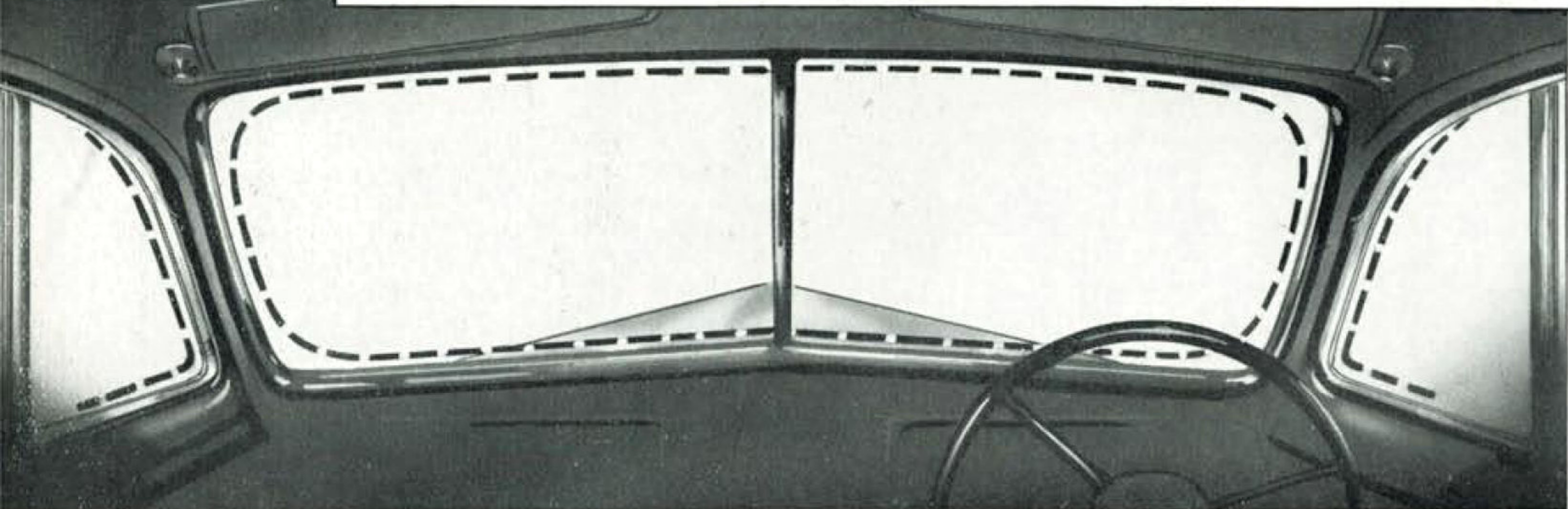
ABOVE, LEFT: Multi-Adjustable design enables you to adjust the driver's seat instantly to meet individual requirements — a feature which adds immeasurably to your comfort and assists in reducing fatigue on long journeys.

BELOW, LEFT: The Adjustable Arm Rest, featured on both the Series "60" and the Series "70", is controlled by a thumb-screw, and can be altered in a moment to suit the driver's needs.

Complete
**LUXURY AND
COMFORT**

Oldsmobile provides the utmost in luxury of finish and everything for complete convenience. In all the new Sixes (the "70" being shown here) genuine leather is used, with a new "Super Dull" finish of extreme durability. Arm rests and assist loops are provided. Seat cushions are exceptionally deep from front to back. New design makes entrance to the rear compartment even easier. Improved construction of the front seat cushion obviates pulling or sagging. Relax-O-Form Seating is deeply sprung at every point.

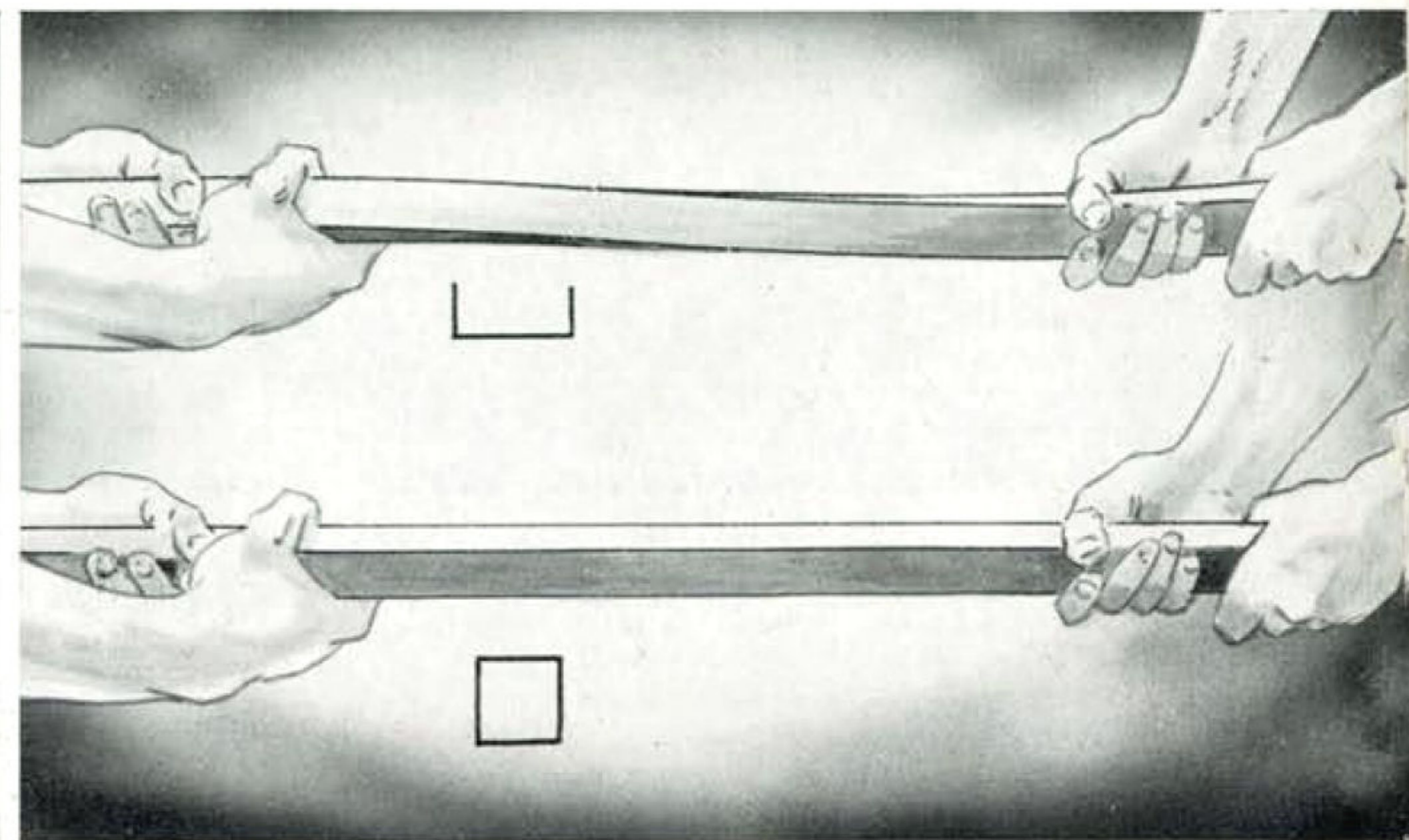
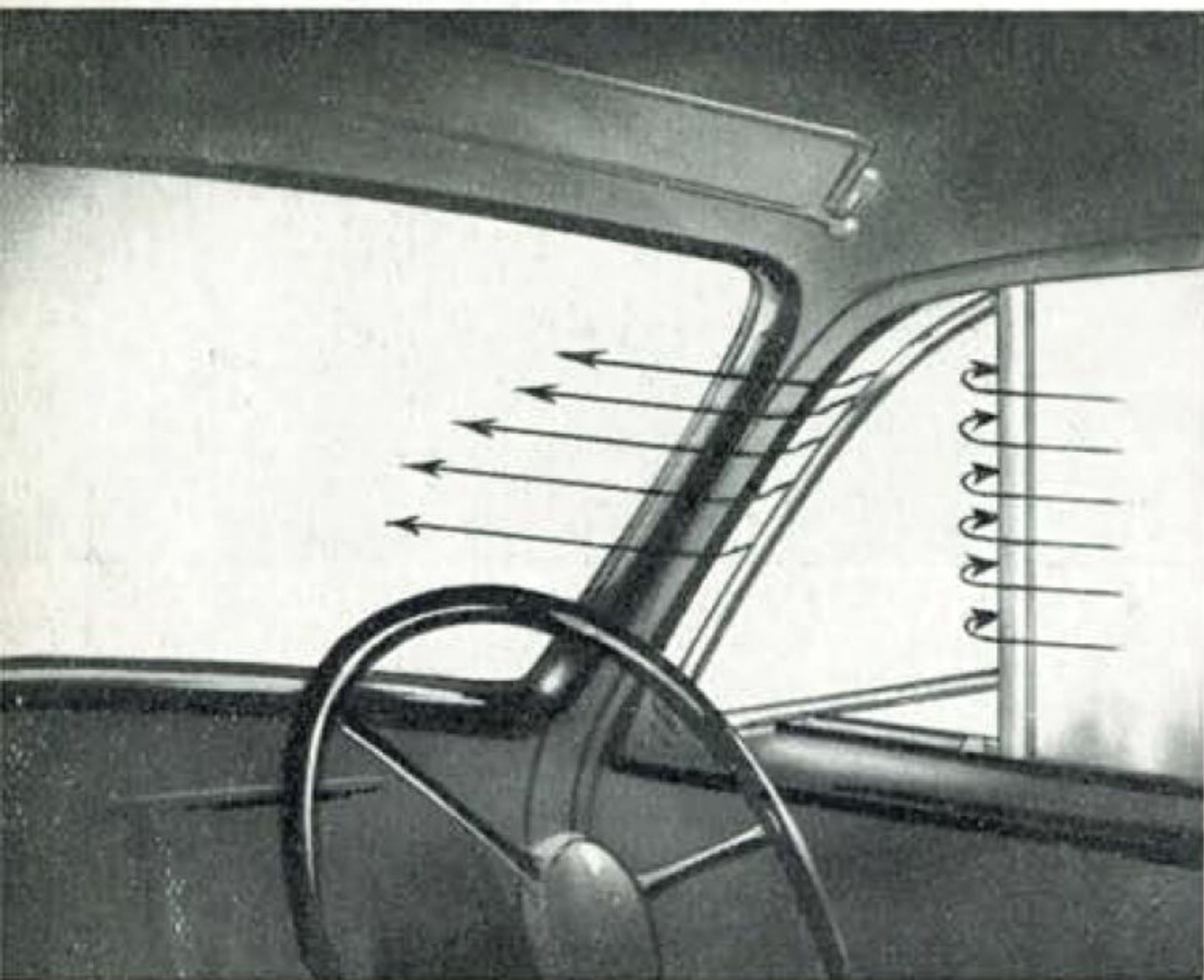
YOU OWE YOURSELF AN OLDSMOBILE



There is no safer car to drive than Oldsmobile. You can see more of the road, your control of the car is so immediate and swift for braking, accelerating, changing gear . . . the protective strength of the Unisteel Turret-Top Body by Holden encases you in rigid armour above and below and on both sides . . . the externals of the body are smooth and free from projections.

"OBSERVATION-CAR VISION." Maximum range of vision has been built into the new Oldsmobile. Above is shown in diagram how much more of the road you see than in previous closed bodies. Note the thinner, stronger side pillars, the wider, deeper windshield, squared window corners, lower bonnet, lower fenders.

FLUSH HINGES, CONTOUR-HUGGING HANDLES. All the hinges are flush except the lower front, the handles hug the line of the body. Important styling features, both enhance third-party safety.



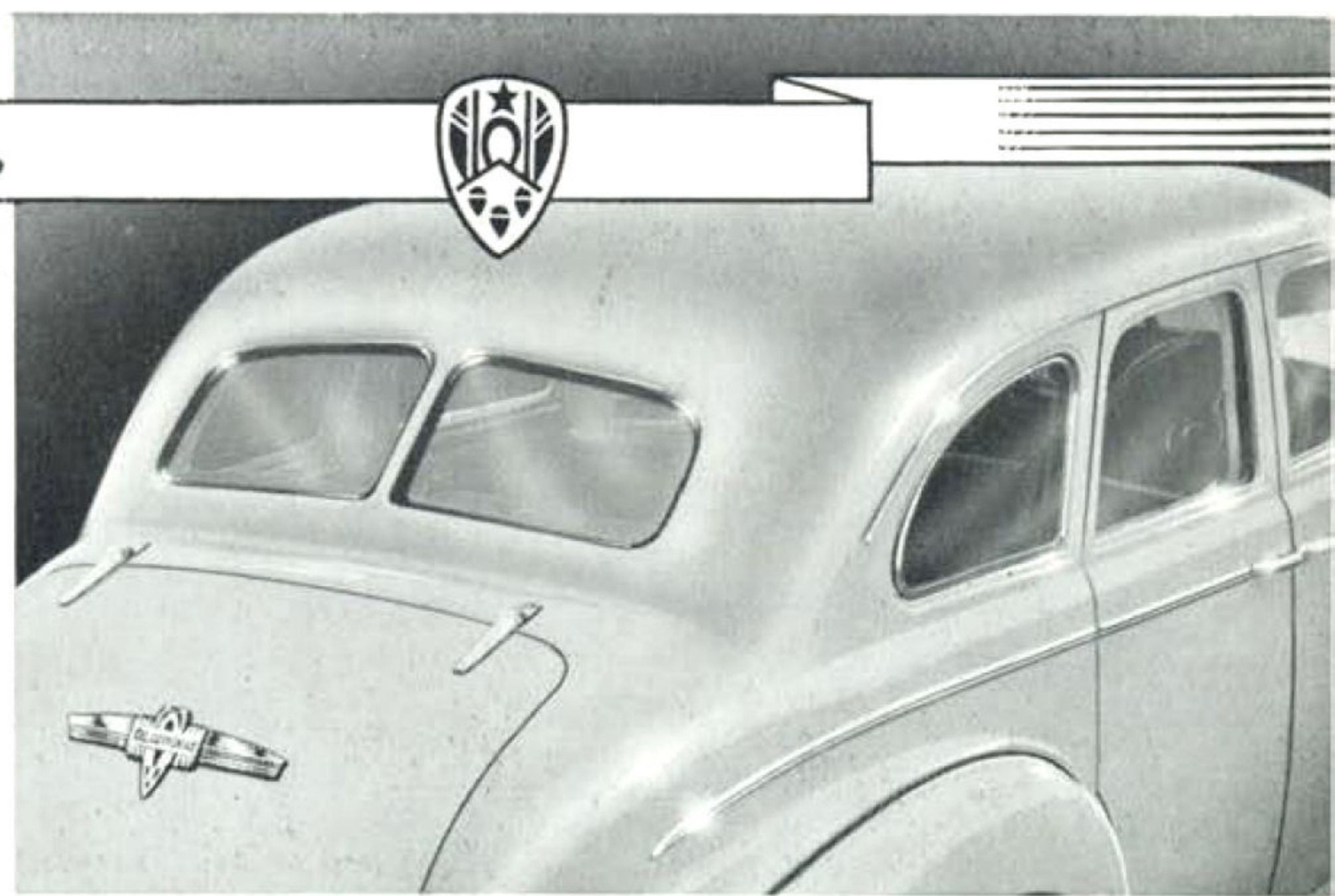
PERFECT VENTILATION. G.M.-H. No-Draught Ventilation gives fresh air always—a gentle change of air in cold weather—a cooling hurricane if you want it—prevents clouding or fogging of the windscreen. Front Ventpanes are gear-controlled.

