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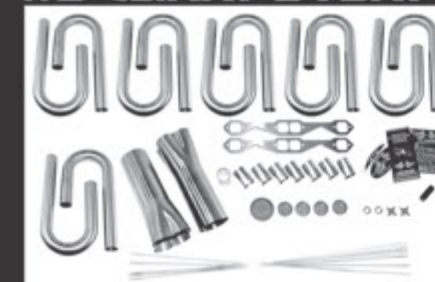
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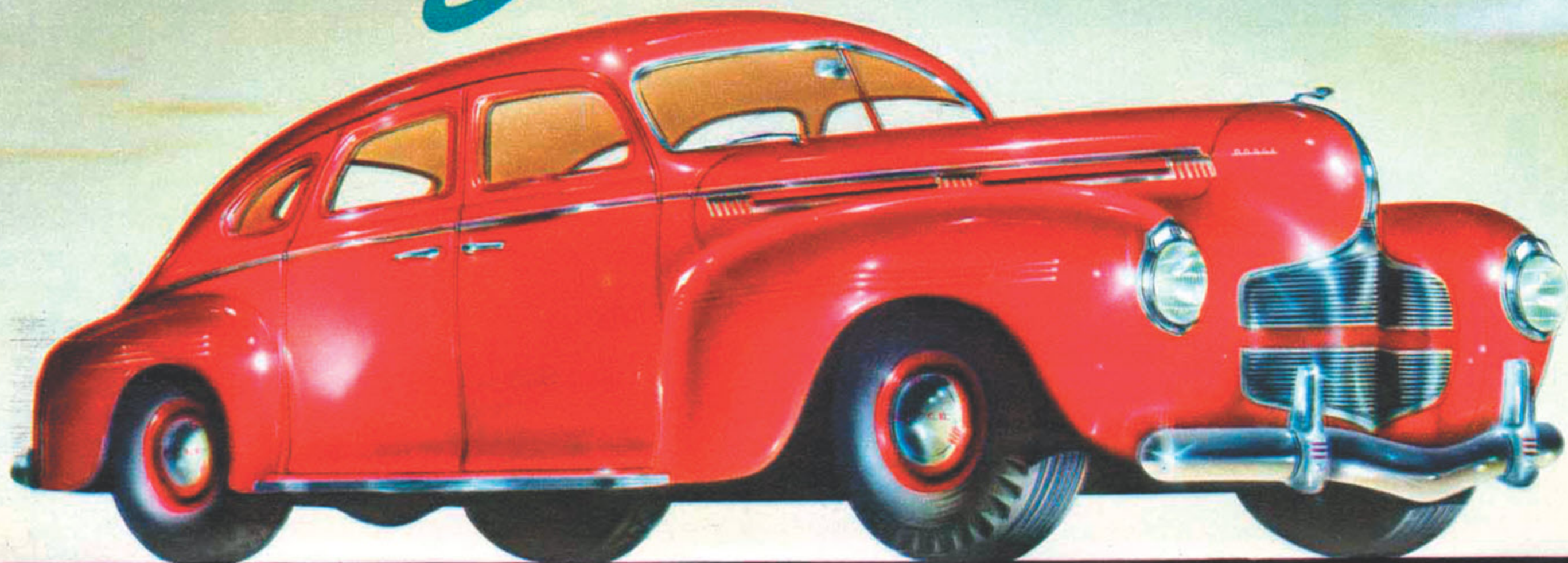
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WITH NEW FULL-FLOATING RIDE



"OIL TESTING"

My Experience Is...

by Joe Rabelskie



*From 2007, a tribute to our old friend and restorer, Joe Rabelskie.

Everyone knows that the oil and filter in their engines needs to be changed regularly, but how often and what kind of oil should be used? It just depends on what kinds of demands you put on your vehicle and its condition.

First, it is a good idea to know a little about oil. The Society of Automotive Engineers (SAE) grades oil according to its weight (thickness). Basically, it is measured by how fast it runs down an incline. The faster the oil runs, the thinner the oil, the smaller the number. The slower the oil runs, the thicker the oil, the larger the number. It is also important to know that oil thins out after it gets hot. This is why there are so many grades of oil from which to choose. There are also additives in oil to help with the many tasks it has to perform.

I feel the most important jobs oil has is to keep the engine cool by reducing friction. A high volume oil pump is nice for this because it pumps about 25% more oil through the engine and, along with an oil cooler, can help keep the temperature down. Next, it washes the dirt and impurities out of the engine, and, along with a filter, helps keep it clean. Detergents are added to oil for this reason. Certainly not least, is lubrication. There must be a film of oil between the moving parts to keep them from seizing.

So, which oil should I buy? It seems to me that 10W30 is probably the most common. This is actually surprising to me. The "W" in 10W30 stands for winter. Winter is considered a consistent 32 degrees. Since the majority of the country has mild temperatures for most of the year, why would they want to run a winter blend? I personally always liked straight 30 weight, but here are the facts: 10W30 is 10 weight mixed with 30

weight. Ten weight plus thirty weight do not equal twenty weight. The theory is, when your engine is cold, the ten weight is pulled into the engine easier and when it heats up, the thirty weight thins to the proper thickness. In the meantime, there are polymers added to the oil which expand as they heat up, so the oil keeps the consistency of the thicker weight. Or does it?

After rebuilding a straight eight Packard engine, I installed 10W30 and started it up. The pressure was so low that we shut it down. Thinking that the pressure relief valve was defective, and since the pump was mounted outside the motor, I took it apart and added a shim to the spring. It brought the pressure up some, but as soon as it warmed up, it was too low again. Knowing all of the clearances were correct, the oil was drained and straight 30 weight was added and the shims removed. This time, the engine had almost 15 pounds more at an idle and almost 30 more at full rev.

When I checked to see what kind of tests have been done on the subject, all I could find were tests conducted with synthetic oil, which conclude that, for the price you pay, there were no major advantages unless one drives in extreme heat or severe duty. And there was a test that put a lot of mileage on a couple of hundred cars in a short period of time. I did not feel that was consistent with the way most people drive, so I did my own test. Here at Southern Wheels Magazine, I took readings of the oil pressure on nine of our vehicles ranging from a '36 to an '88. Most of them were '40's and '50's vintage and mileage varied. The oil pressure was consistently higher with straight weight oil. In fact, we enjoyed an increase of 8-15 pounds at an idle, and 10-30 at full rev.

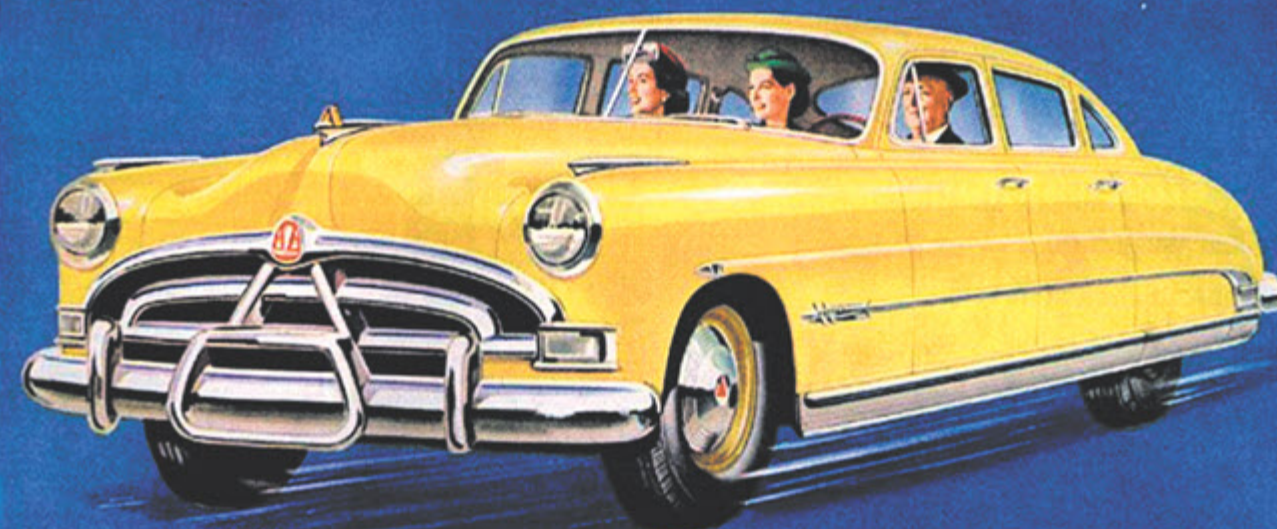
Of course, if you have a new car with tight clearances and a warranty to satisfy, a tightly built race engine that you do not want to add drag to, or you live in a consistently cold climate, you might want to go with the multi-grade oil. As for me, I think I'll stay with straight weight. My experience is, the higher oil pressure is what will help us achieve the best service and longevity from our engines.

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we can print about it !



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(and prepare for a surprise!)



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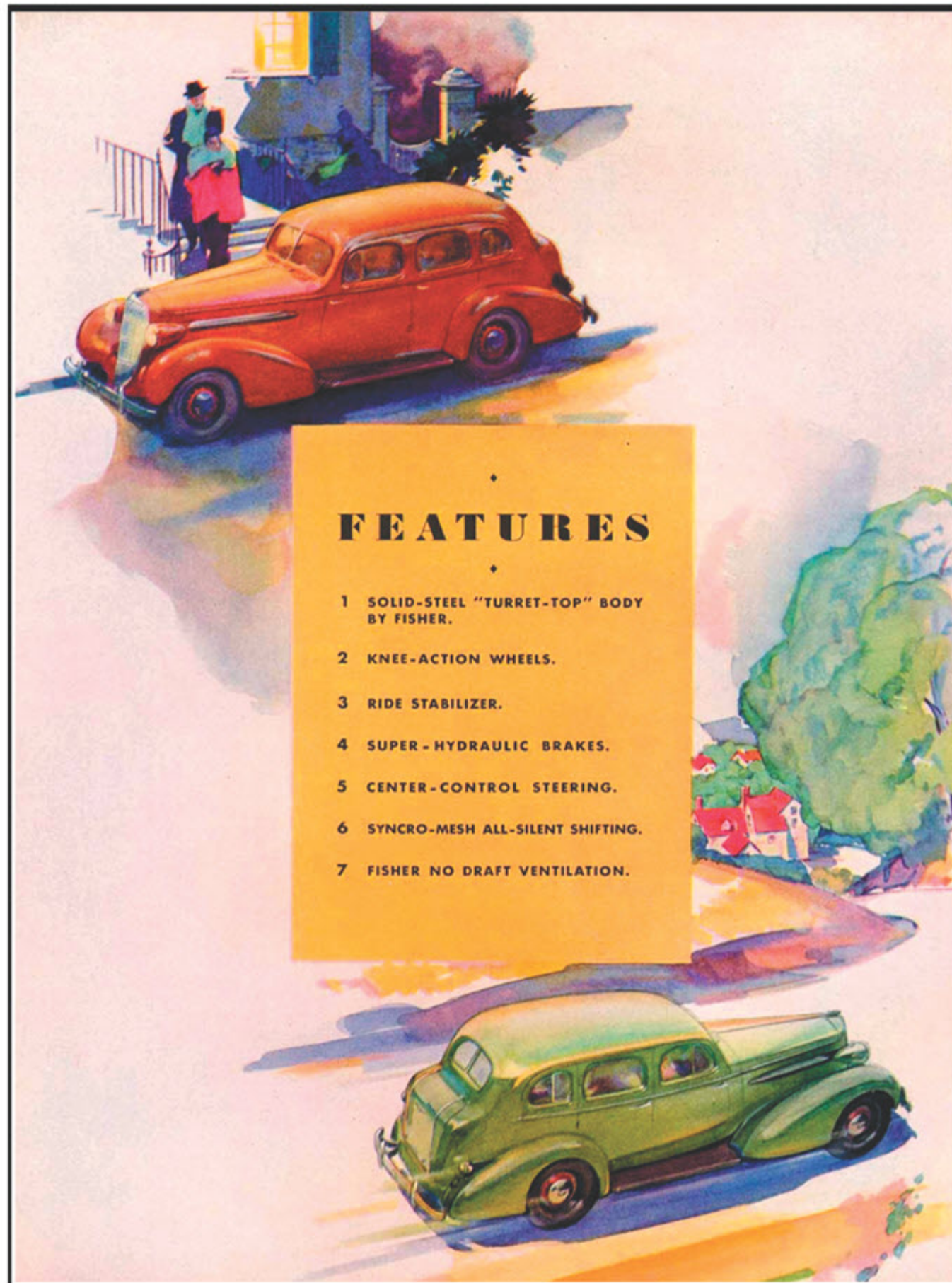
HUDSON...MOST DURABLE CAR YOUR MONEY CAN BUY

Powerful, "step-down" designed Hudsons are priced in four brackets—beginning below those of many smaller cars

1935

OLDSMOBILE

SIX AND EIGHT



FEATURES

- 1 SOLID-STEEL "TURRET-TOP" BODY BY FISHER.
- 2 KNEE-ACTION WHEELS.
- 3 RIDE STABILIZER.
- 4 SUPER-HYDRAULIC BRAKES.
- 5 CENTER-CONTROL STEERING.
- 6 SYNCRO-MESH ALL-SILENT SHIFTING.
- 7 FISHER NO DRAFT VENTILATION.