SAFETY GLASS. This remarkable glass, fitted in the windscreen and all side windows, is four to five times tougher than plate-glass. If it does break it disintegrates into small, blunt particles that cannot cut or hurt. "Armourplate" Safety Glass is fitted in Oldsmobile's windscreen and all side windows.

INFLEXIBLE BOX SECTION PILLARS. Windscreen pillars, side pillars, and roof rails are of box-section steel. Where U-section steel can be twisted, box section steel cannot. In securing the greater safety of increased vision, the greater safety of increased strength has been secured too.

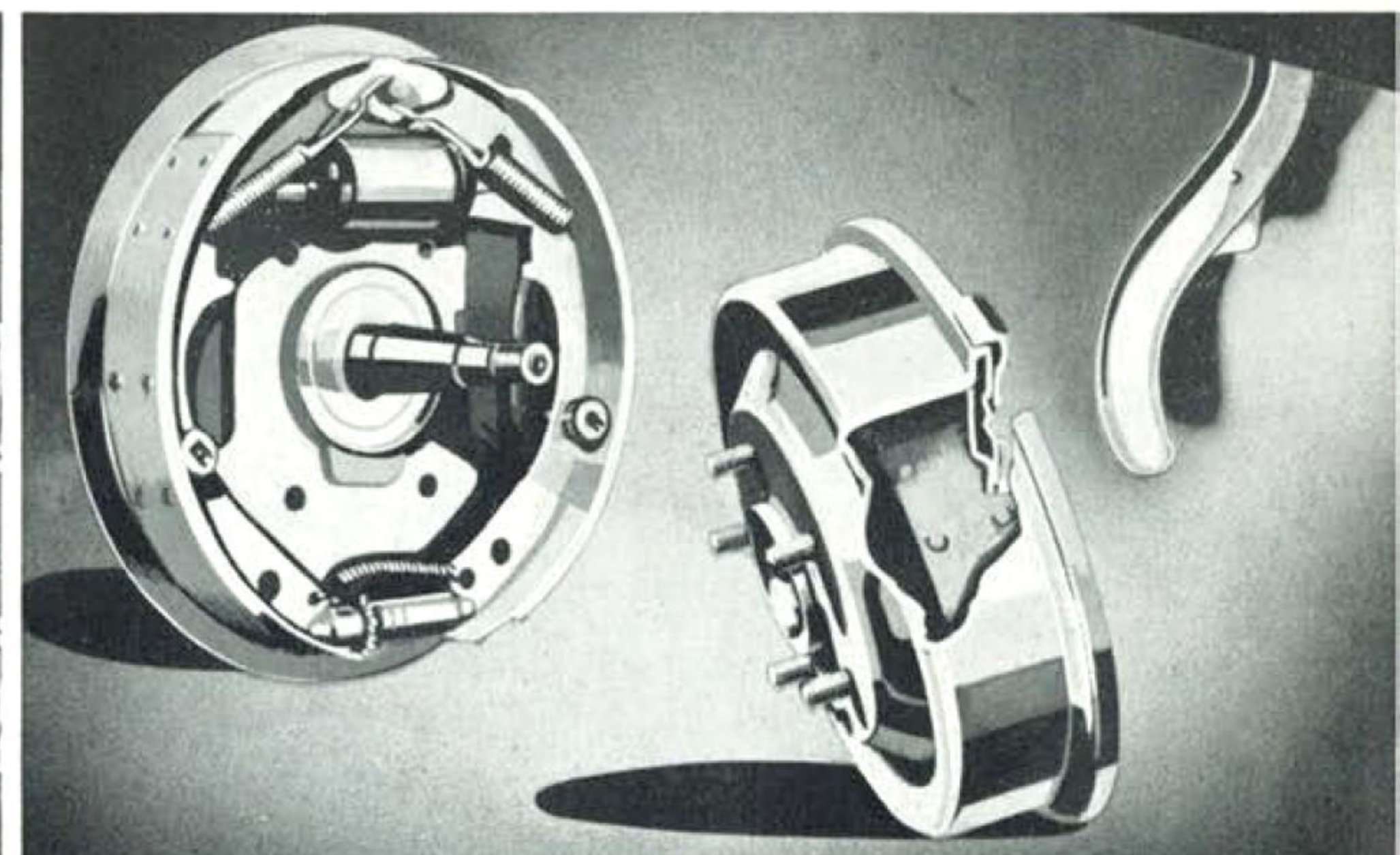
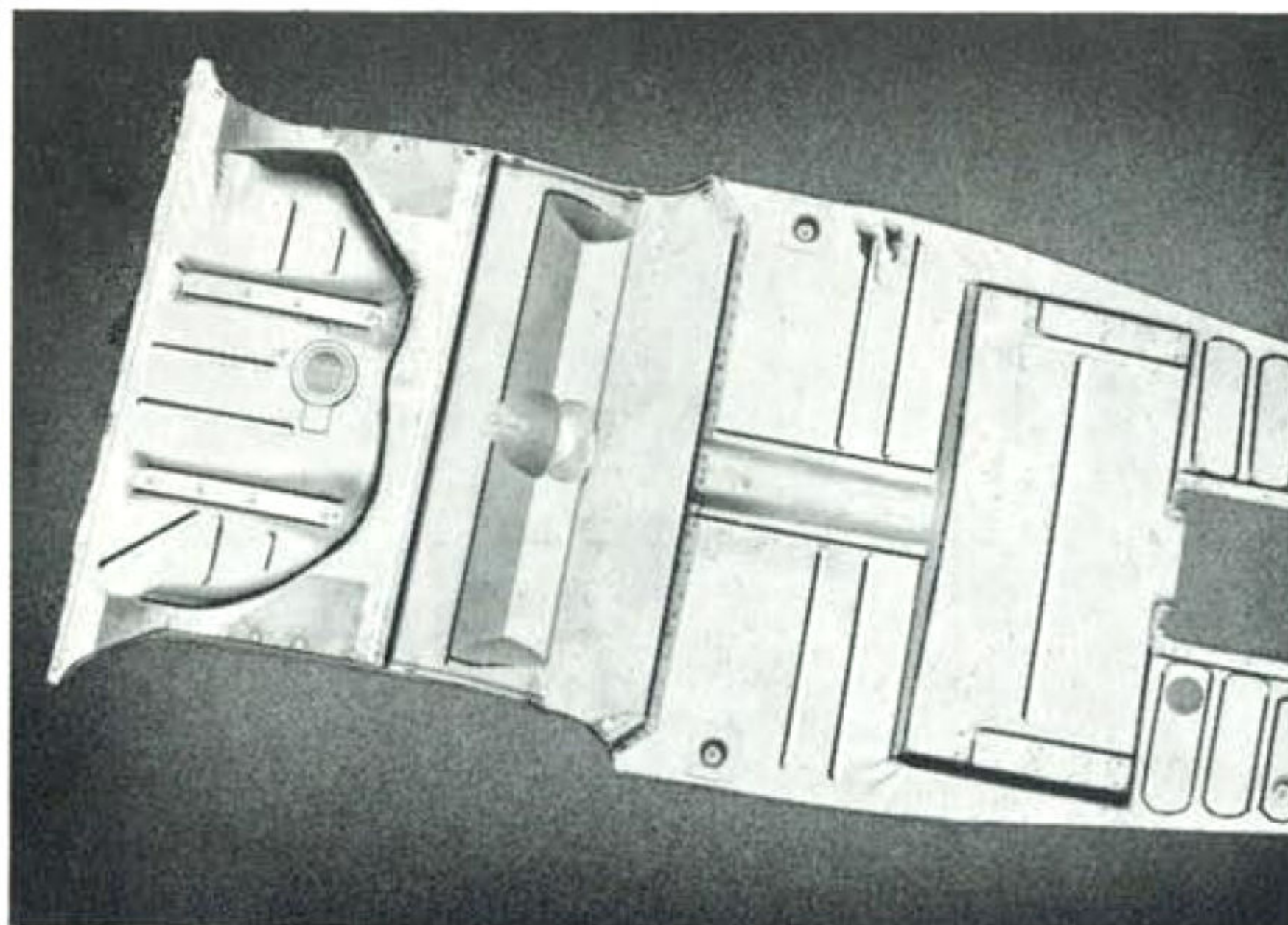
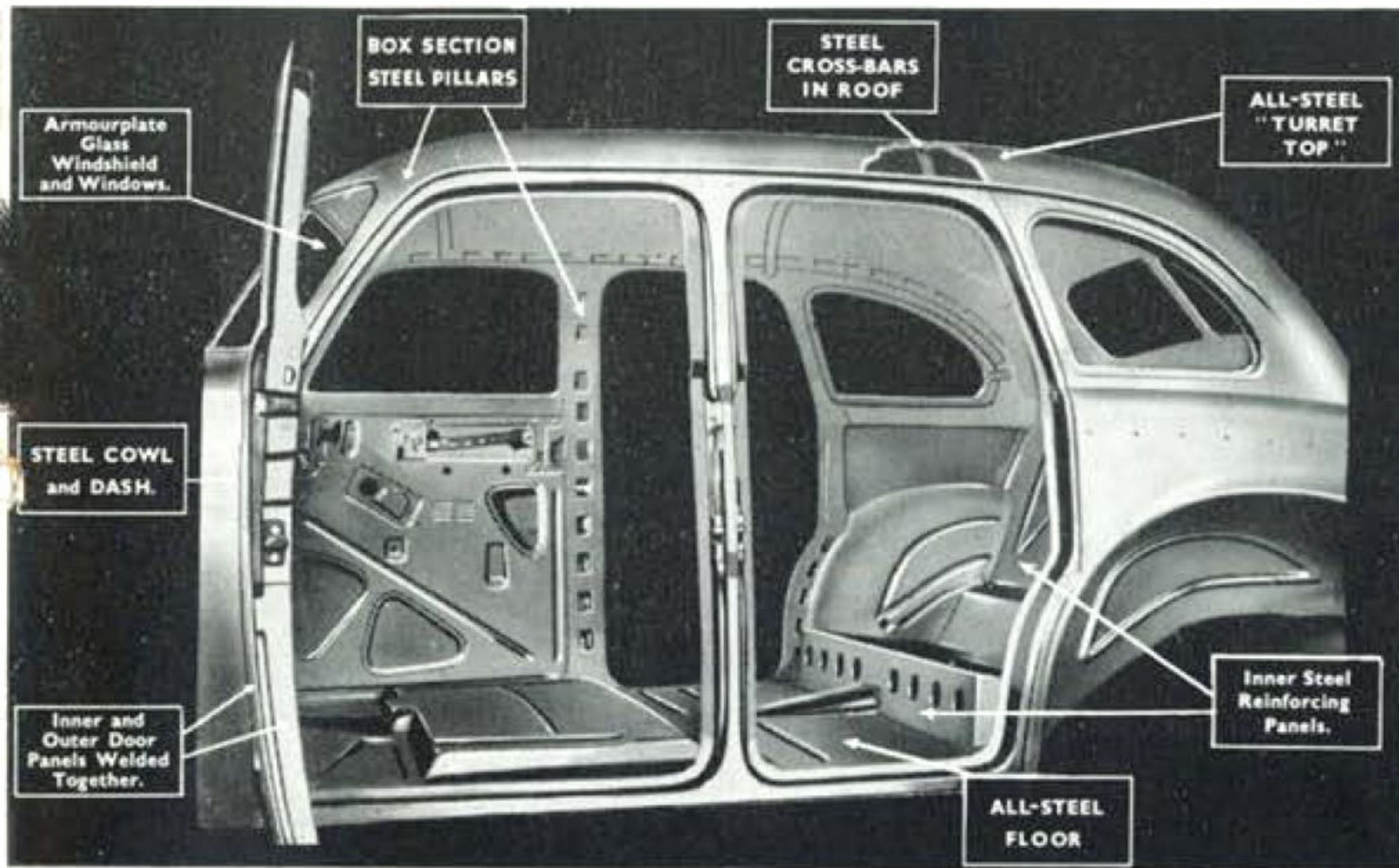
F O R

Safety



INSULATED STEEL TURRET-TOP. Beneath the smooth, protective sweep of the Turret-Top are several different kinds of insulation, protecting you against heat in summer, cold in winter, and noise of all kinds at all times.

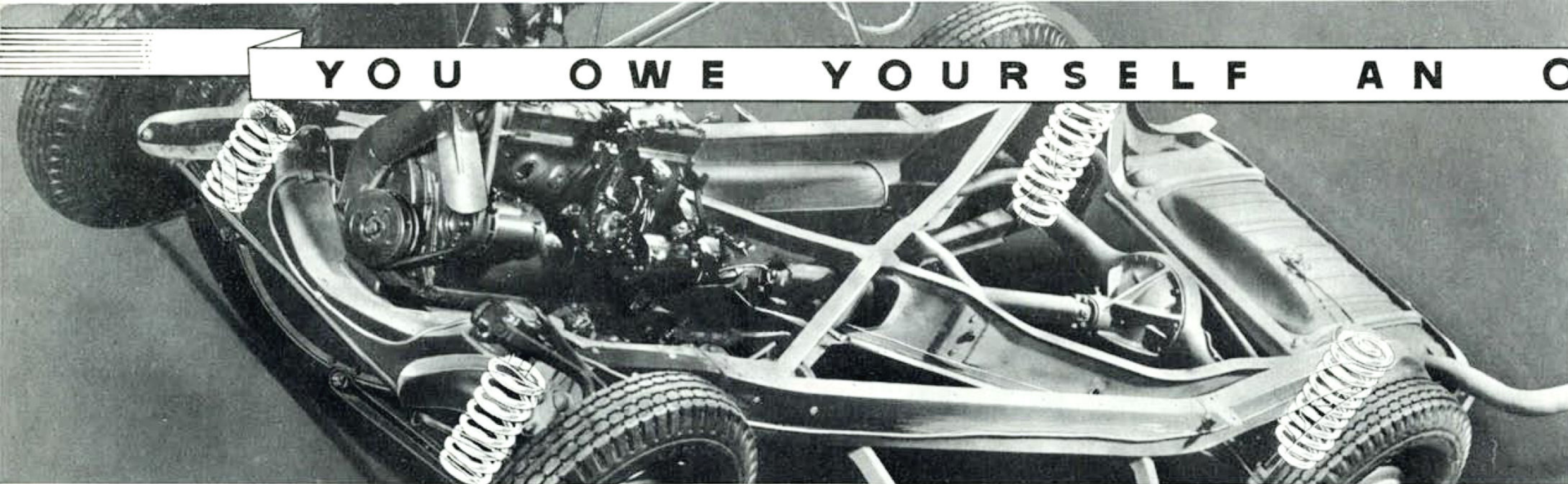
The world-wide move to make motoring safe has enlisted Oldsmobile's enthusiastic co-operation. Here we show some of the safety features with which Oldsmobile surrounds you. On succeeding pages you will find other features listed for their Roadability or Value interest. You will perceive as you study those pages that nearly all the Roadability features, several of the Value features, contribute to Safety too. And, what is perhaps more important, Oldsmobile safety starts with engineering and is continued right through the selection of every material to the final stage of assembly and the last searching, minute inspection and check-over.



UNISTEEL TURRET-TOP CONSTRUCTION. The new 1,000 ton panel press—the largest in the British Empire—recently installed in the Holden Body Plant, is largely responsible for the amazing strength and beautiful finish of Oldsmobile's new "Unisteel" Holden Bodies. Reinforced with Steel Cross-Bows, Steel Pillars, Inner Steel Reinforcing Panels, and Inner and Outer Steel Door Panels, and fused and welded into one, this construction is the World's strongest.