P R E S E N T I N G

"The car that has everything"

OLDSMOBILE

Six and Eight

Oldsmobile—"The Car That Has Everything." Whether you look at it from the viewpoint of the complete, balanced and beautiful car, or examine it feature by feature, you find it has *everything* that makes a car modern and better.

First to strike the eye, of course, is its size, giving assurance of roominess and comfort, and with this size an advanced styling most aptly described as *streamline beauty*.

A big car and a beautiful car in every respect, Oldsmobile is a true style leader, attracting admiration and inspiring pride of possession.

Its features for greater safety, for smoother and swifter action, for more dependable and more economical performance, and for longer life, make up an impressive list of all that is known to be better.

Safety, for example: Oldsmobile has the world's most advanced type of body construction—solid-steel "Turret-Top" Body by Fisher.

For smoother and better riding, it has built-in Knee-Action, *engineered* into every model to level out your ride over every kind of road.

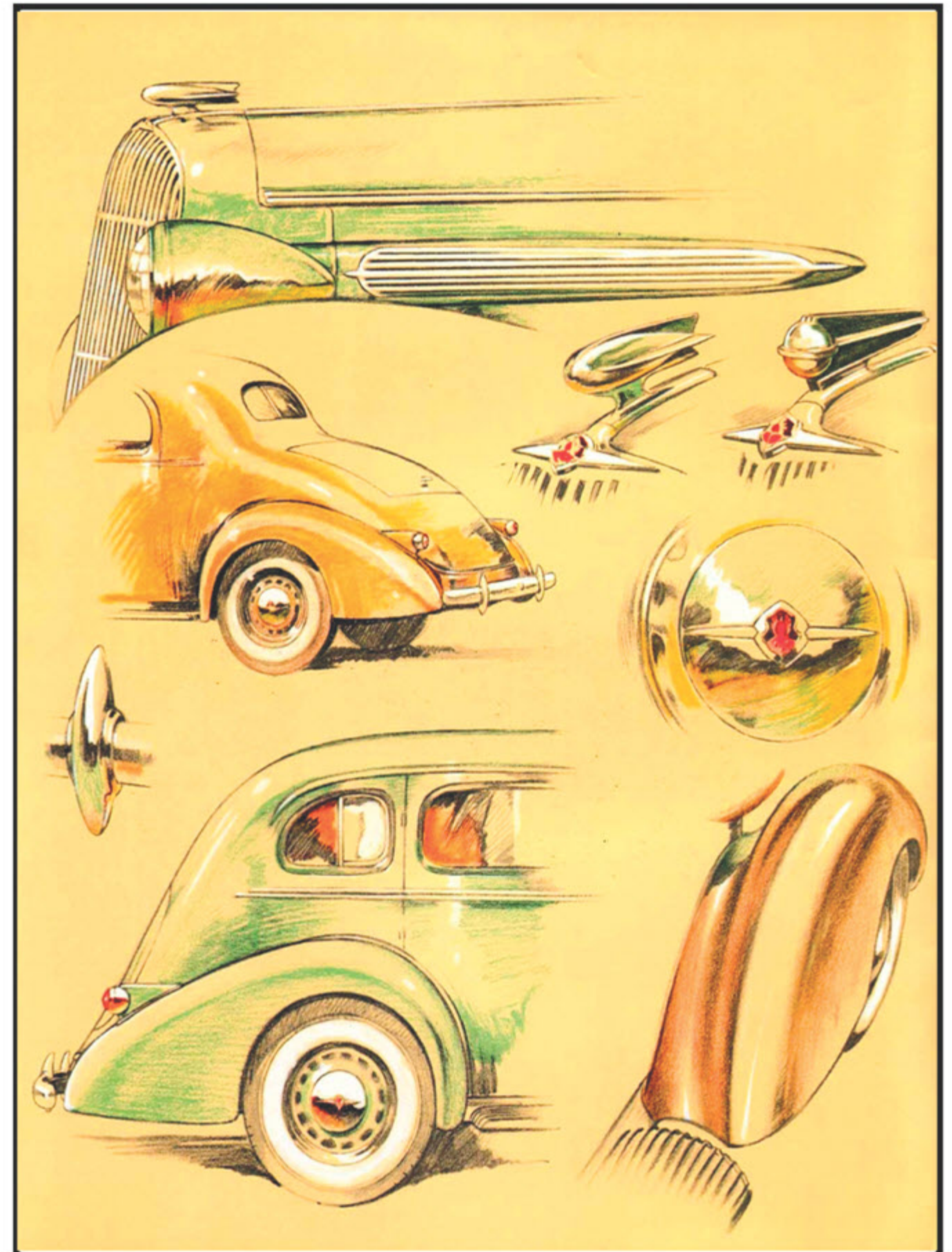
Big Super-Hydraulic Brakes, center-control steering and ride stabilizer, in balanced association with Knee-Action, further contribute to assured safety and handling ease.

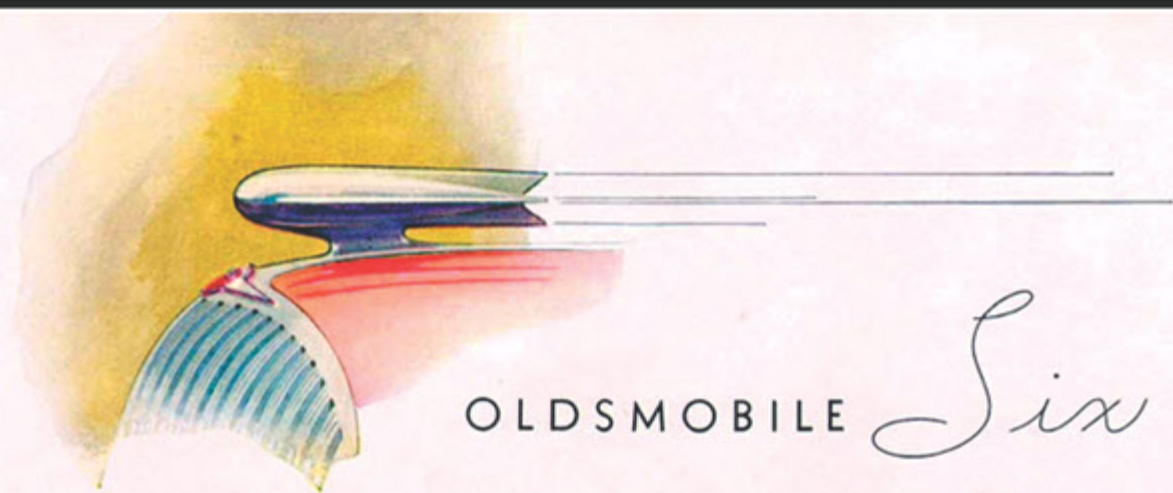
Silent Syncro-Mesh gear-shifting, three-point engine cushioning, and a perfected method of roof and body insulation combine to make Oldsmobile the thoroughly *sound-proofed* car.

But over and beyond all these and the scores of other features pictured and discussed on the following pages, stands out the salient fact that Oldsmobile is a genuine *quality* car. This is the finest Oldsmobile ever built—and at its low price the greatest value—in 38 years of quality manufacturing. A General Motors value, it is also the faithful, modern expression of Oldsmobile's firm belief that "you are entitled to all that is new and better."

O L D S M O T O R W O R K S

Lansing, Michigan





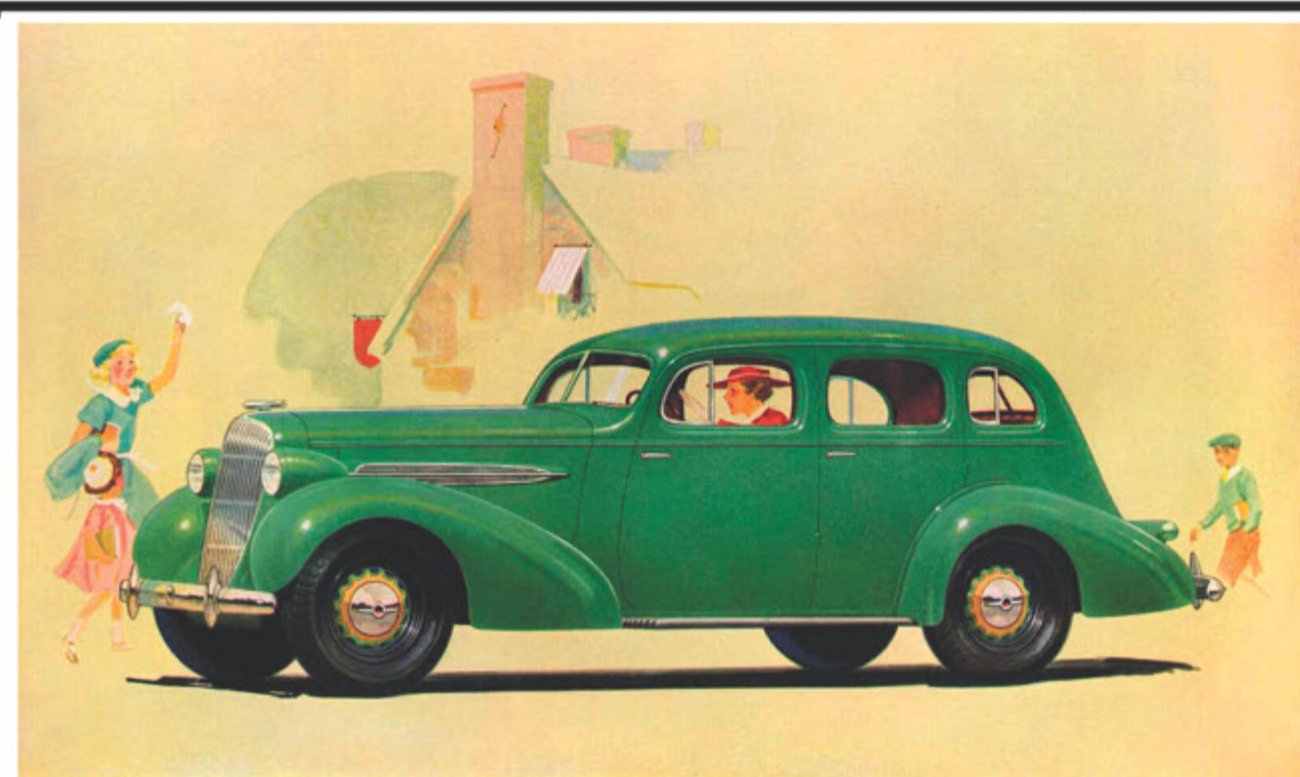
OLDSMOBILE *Six*

• C O N T E N T S •

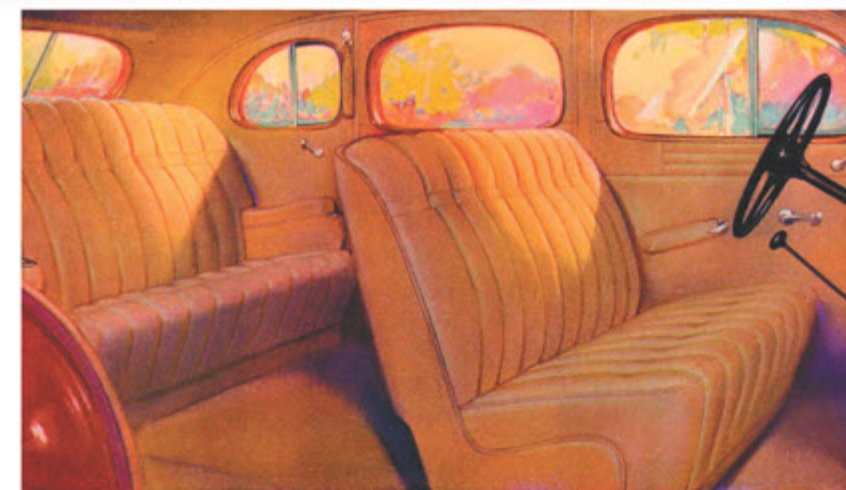
THE OLDSMOBILE SIX	SUPER-HYDRAULIC BRAKES
THE OLDSMOBILE EIGHT	CENTER-CONTROL STEERING
THE SIX-CYLINDER ENGINE	FISHER NO DRAFT VENTILATION
THE EIGHT-CYLINDER ENGINE	OPERATING ECONOMY
THE SIX-CYLINDER CHASSIS	OLDSMOBILE ACCESSORIES
THE EIGHT-CYLINDER CHASSIS	OLDSMOBILE SERVICE POLICY
BODIES BY FISHER	
KNEE-ACTION WHEELS	