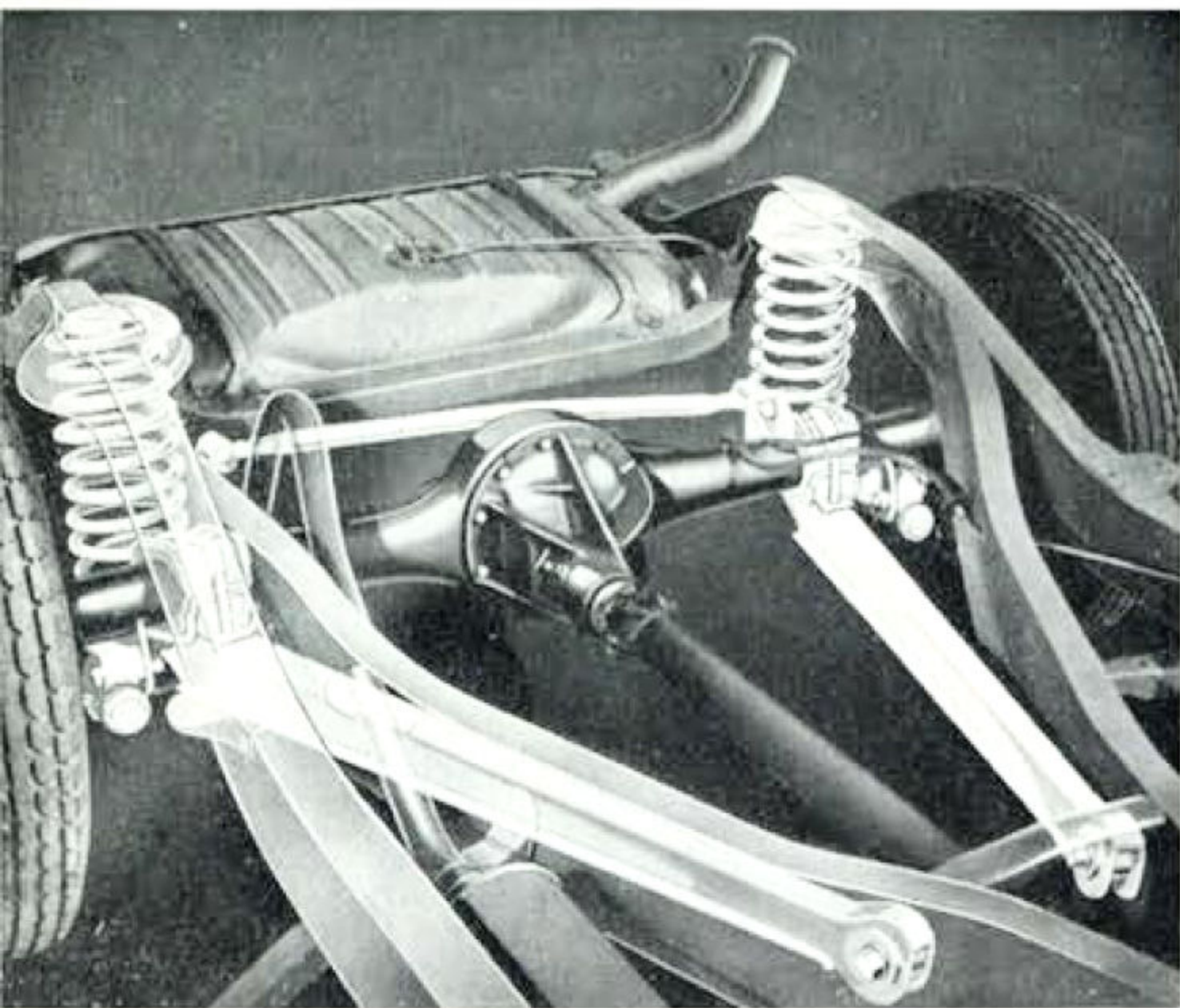
SUPER-HYDRAULIC BRAKES. Self-energizing, super-hydraulic brakes are completely sealed against mud, dirt and water. Braking pressure is positively equalized for smooth, straight-line stops. The Hand-Brake operates independently on the rear brake drums.

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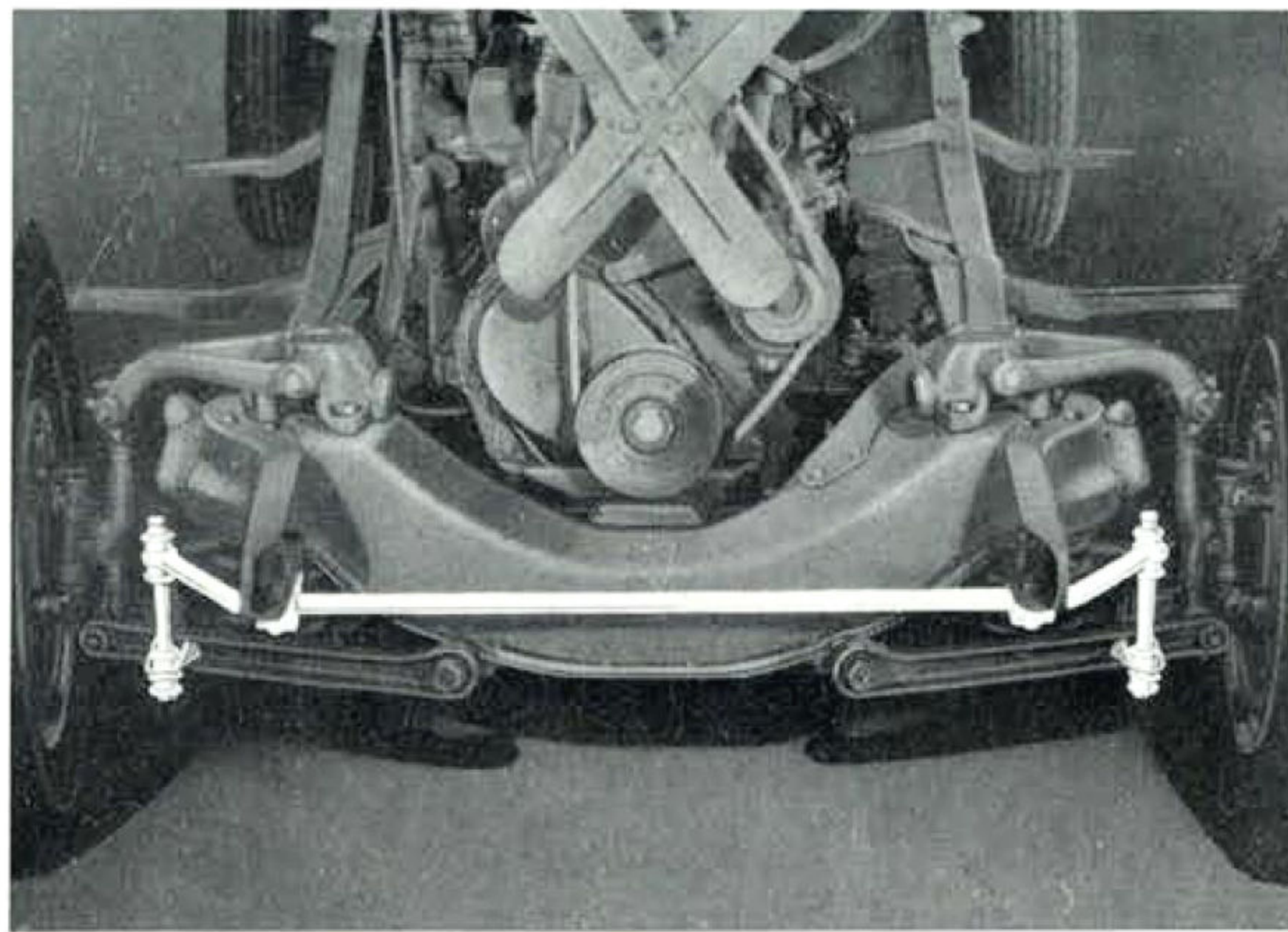


Again Oldsmobile takes the lead—linking for the first time the amazingly successful system of Coil Springing on all four wheels with a completely new and completely successful system of Four-Way Stabilization. Following the success of Coil-Springing, using the results of its own private research and experiment, Oldsmobile presents, in this year's new cars, one of the greatest developments of recent years—Quadri-Coil Glide Ride, with Four-Way Stabilization.

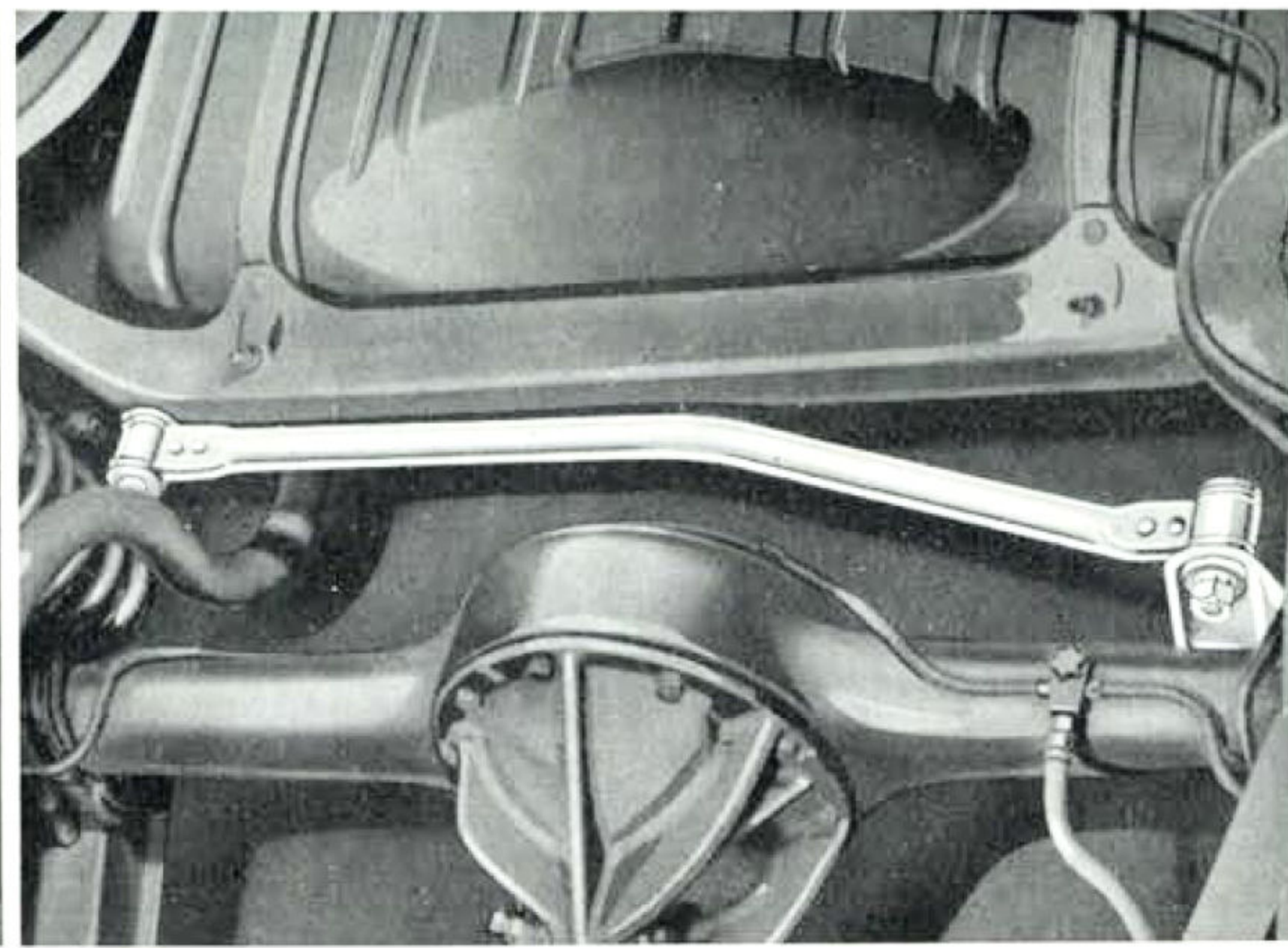
QUADRI COIL SPRINGING. Big, constant-rate coil springs are used for all four wheels, coupled with Four-Way Stabilization, giving a revolutionary new Glide Ride in which up-and-down motion is smoothed out, side-to-side motion prevented, fore-and-aft motion stabilized, and side-sway and body-roll minimized. The coil springs are not affected by temperature or weather. They eliminate friction and reduce lubrication points. Perfected by Oldsmobile's engineers after more than half a million miles on the Proving Ground.



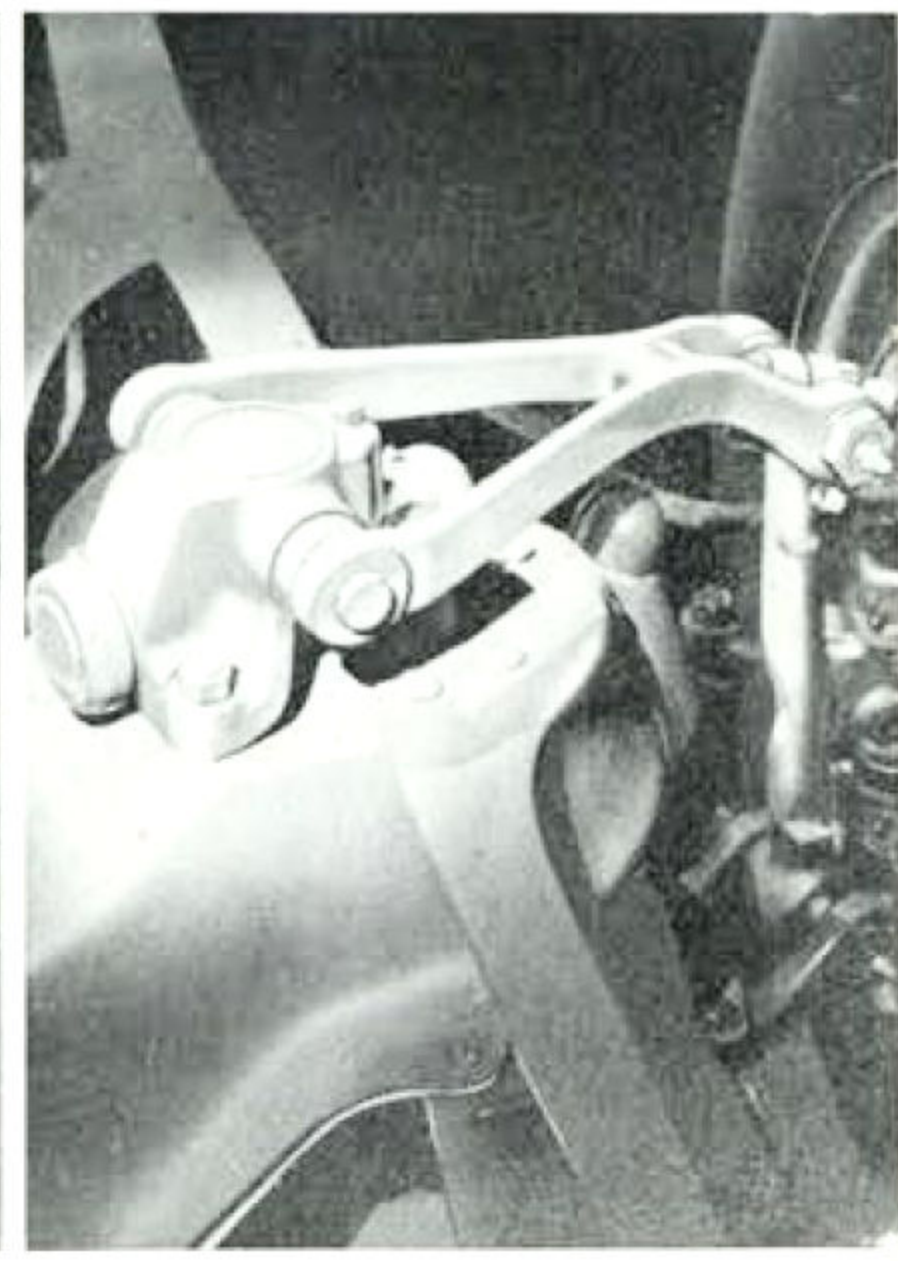
STABILIZING ARMS. Two sturdy Stabilizing Arms extend from the rear axle to the Frame X-Member. They absorb all driving forces, take all braking strain, maintain rear axle alignment under all road and travel conditions.