OLDSMOBILE *Eight*

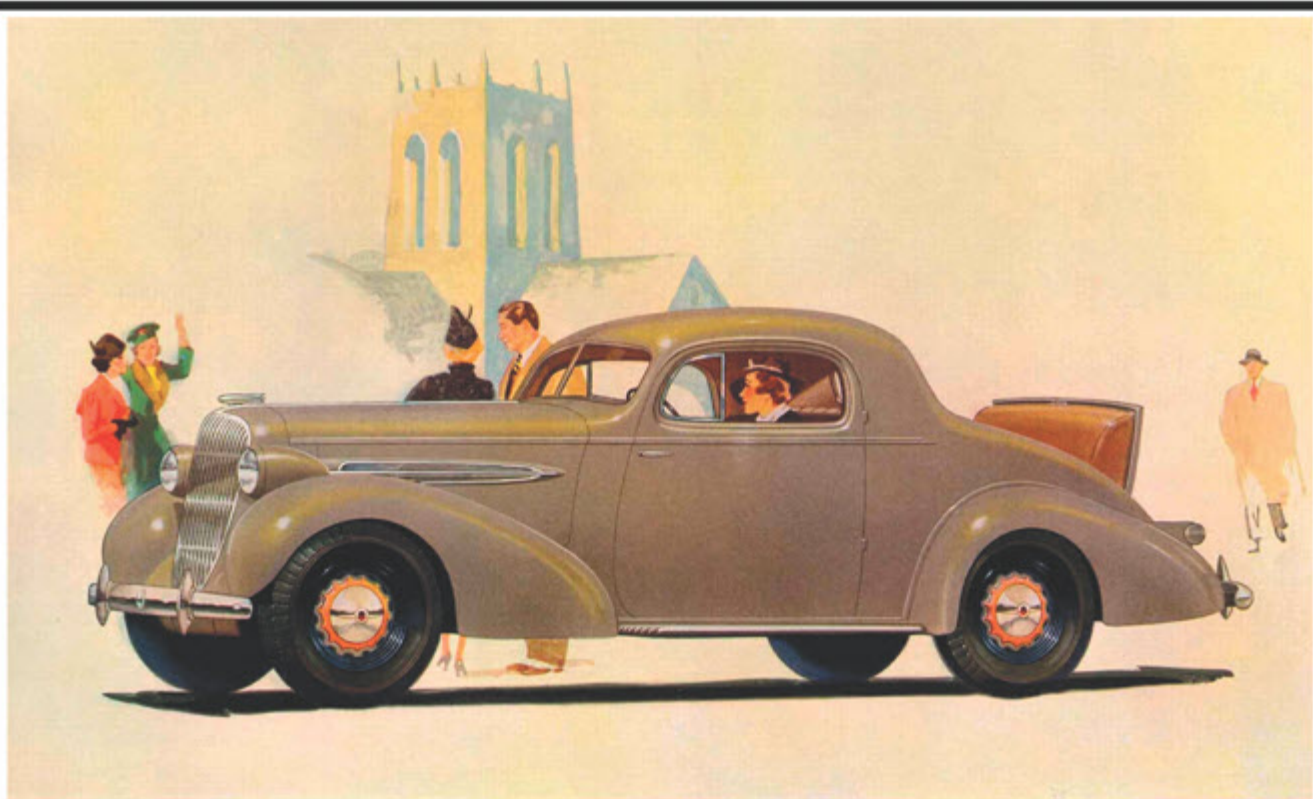


THE OLDSMOBILE SIX 4-DOOR SEDAN . . . Five-Passenger . . . The large size, the surprising roominess, the long, low lines of its streamline beauty suggest at once the many reasons for the wide popularity of this leading quality sedan of the low-price field. High-powered and at the same time economical, with every advanced and tested feature you want in your car, it leads in value as it leads in style.