FRONT RIDE STABILIZER. Acting in conjunction with the Stabilizing Arms at the rear, the Front Ride Stabilizer controls rolling motion and prevents body-sway on turns and curves.



LATERAL REAR STABILIZER. Anchored at one end to the rear Frame Cross Member, and at the other end to the Rear Axle, this Bar keeps the frame and axle in alignment always.



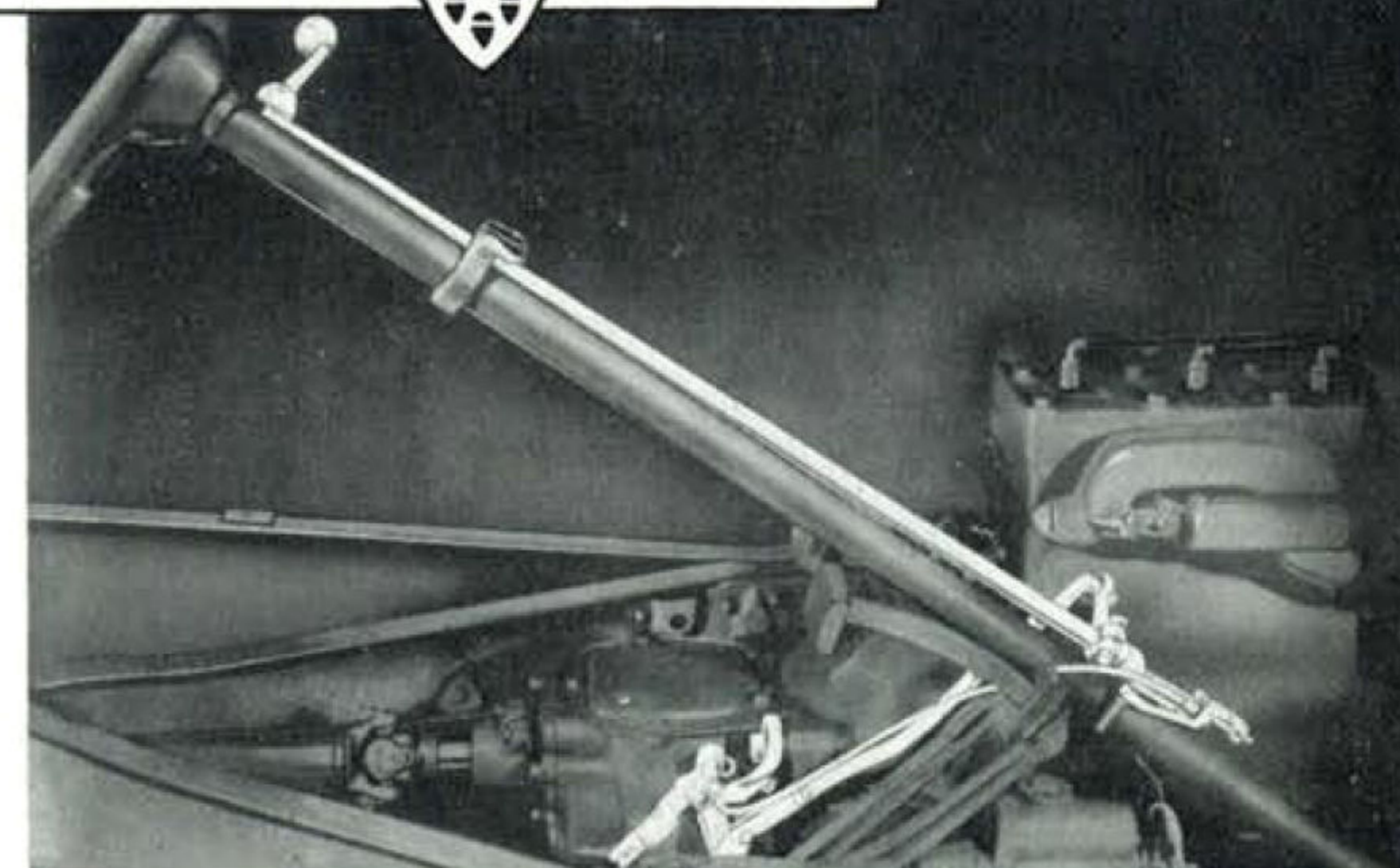
HYDRAULIC SHOCK ABSORBERS of latest design control vertical motion, absorb road shocks.

F O R

Roadability . . .



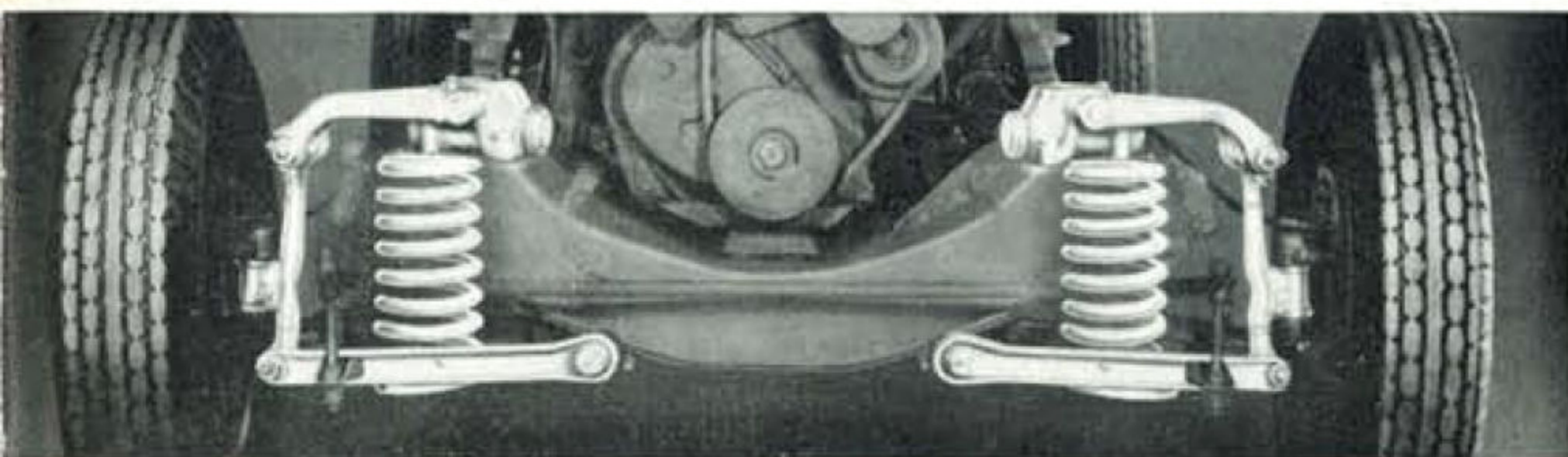
The behaviour of your car on the road—not merely one kind of road but every kind of road—is a matter that affects your pride, your pleasure, your safety, comfort, convenience, peace of mind, everything. It affects you in city traffic, at city intersections, in the suburbs, in the country, in sand and mud and mountains, over smooth concrete, back-block roads and rocky tracks. In Roadability, Oldsmobile gives you more than any car within its price range has ever given before. On these two pages we show you a few of the reasons why Oldsmobile's new Rhythmic Ride is unsurpassed.



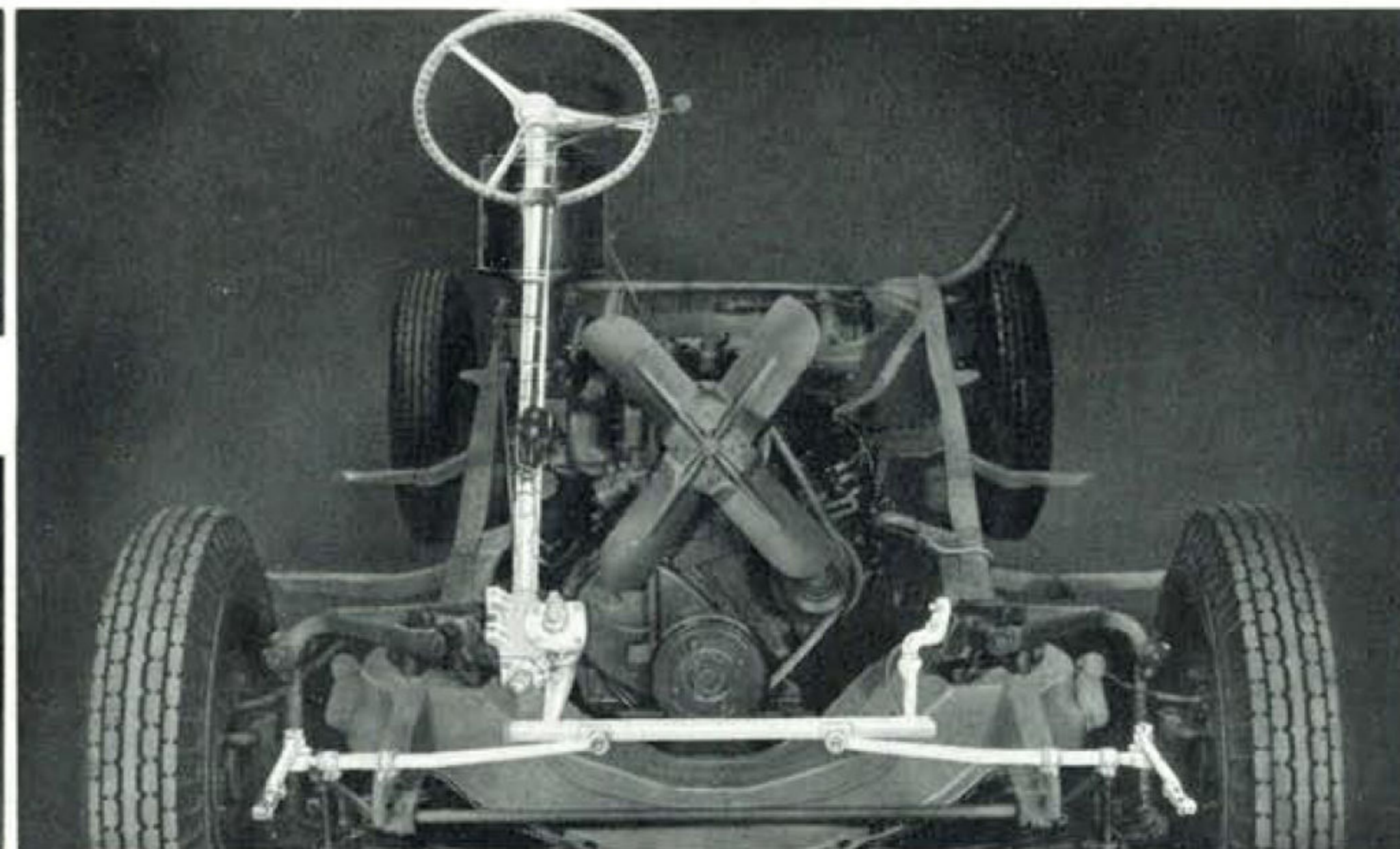
SAFETY SHIFT GEAR CONTROL. The old-fashioned gear shift lever has been replaced by a handle on the steering column. Oldsmobile's Front Compartment is now completely free from obstructions—a valuable contribution to safety.



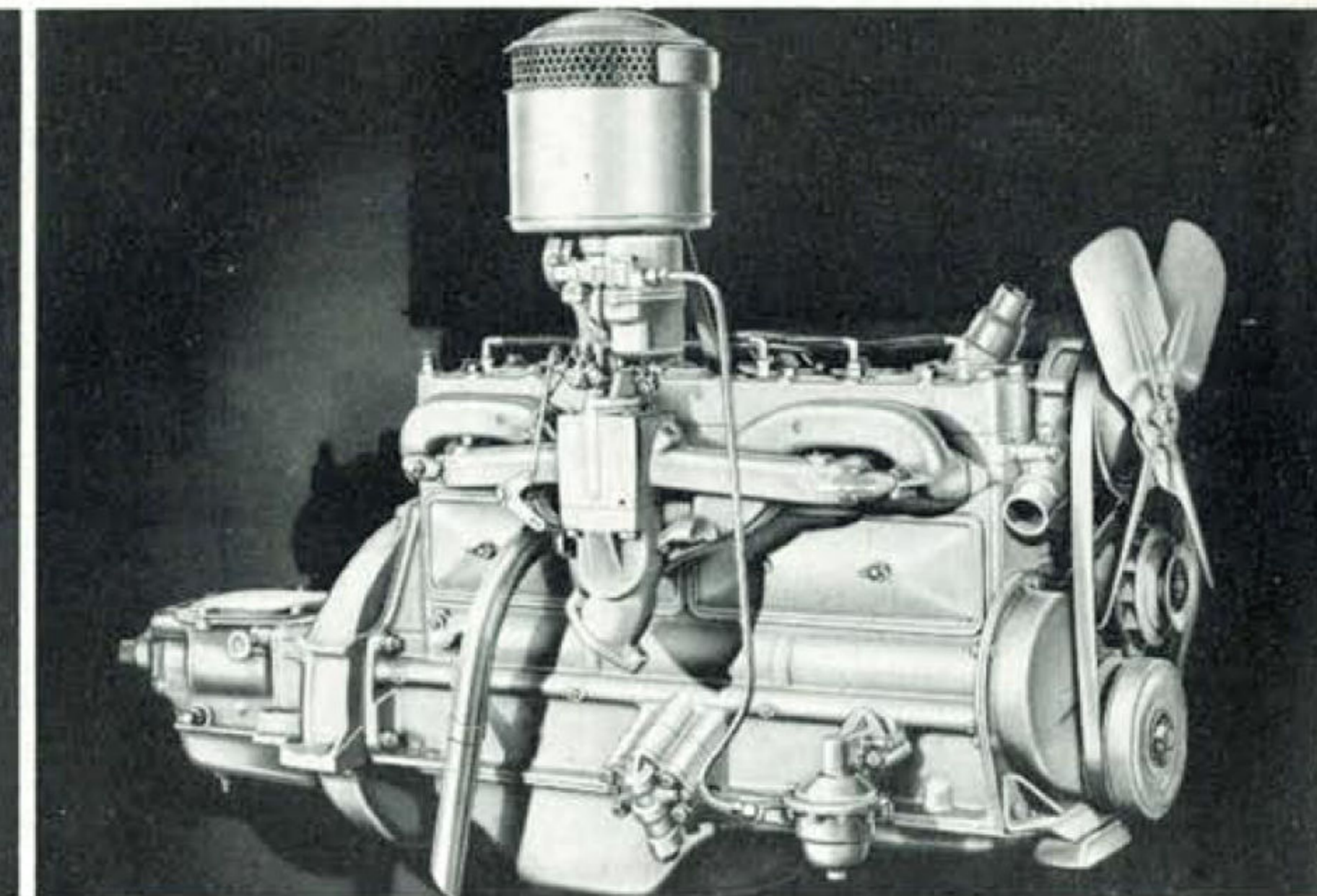
SMOOTH-ACTION CLUTCH. Rugged, single-plate Dry Disc Clutch has facing material wound in a spiral, providing an exceptionally long-wearing surface.



INDEPENDENT FRONT WHEEL SPRINGING. Every Oldsmobile for five years past has had strong, sturdy Independent Front Wheel Springing. The spring step over bumps and holes in the road, and rigid mountings help to prevent fore-and-aft movement, contributing to the remarkable control for which Oldsmobile is famous.

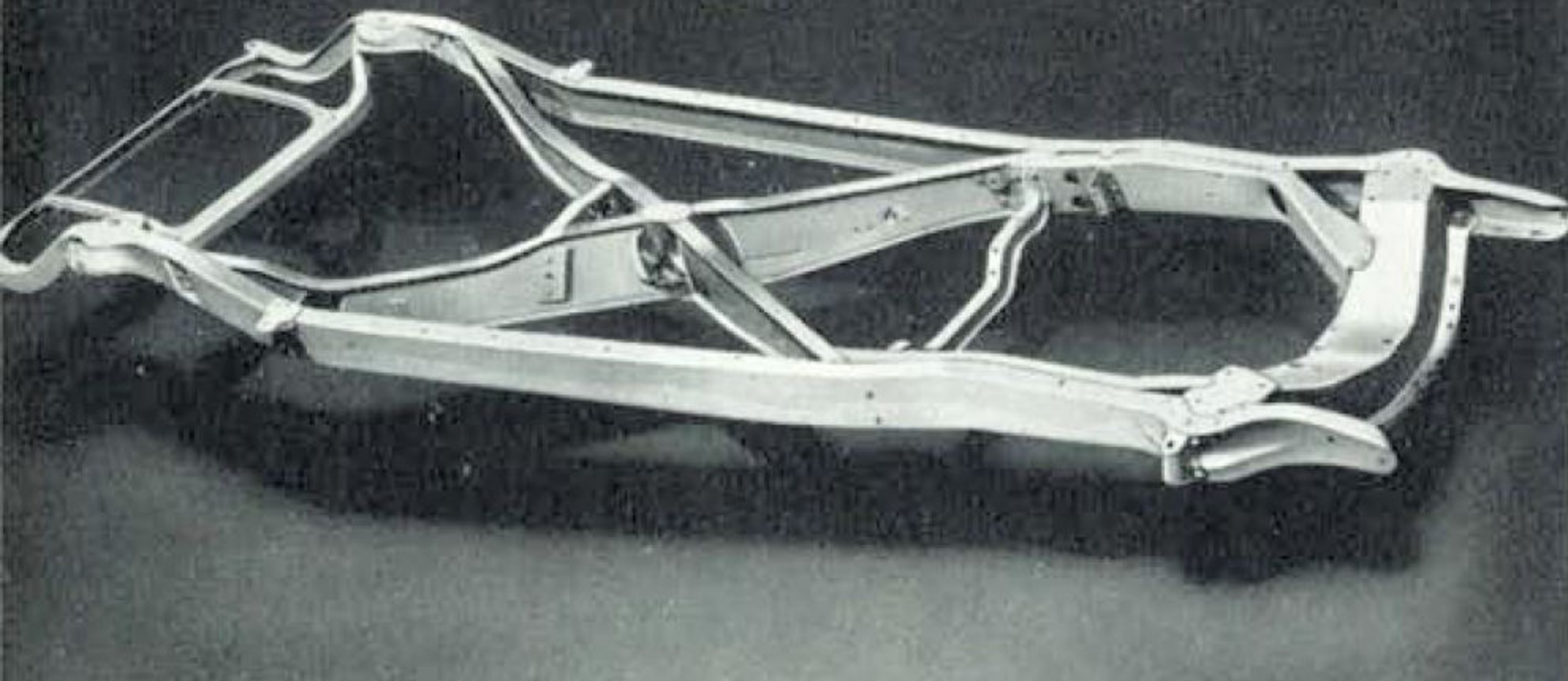


DUAL CENTRE CONTROL STEERING. Sweetly easy self-centering steering has been a marked Oldsmobile feature for several years. Now an improved link-up provides even better steering geometry. Steering is easy, safe and positive, free from road shock and rarely requiring adjustment.

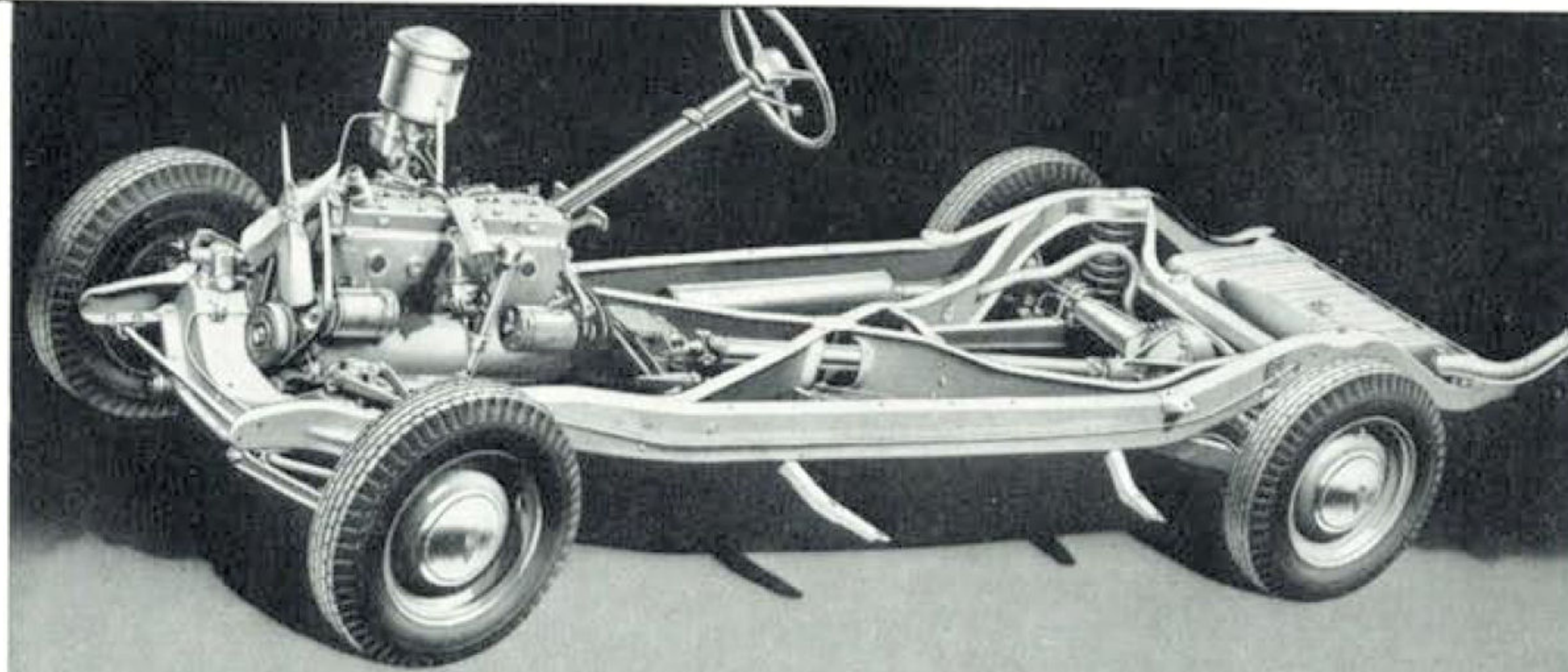


"ECONO-MASTER" ENGINE. The engines in both the new series combine spirited performance with really exceptional economy. Silent smoothness and complete absence of vibration are most noticeable.

YOU OWE YOURSELF AN OLDSMOBILE



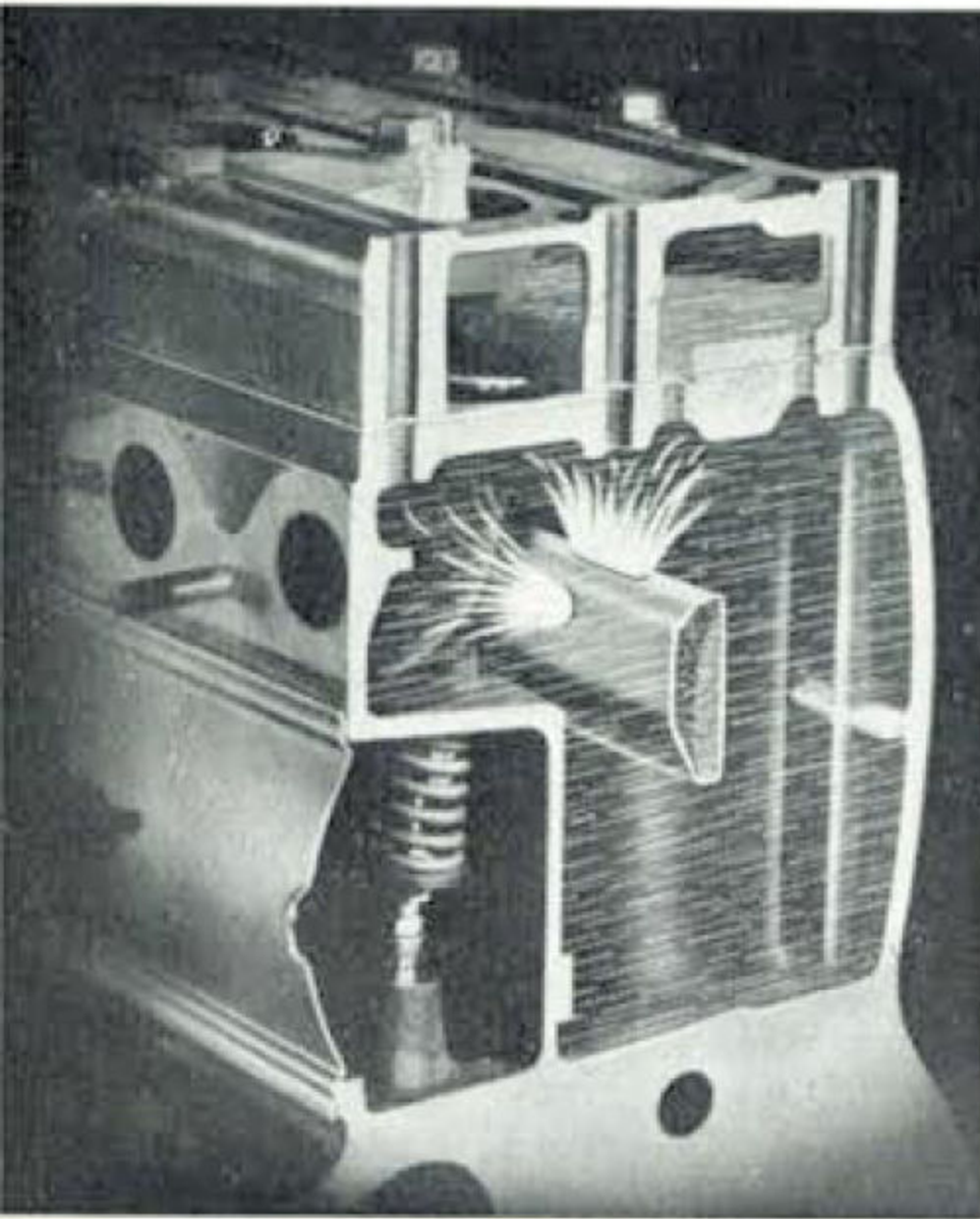
I-BEAM, X-MEMBER FRAME. The sturdy, rigid construction of Oldsmobile's full-length frame insures a rugged foundation for the entire car. Additional strength is provided by diagonal corner braces and the box-section construction which extends from the forward ends of the X-member to the front cross member.