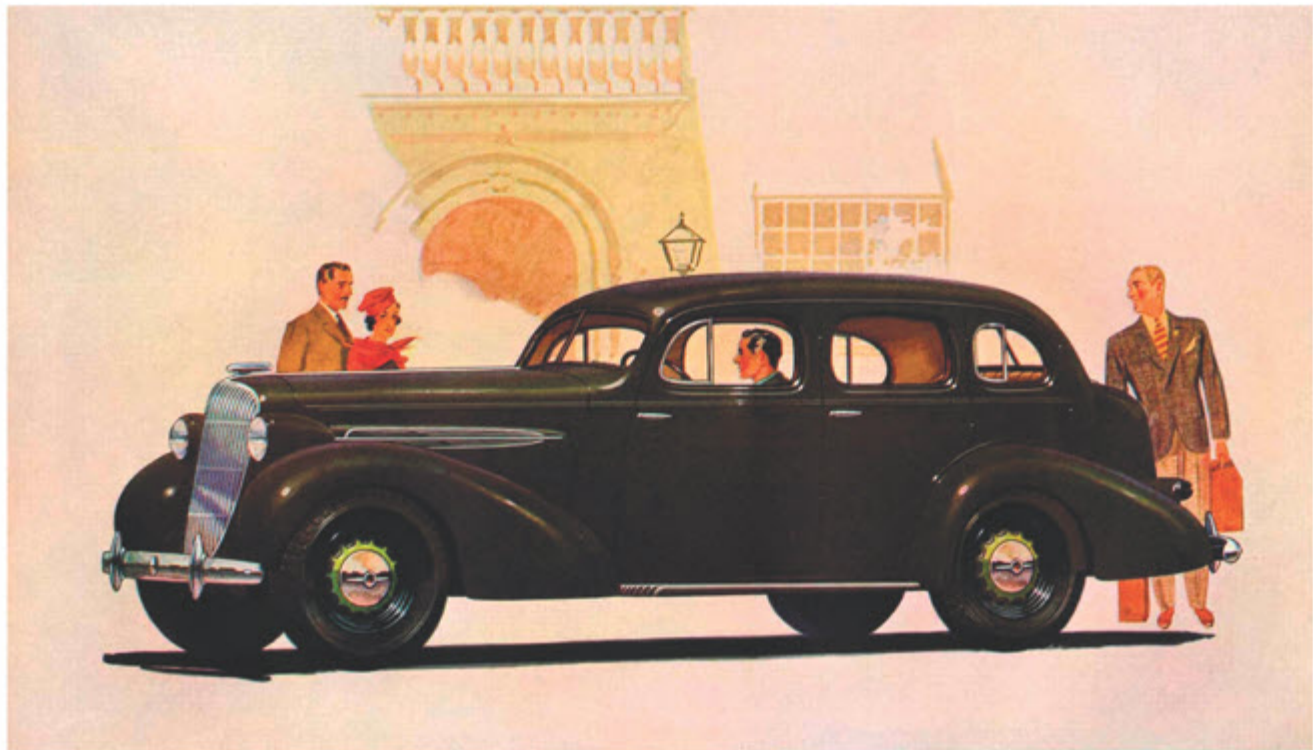


THE BIG, HIGH-QUALITY SIX In the Low-Price Field

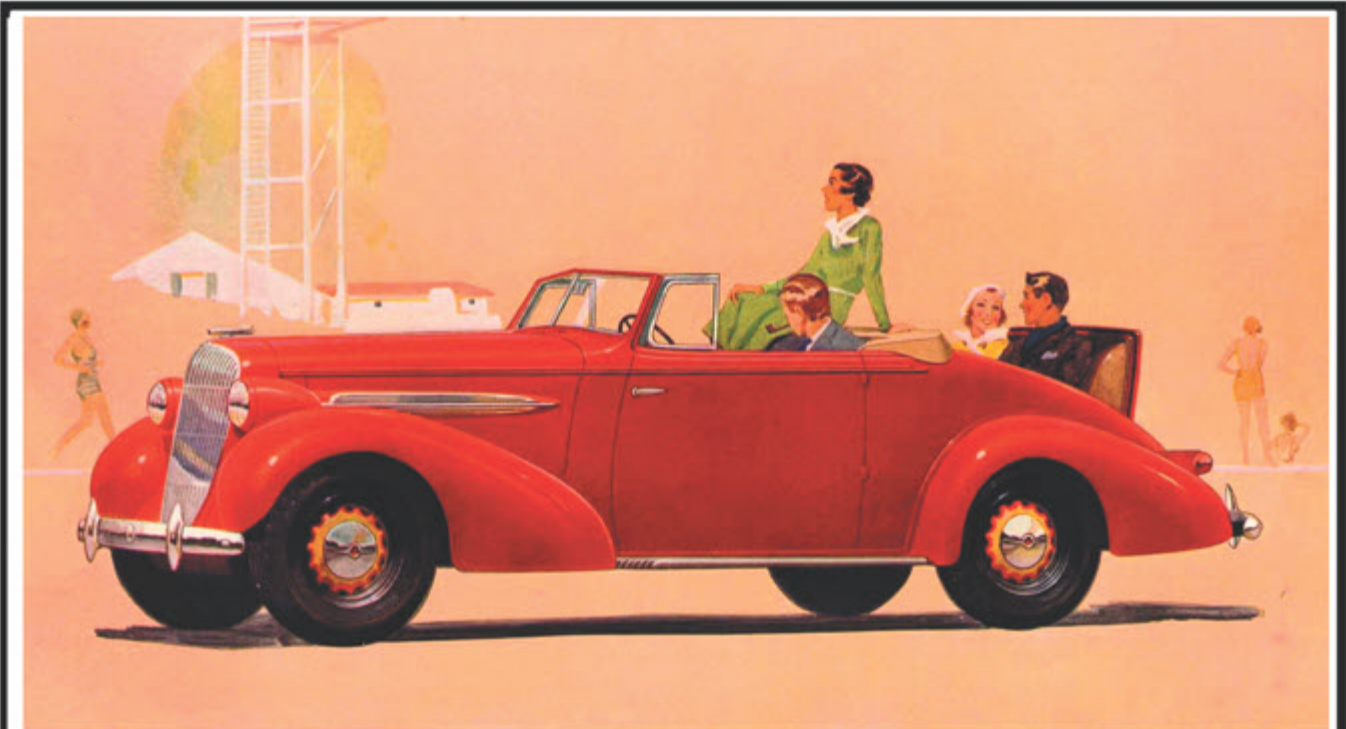
The Oldsmobile Six—"the car that has everything"—is a big car, of fine-car quality, appearance and features, at a low price. It is long, low, and handsomely styled, modeled in sweeping lines and flowing contours of approved streamline beauty. It is offered in seven distinguished body styles and a wide choice of sparkling colors. Its very appearance indicates the 90 horsepower with which it is endowed and the more than 80 miles an hour of which it is capable. Its roominess and luxuriously upholstered interior, tailored and fitted in good taste throughout, invite driver and passengers to enjoy a new standard of completely comfortable and relaxing travel on any road. Joined to its fine-car features and style, its big-car roominess and riding-quality, there is an operating economy which is a real triumph of engineering design and precision manufacture. In the test of day-after-day service, this exceptional Six delivers 18 miles to the gallon of gasoline, at 50 miles per hour. An unusual value at its low first cost, it gives its unusual performance at low operating cost.



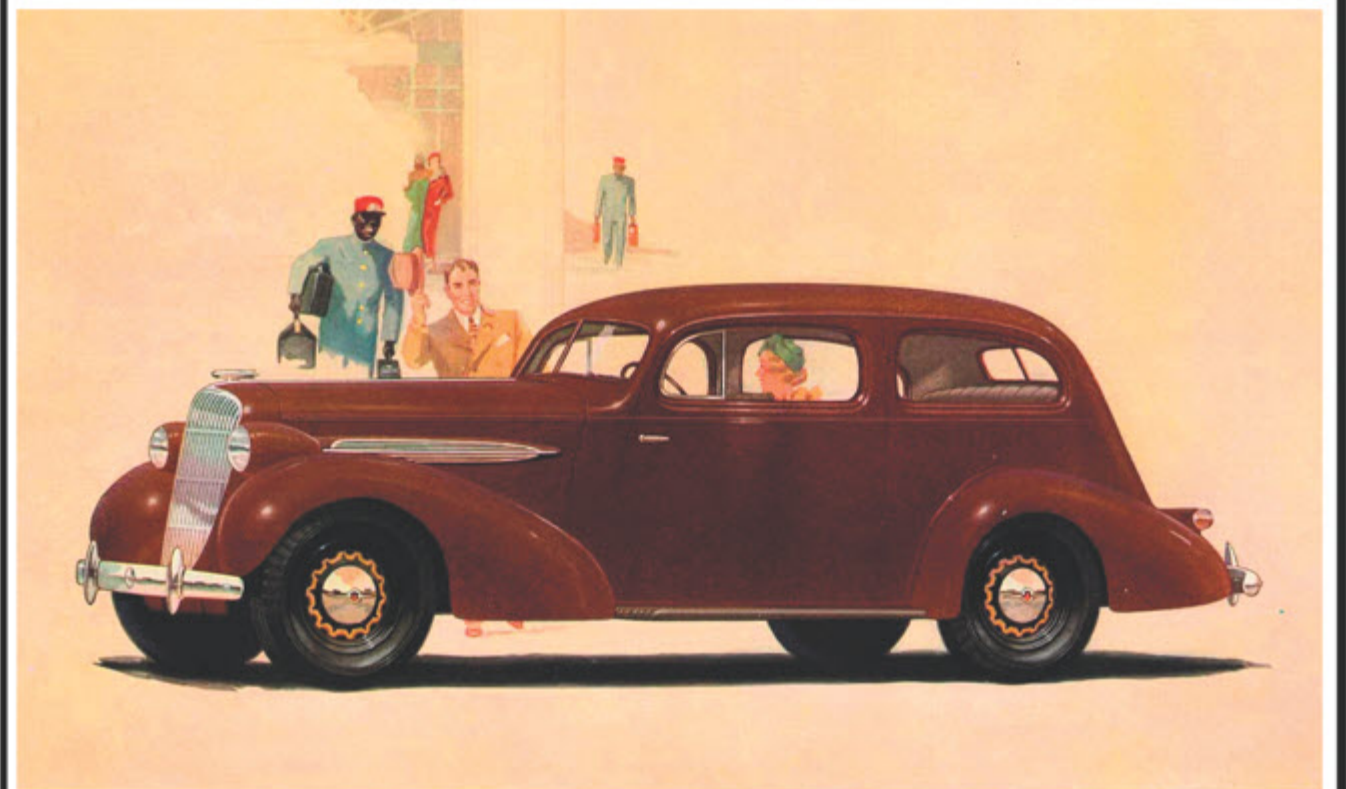
THE OLDSMOBILE SIX SPORT COUPE . . . The last word—and the most attractive, too—in smart style with a touch of youthful daring to it, the sport coupe helps earn Oldsmobile's reputation for "the best-dressed cars in town." Note ample and comfortable rear deck extra seat for second couple. Like all other Oldsmobiles the spare wheel and tire are concealed to accentuate its streamline beauty.