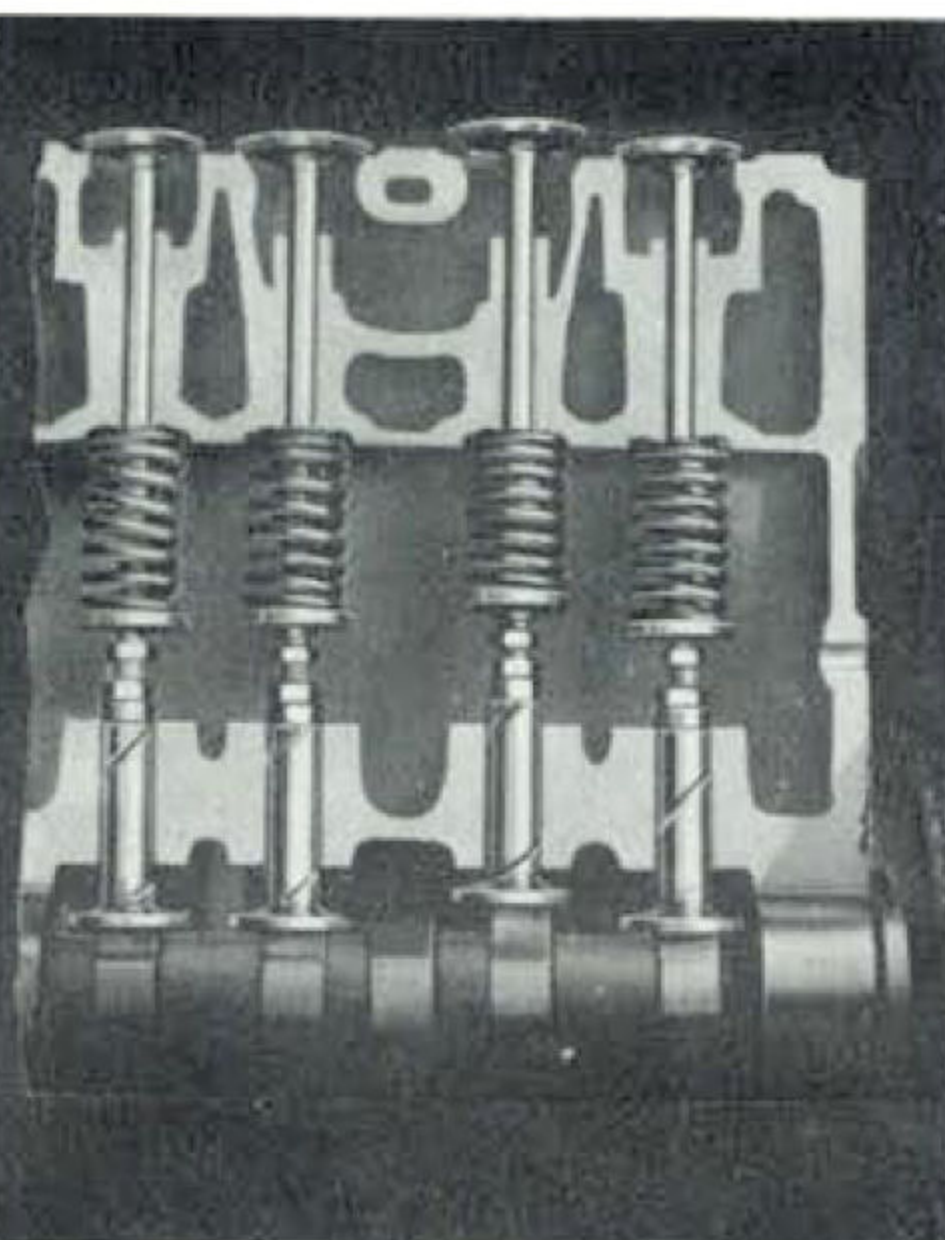
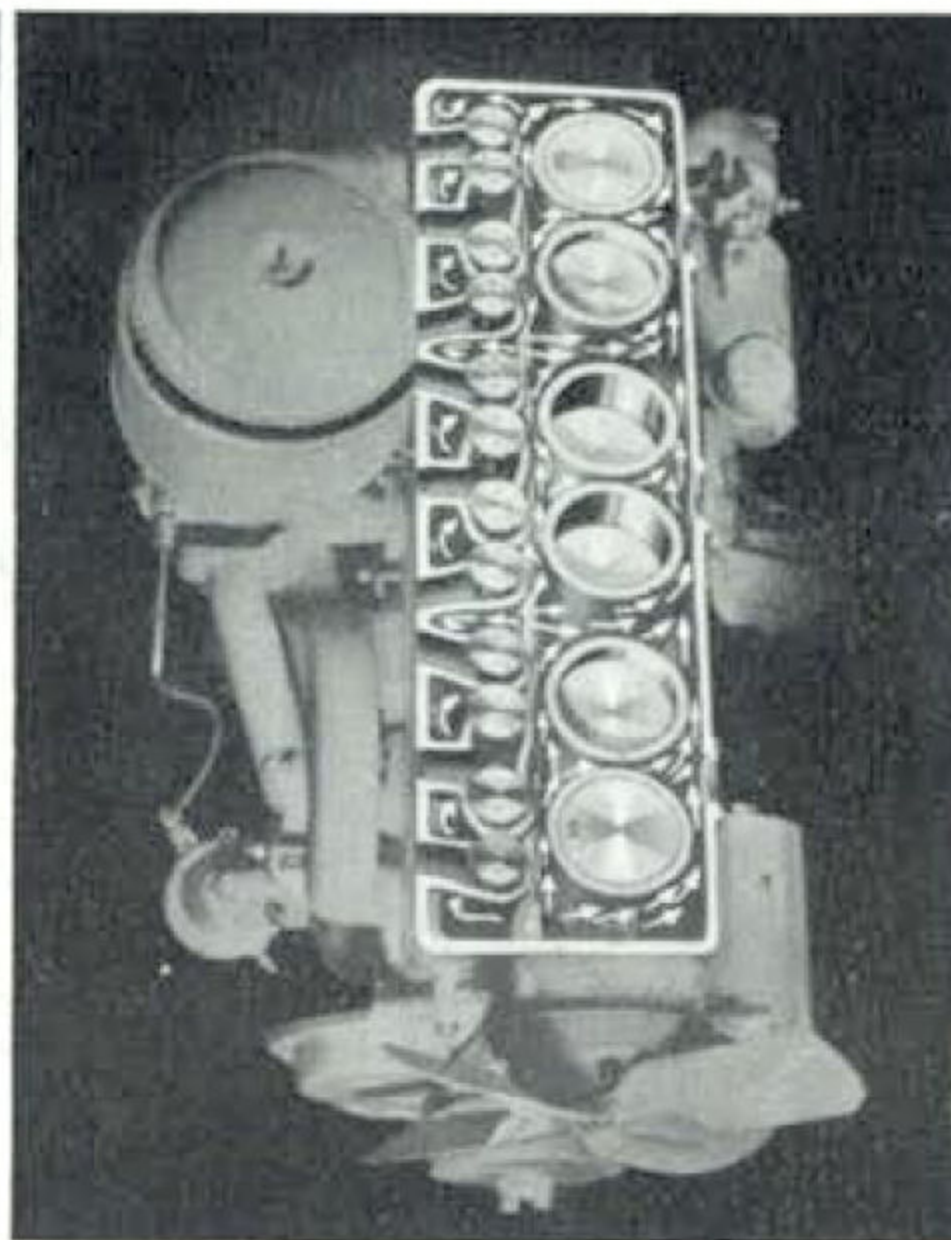
CHASSIS. All the advanced chassis construction features of the new Oldsmobiles are to be found in both the Series "60" and Series "70" chasses. The Series "60" has a 115 in. wheelbase and a turning circle of 36½ feet, the Series "70" has a 120 in. wheelbase and a turning circle of 38½ feet.

POINTS of OLDSMOBILE'S ENGINE and CHASSIS

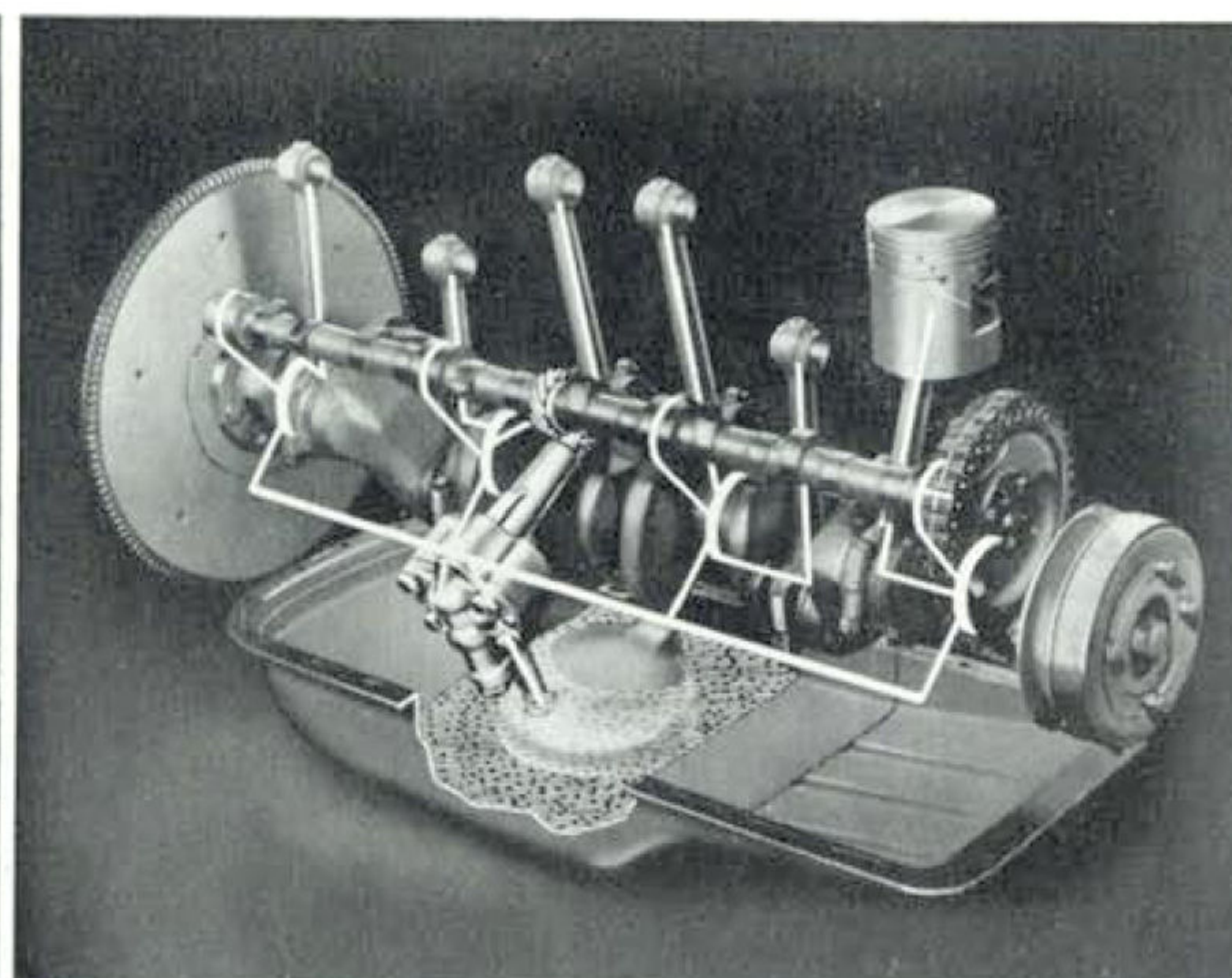
1. Quadri Coil Springing.
2. Independent Front Wheel Suspension.
3. Dual Stabilizing Arms.
4. Lateral Stabilizer Bar at Rear.
5. Front Ride Stabilizer.
6. Double-Action Hydraulic Shock Absorbers.
7. L-Head Engine.
8. Hypoid Rear Axle.
9. I-Beam, X-Type Frame.
10. Dual Centre-Control Steering.
11. Completely Sealed Super-Hydraulic Brakes.
12. Mechanical Emergency Braking System.
13. Tri-Cushion Engine Suspension.
14. Valves and Cylinders Completely water jacketed.
15. Positive Pre-Engagement Starter.
16. Vacuum Fuel Saver.
17. Electro-Hardened Pistons.
18. Automatic Choke Control.
19. Air-cooled Fuel Pump.
20. Leak-Proof, Ball-Bearing Water Pump.
21. Heavy-Duty, Air-Cooled Generator.
22. Under-Bonnet Air-Cooled Battery.
23. Safety Steel Wheels.
24. Needle-Bearing Universal Joints.



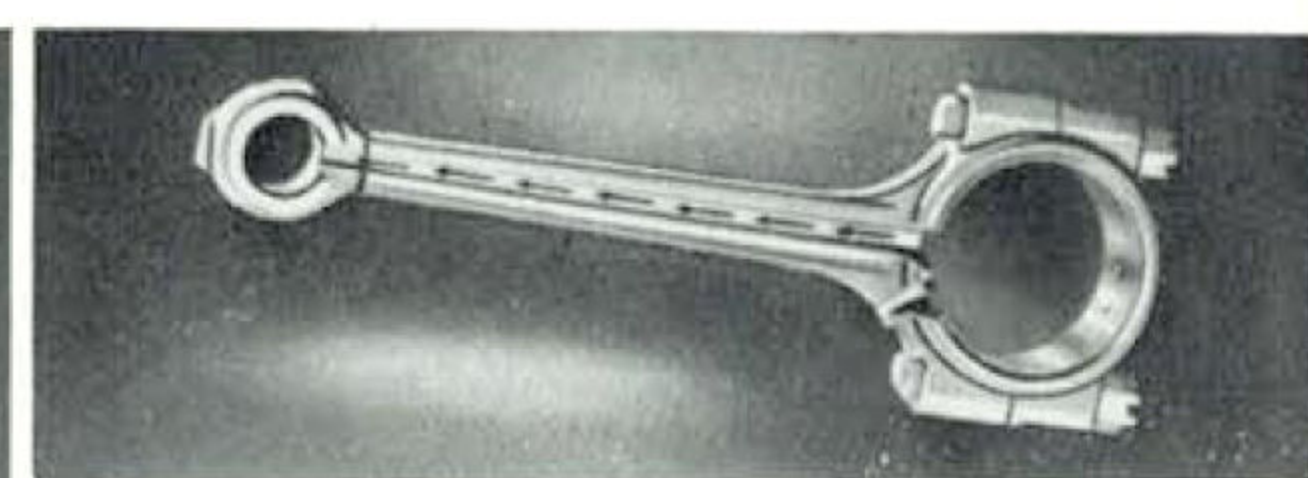
COMPLETELY-COOLED CYLINDERS. Each cylinder is completely surrounded by water for its entire length. Intake and exhaust valves are pressure cooled by complete water jacketing of the seats, ensuring greater efficiency and longer life. This system of cooling prevents the development of "hot spots" and plays an important part in eliminating cylinder distortion.



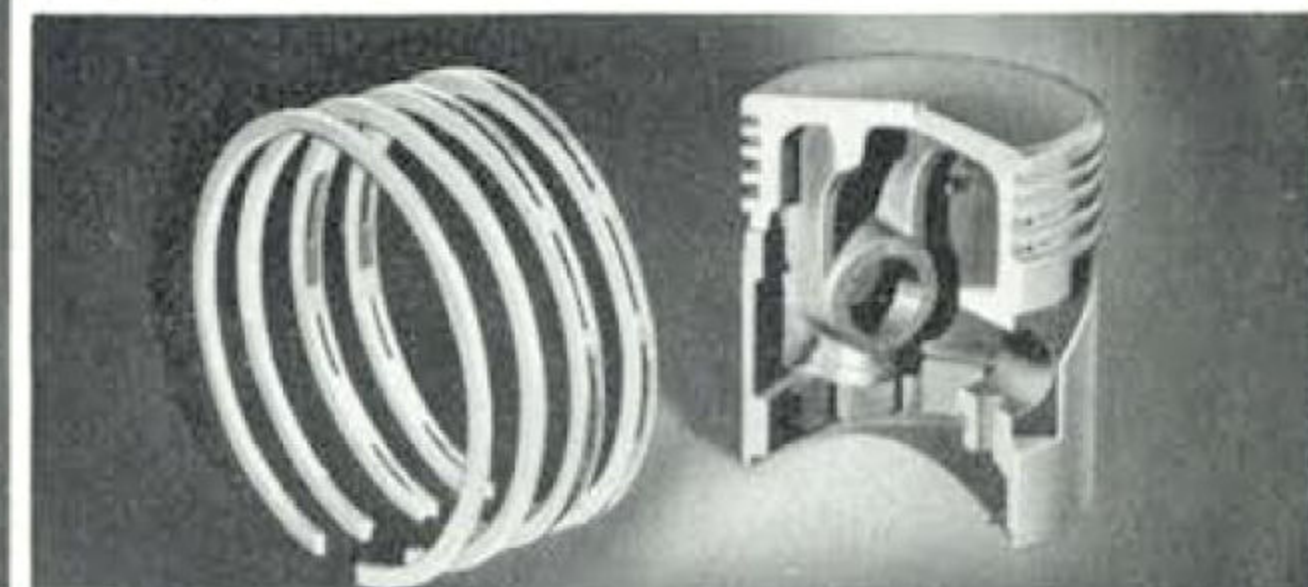
LONG-LIFE VALVES. Mushroom type valve lifters, extra long guides, and exhaust valves of specially forged steel make the valve mechanism quiet and efficient.



FULL-PRESSURE LUBRICATION. Camshaft, crankshaft and connecting rod bearings, pistons pins, cylinder walls, are all lubricated under pressure, ensuring maximum engine life. A full, constant supply of oil cushions and protects every moving engine-part.