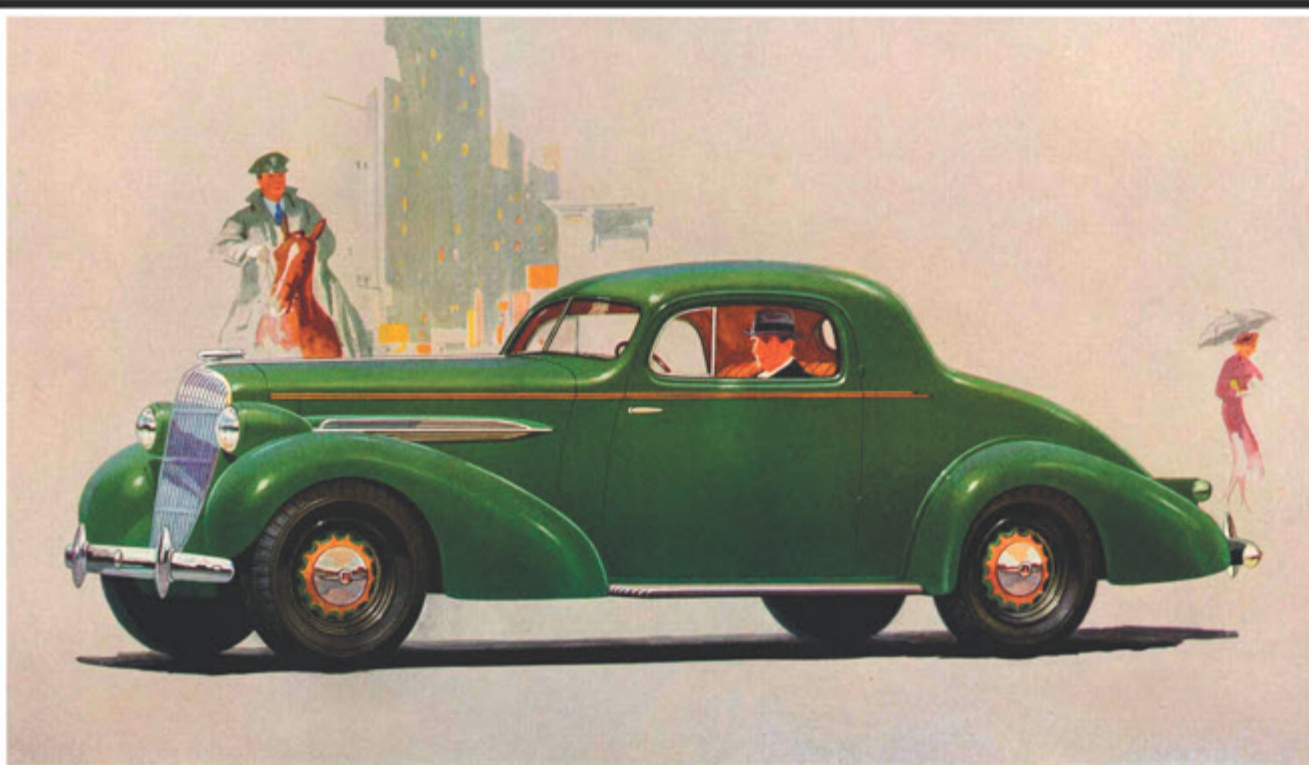
THE OLDSMOBILE SIX 4-DOOR TOURING SEDAN . . . Five-Passenger . . . When Oldsmobile first brought out the touring sedan with built-in trunk—capacious, integral with the Fisher body—this striking model won instant popularity. Space for everything you want to take—securely locked in, too—together with unusual roominess, high power, and arresting streamline beauty.



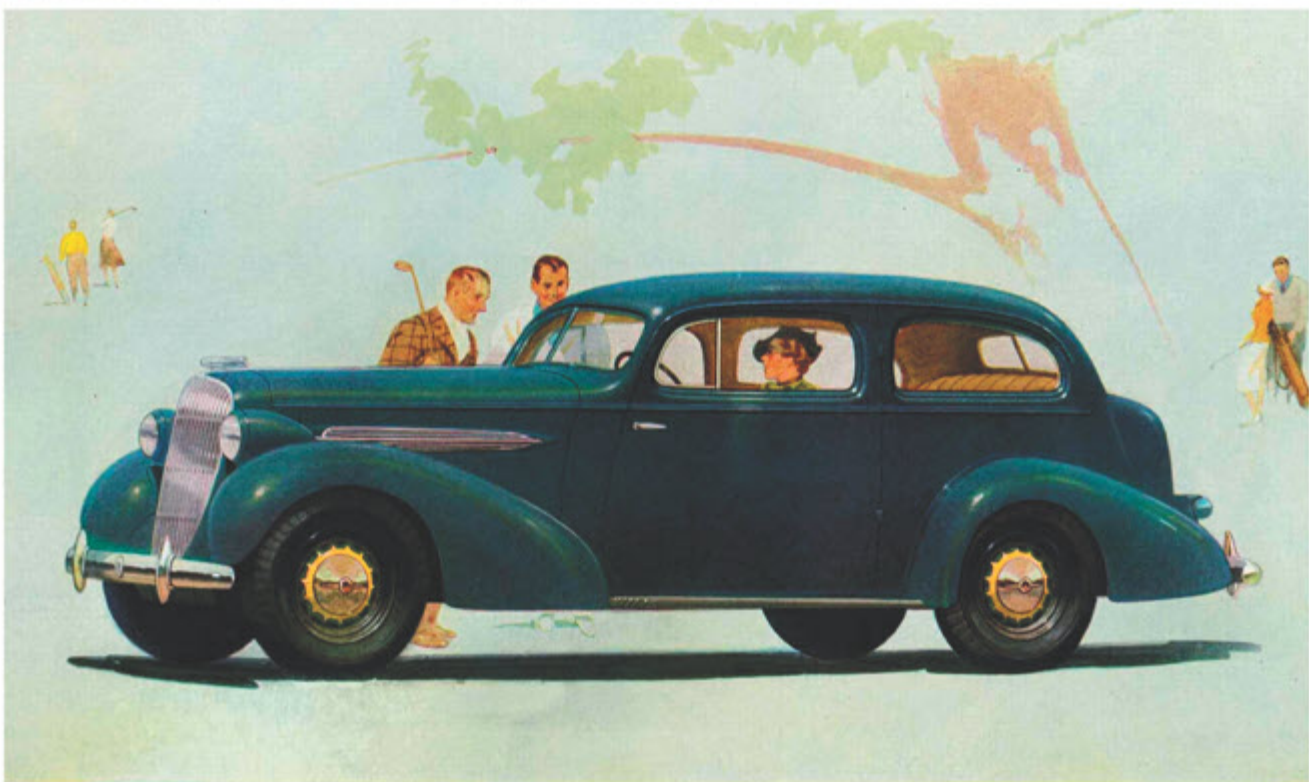
THE OLDSMOBILE SIX CONVERTIBLE COUPE . . . Your open runabout for fair weather events, and convertible at a nod into a closed car, snug-tight against rain, snow or cold. A "personal" car of trim style and much usefulness. Has the new aviation-type instrument board, with large size dial gauges indirectly lighted, and always in front of the driver's eyes.