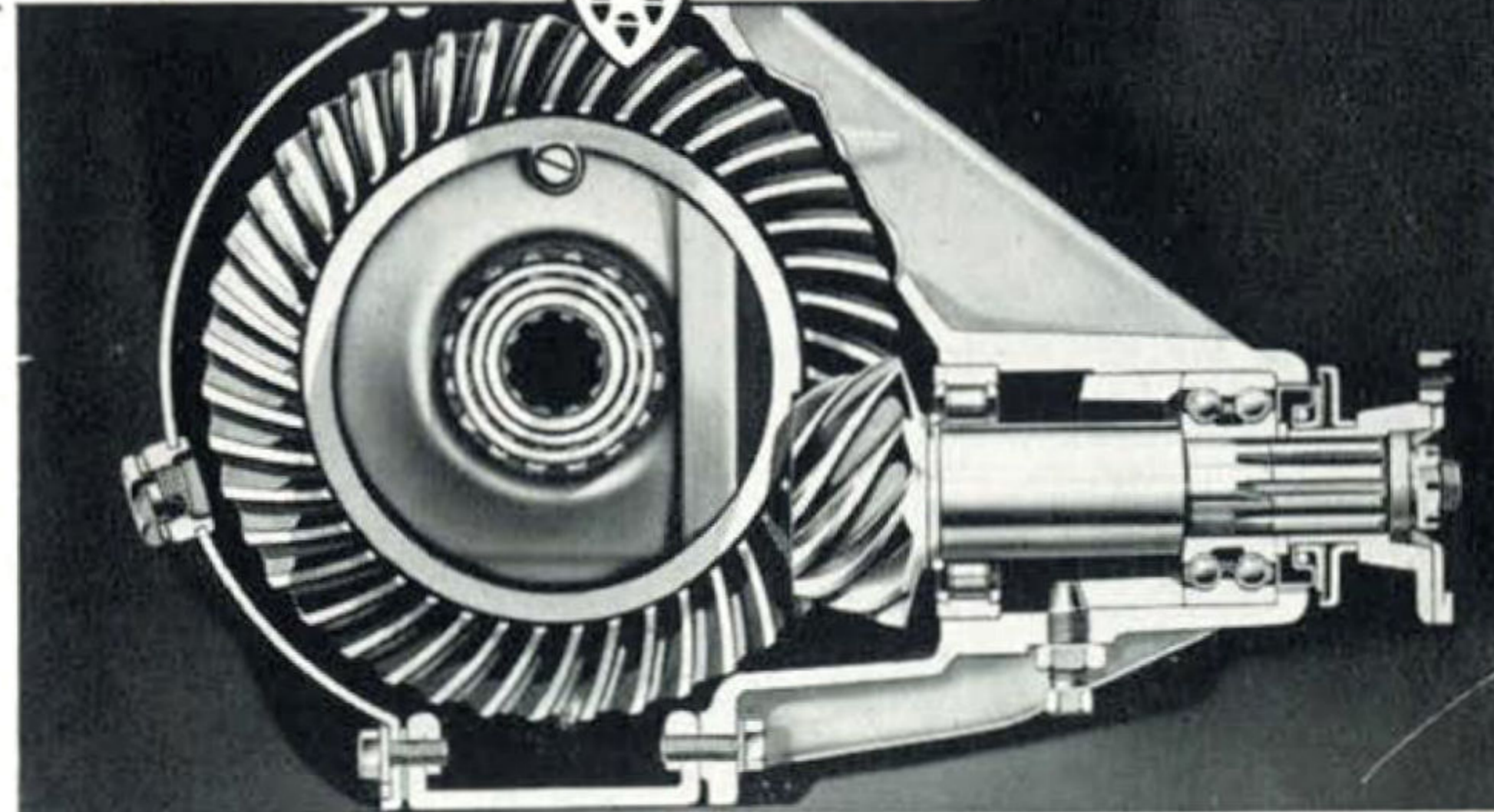
CONNECTING RODS carry oil under pressure to piston pins and are drilled to spray cylinder walls, adding to life of pistons and rings.



PISTONS AND RINGS combine light weight, great strength and long life. Electro-hardening gives super-hard, wear-resisting surface. Four rings, instead of three, maintain compression and oil economy.

FOR

All inclusive Value . . .

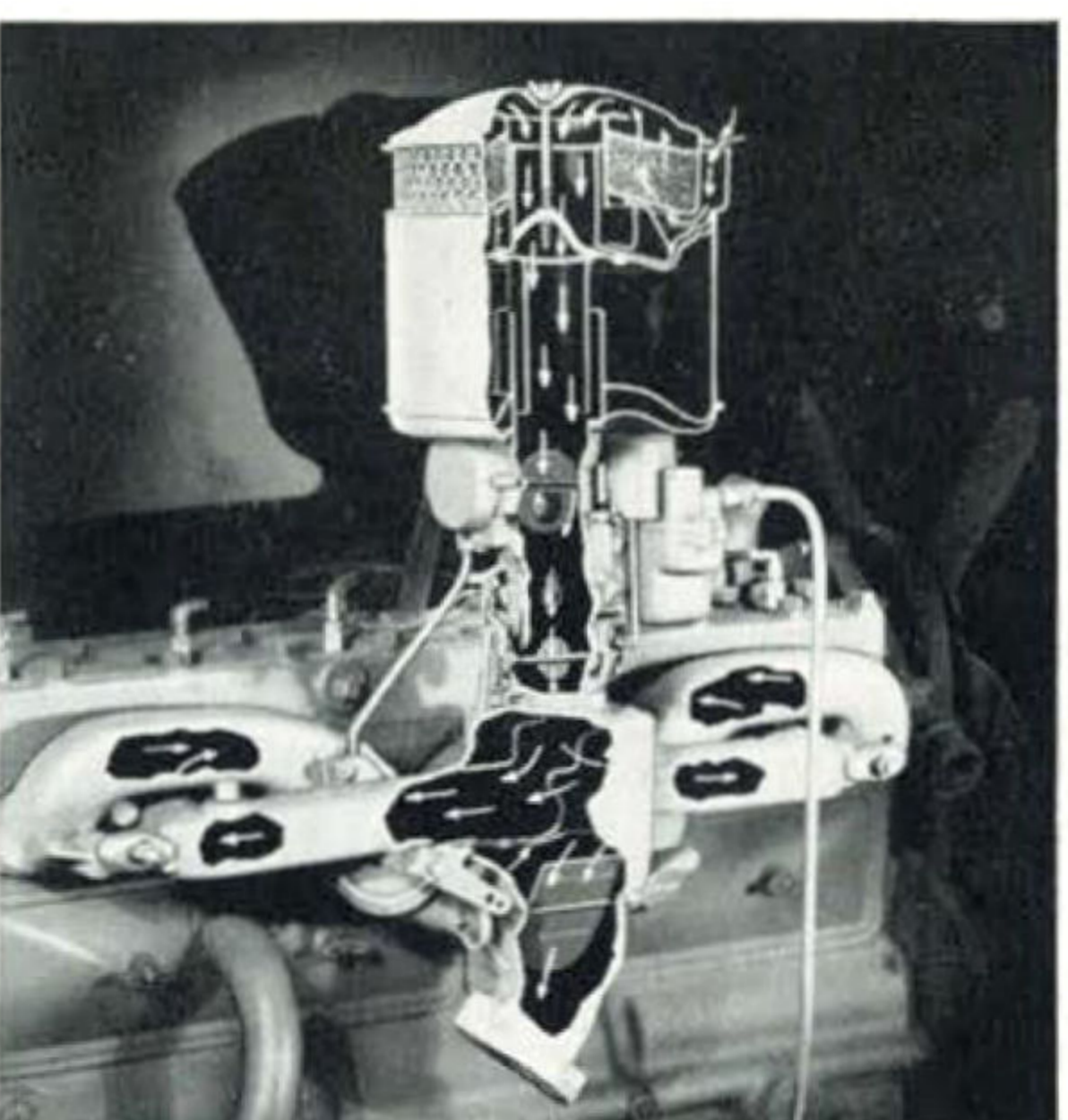


HYPOID REAR AXLE. The centre line of the pinion gear is below the centre line of the ring gear reducing bearing loads, allowing lower floors. Wheels are bolted to the flanged axle shafts at five points.

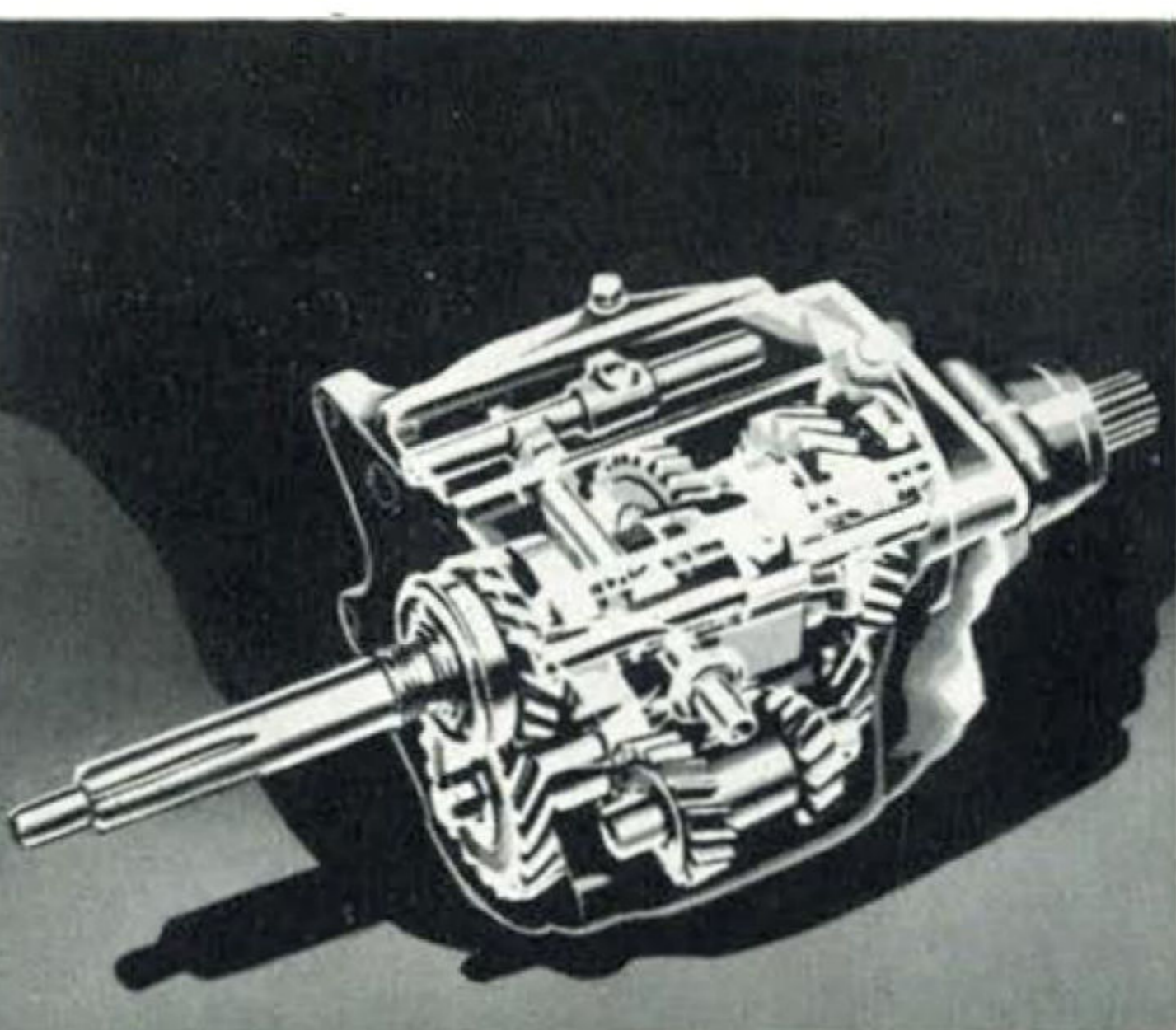
The days when the typical owner liked taking his car to pieces and putting it together again are past, but although you will rarely give a thought to what happens in the out-of-sight parts of your Oldsmobile, you will—whether you know it or not—benefit from the special thoroughness of design, special accuracy of engineering, special quality of materials, which have always played so great a part in satisfying Oldsmobile owners. In every part of Oldsmobile the discerning eye sees evidence of greater, more enduring value.



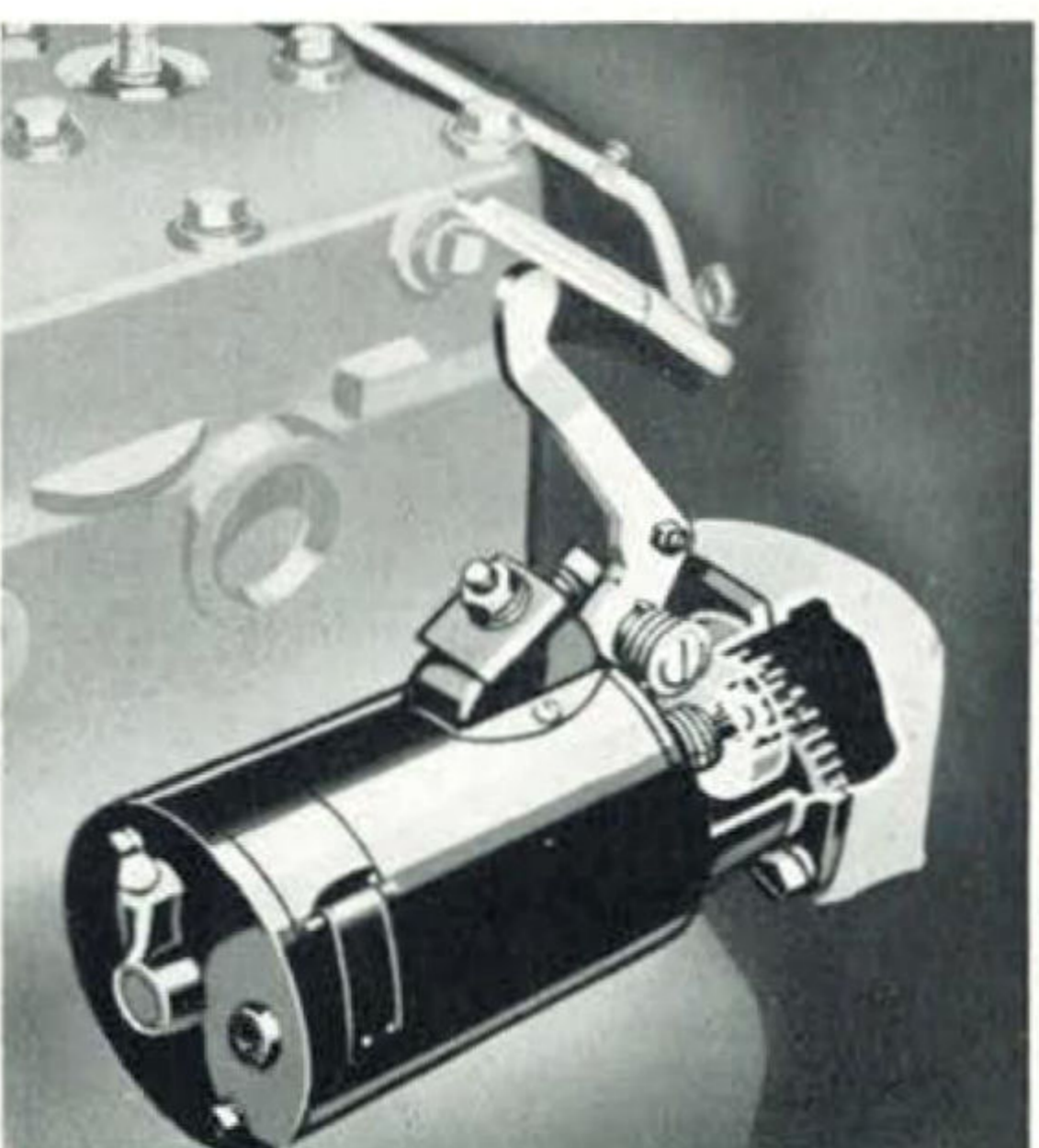
VACUUM FUEL SAVER. Ignition distributor, with Octane Selector, has vacuum control. Automatically regulates spark advance in proper relation to speed, ensuring maximum petrol economy, eliminating spark knock.



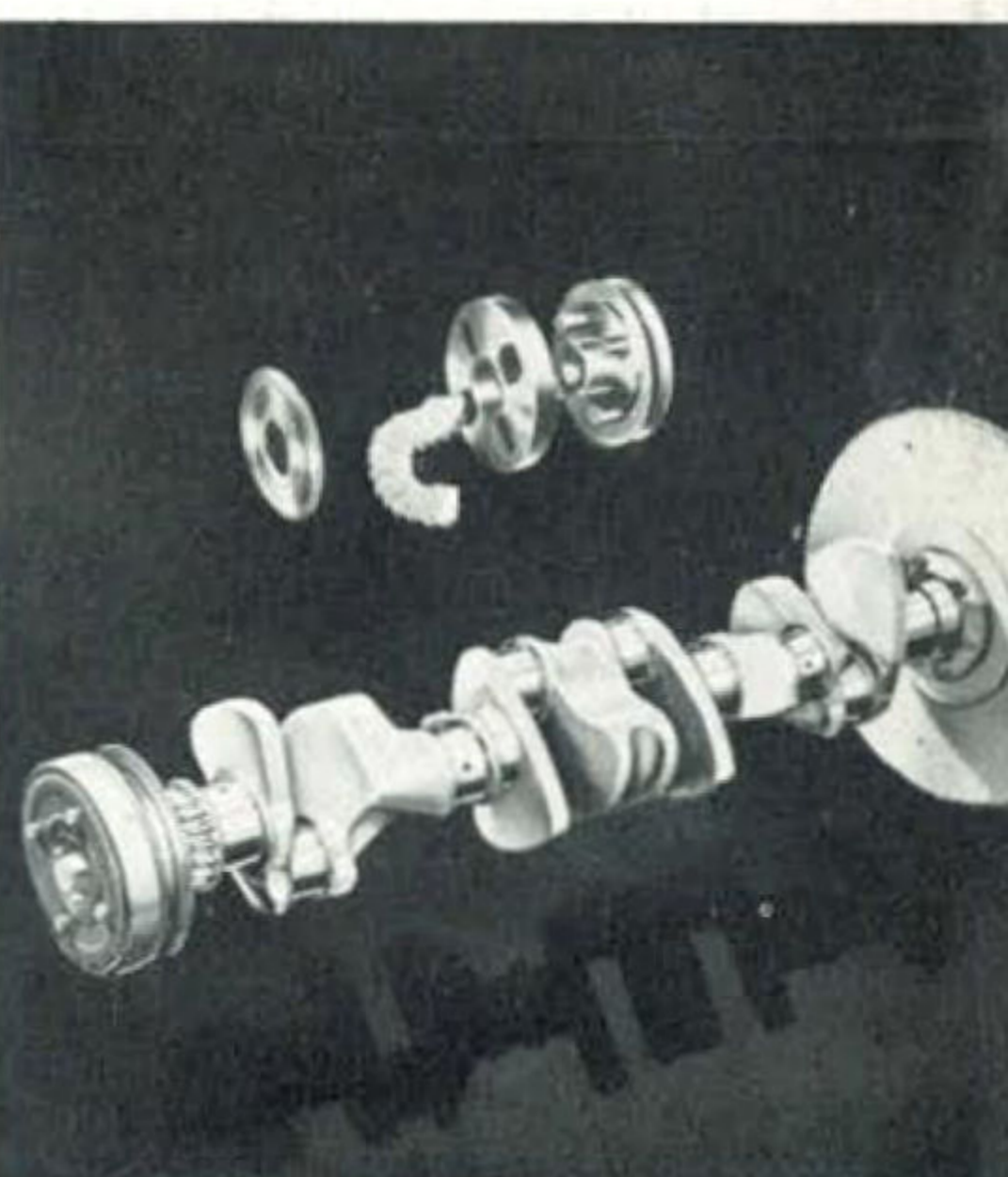
CARBURETION. Advanced down-draught carburetion gives quick starting, swift acceleration, spirited performance, exceptional fuel economy. Vertical type air cleaner and air intake silencer of latest design.



SYNCHRO-MESH GEARS. You never miss your change or grate your gears. Positive, quiet meshing is automatic by bringing all gears to the same rotating speed before engagement. Changing is superlatively easy.



POSITIVE SHIFT STARTER. . . . The starter gear is positively meshed with the flywheel gear before the starter begins to crank. Plunger-type starter pedal is isolated from the engine to prevent vibration.



CRANKSHAFT. Precise balancing of the crankshaft at rest and in motion gives smoothest operation and longest bearing life. Crankshaft Vibration Damper (shown above) neutralizes torsional vibration.



The Background to Oldsmobile

A GAIN, in its magnificent new models, Oldsmobile demonstrates its leadership in design and engineering, and re-asserts its claim to offer "More Value For Everybody's Money"

This is not an idle claim, but is one backed by Oldsmobile's forty-two years' experience of producing fine cars, and by Oldsmobile's access to the vast resources of experimental and research knowledge, the metallurgical laboratories, the unequalled engineering and manufacturing equipment, and the testing facilities and Proving Grounds of the General Motors Corporation.

Behind Oldsmobile in Australia is General Motors- Holden's Limited, employing approximately 6,300 people, with modern factories in every mainland State, and with its own engineering and production staff experienced in the needs of Australian motorists.

Oldsmobile's 'Unisteel' Turret Top Bodies are produced in the Holden Body Factory at Woodville, South Australia, the largest motor body

building organization in the British Empire, and recently re-equipped with the most modern machinery at a cost of over £160,000. This plant has just installed the largest and most up-to-date 1,000 ton panel press in the British Empire. It is because of this policy of constant improvement that at all times you get the utmost in safety, sturdiness, beauty and quality in a Holden Body.

Finally, its access to full details of every major development in automotive design and construction in every country in the world . . . its completely modern equipment and operating methods . . . its ability to purchase material on the most economical basis . . . all contribute to the fact that this year and every year Oldsmobile gives **MORE VALUE FOR EVERYBODY'S MONEY.**



"AIR CHIEF" CAR RADIO



One of the most appreciated of all the NASCO accessories is the "Air Chief" Car Radio. Car Radio provides hours of pleasant entertainment for the driver and passengers, and has become almost a necessity to the modern motorist. The "Air Chief" model specially designed for Oldsmobile includes an 8 in. Flush Type Header Bar Speaker and controls which harmonise with the other instruments on the panel. Your dealer will be glad to explain to you prices and terms on which "Air Chief" is available for installation in your new Oldsmobile.

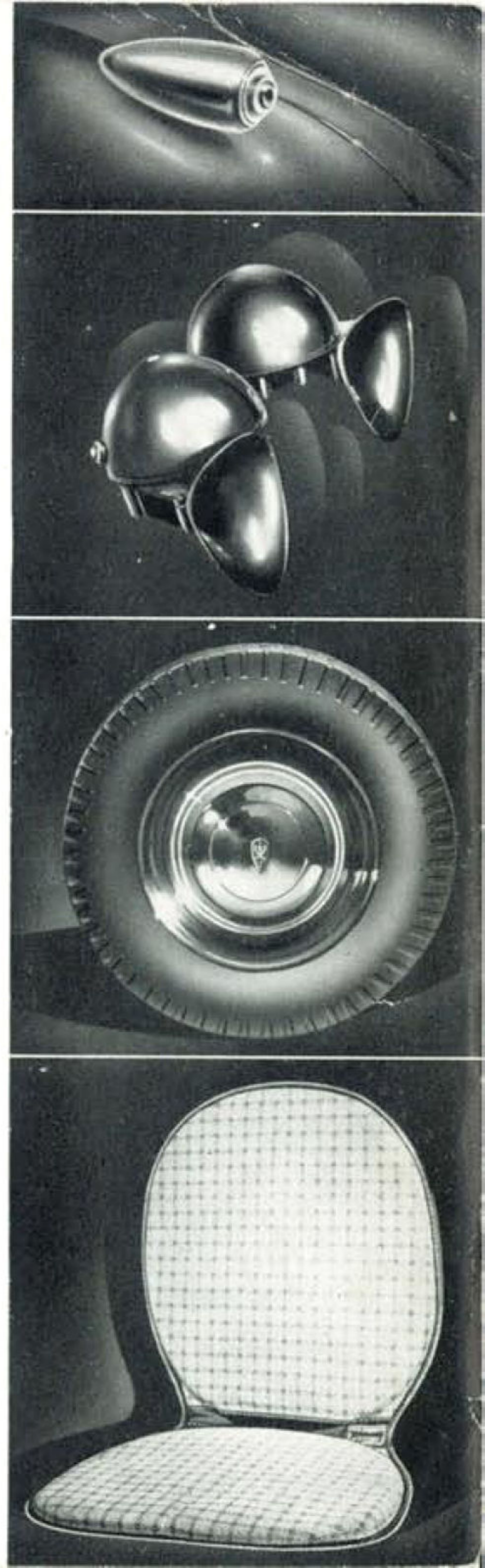
NASCO ACCESSORIES

Your new Oldsmobile is delivered to you complete with many refinements, which until recently were sold only as extras.

But, to satisfy the requirements of owners who desire individual appearance or extra comfort and convenience, there are a number of extra items available. For both the Series "60" and "70", the following may be obtained:—

Fender Lamps; Wheel Discs; Matched Horn Set; Gaslok Cap; Exhaust Extension; Fender Markers; Visor Vanity Mirror, Rubber Blade Fan; Rear View Telescopic Mirror (Hinge Pin Mounting); Auto Compass; Kool Kooshion; NASCO Duco Cleaner and Polish; NASCO Leather Cleaner and Preservative; G.M. Chromium Cleaner and Polish; G.M. Cellufoil.

For the Series "60:"—
De Luxe Steering Wheel; Electric Clock; Wheel Mouldings.



SPECIFICATIONS

SERIES SIXTY

WHEELBASE—115 inches. Turning circle 36½ feet.

ENGINE—Displacement 216 cubic inches. Electro-hardened light weight pistons. Full-pressure lubrication to all main, connecting rod, camshaft bearings, timing chain and cylinder walls. Oil capacity, 8½ pints.

FUEL AND COOLING SYSTEM—Down-draught carburetion with built-in automatic choke. Thermostatically controlled cooling and recirculation system. Ball-bearing, leak-proof, water pump. Capacity, 14 quarts.

CLUTCH AND TRANSMISSION—Single plate, 9-inch, dry plate clutch. All-Silent, Synchro-Mesh transmission with steering column control.

ELECTRICAL SYSTEM—Under-bonnet battery, 15-plate, 6 volt with 115-ampere hour capacity. Air-cooled generator with automatic charging control. Positive shift starter. Tilt-beam headlights with foot selector switch.

SUSPENSION—Quadri Coil Springing, with Independent front suspension and heavy coil springs at rear. Four-Way Stabilization through dual stabilizing arms, front ride stabilizer, rear lateral stabilizer and double-action, hydraulic shock absorbers, front and rear.

FRAME—Rigid-girder type, I-beam X-member construction.

STEERING—Dual Centre-Control, with inner ends of equal length tie-rods located on centre line of front suspension pivot, providing perfect steering geometry. Worm and double roller design. Ratio, 19 to 1.

BRAKES—SUPER-HYDRAULIC, self-energizing type. 11-inch drums with cast-iron braking surfaces. Completely sealed. Mechanical braking system on rear wheels. Brake lining area, 148 square inches.

TYRES—Low-pressure, balloon tyres, 16 x 6.00 inches, mounted on safety steel wheels.

BODY TYPES—

Six-seater all-enclosed Coupe with exceptional luggage accommodation. Four-Door Touring Sedan with built-in trunk. Armourplate Safety Glass standard in windscreens and all side windows.

EQUIPMENT. All Oldsmobile models are complete with the following equipment: Relax-O-Form Leather Seating; Adjustable Driving Seat; No-Draught Ventilation; Rear Quarter Lamps; Dual Windscreen Wipers; Locking Glove Box; Foot Rest; Two Interior Sun Visors (Passenger's includes Vanity Mirror); Arm Rests—Front and Rear (Front Arm Rests are adjustable); Assist Loops; Armourplate Safety Glass in Windscreen and all Side Windows; Rear View Mirror; Wool Pile Carpet; Bumpers and Bumper Guards—Front and Rear; Combination Tail and Stop Light, separate Licence Plate Lamp on Sedans; Complete Tool Kit; Parcel Shelf provision at top of rear seat; Ash Receiver and Cigar Lighter in Instrument Panel; Sedan models also have the following additional equipment: Leather Assist Loops on Front Seat Back; Smokers' Outfit (Smoke-proof) in rear compartment. The Series "70" Sedan also has Dome Light; Rear Blind; Two Hassocks; Additional Folding Arm Rest in centre of Rear Seat; Ash Receiver, Cigarette Container and Cigar Lighter in rear compartment, also Electric Clock, Flexible Steering Wheel, Chrome Trim Rings on wheels; Rocker Panels in lieu of Running Boards.

★ Prices, specifications, and equipment subject to change without notice ★

SERIES SEVENTY

WHEELBASE—120 inches. Turning circle 38½ feet.

ENGINE—Displacement 230 cubic inches. Electro-hardened light weight pistons. Full-pressure lubrication to all main, connecting rod, camshaft bearings, timing chain and cylinder walls. Oil capacity, 8½ pints.

FUEL AND COOLING SYSTEM—Down-draught carburetion with built-in automatic choke. Thermostatically controlled cooling and recirculation system. Ball-bearing, leak-proof, water pump. Capacity 14 quarts.

CLUTCH AND TRANSMISSION—Single plate, 9½-inch, dry plate clutch. All-Silent, Synchro-Mesh transmission with steering column control.

ELECTRICAL SYSTEM—Under-bonnet battery, 15-plate, 6 volt with 115-ampere hour capacity. Air-cooled generator with automatic charging control. Positive shift starter. Tilt-beam headlights with foot selector switch.

SUSPENSION—Quadri Coil Springing, with Independent front suspension and heavy coil springs at rear. Four-Way Stabilization through dual stabilizing arms, front ride stabilizer, rear lateral stabilizer and double-action, hydraulic shock absorbers, front and rear.

FRAME—Rigid-girder type, I-beam X-member construction.

STEERING—Dual Centre-Control, with inner ends of equal length tie-rods located on centre line of front suspension pivot, providing perfect steering geometry. Worm and double roller design. Ratio, 19 to 1.

BRAKES—SUPER-HYDRAULIC, self-energizing type. 11-inch drums with cast-iron braking surfaces. Completely sealed. Mechanical braking system on rear wheels. Brake lining area, 148 square inches.

TYRES—Low-pressure, balloon tyres, 16 x 6.50 inches, mounted on safety steel wheels.

BODY TYPES—

Four-Door Touring Sedan with built-in trunk. Armourplate Safety Glass standard in windscreen and all side windows.

OLDSMOBILE SERVICE

Complete After-Sale Service is yours when you buy your new Oldsmobile. It includes a definite guarantee of considerable value. Your Owner Service Policy entitles you to two thorough inspections and adjustments without charge. It protects you for ninety days or 3,000 miles of operation—which ever is reached first—against defects in workmanship or material. All over Australia, you will find authorised Oldsmobile dealers stocking genuine Oldsmobile spares, and ready to render complete service at all times.

CONFIDENTIAL DEFERRED PAYMENT PLAN

In buying your Oldsmobile under the G.M.A.C. Confidential Payment Plan, you deal, not with an outside finance organization, but with a special division of General Motors, which has therefore a very real interest in ensuring your satisfaction with your car. General Motors' Acceptance Corporation is the largest hire purchase institution in the world, and is consequently able to offer low rental charges, and to arrange payments on a completely confidential basis to suit your individual needs. Full details may be obtained from your local Oldsmobile dealer, who will also arrange your payments on the most convenient basis.

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