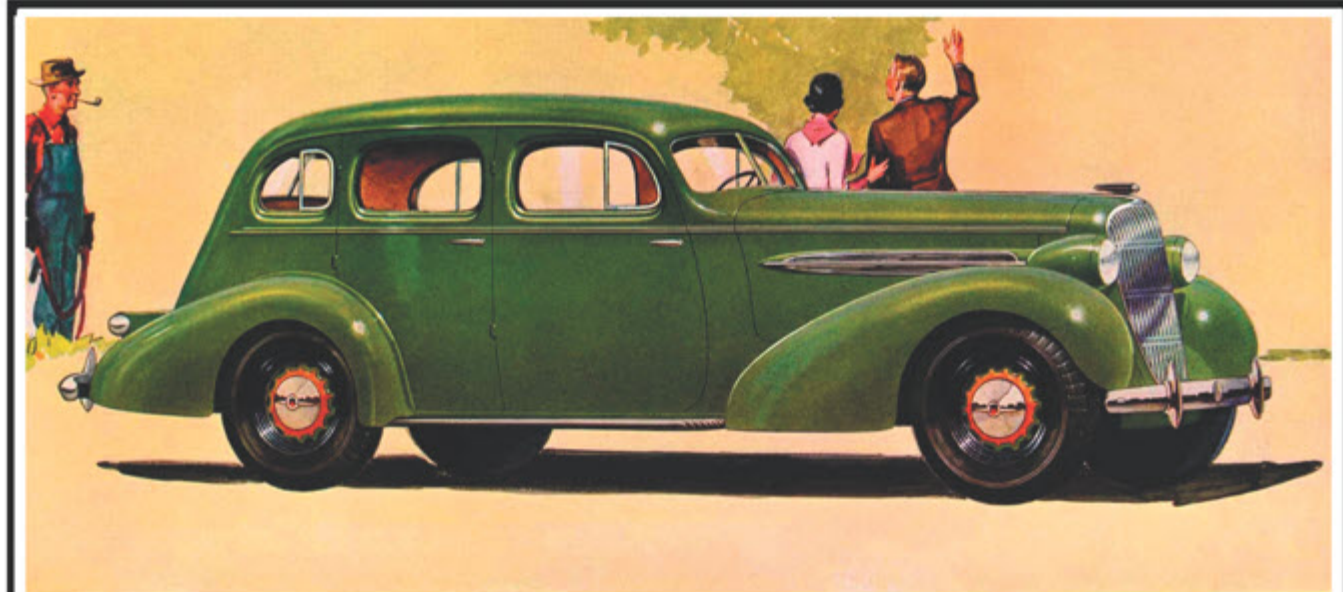
THE OLDSMOBILE SIX 5-PASSENGER COUPE . . . With its roomy interior, form-fitting seats (the left front one slides into easy adjustment for driving), arm rests, full-carpeted foot rest, and individually controlled Fisher No Draft Ventilation, there isn't a better car for all-round purposes anywhere, and certainly none smarter looking. Doors are extra wide for easy entrance and exit.



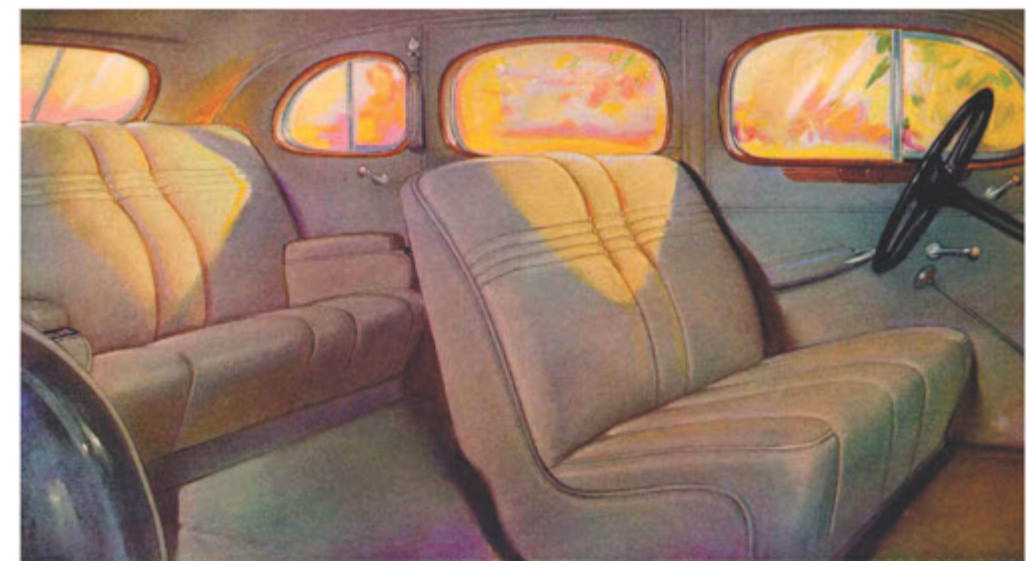
THE OLDSMOBILE SIX BUSINESS COUPE . . . for two passengers . . . Built with special attention to the needs and uses of those who travel on business. Its large rear deck provides generous room for luggage, samples, sales kits and other equipment. Its sturdy construction and 90-horsepower engine give it road mastery in any service. Its smart style is a good recommendation anywhere.



THE OLDSMOBILE SIX 5-PASSENGER TOURING COUPE . . . Ample room for five passengers, and yet modishly compact and smart, its particular style wins special admiration. Trimly upholstered in attractive, long-wearing materials. The new-type trunk, built integral with the Fisher body, will surprise you with its way of taking luggage and golf clubs and asking for "more!"



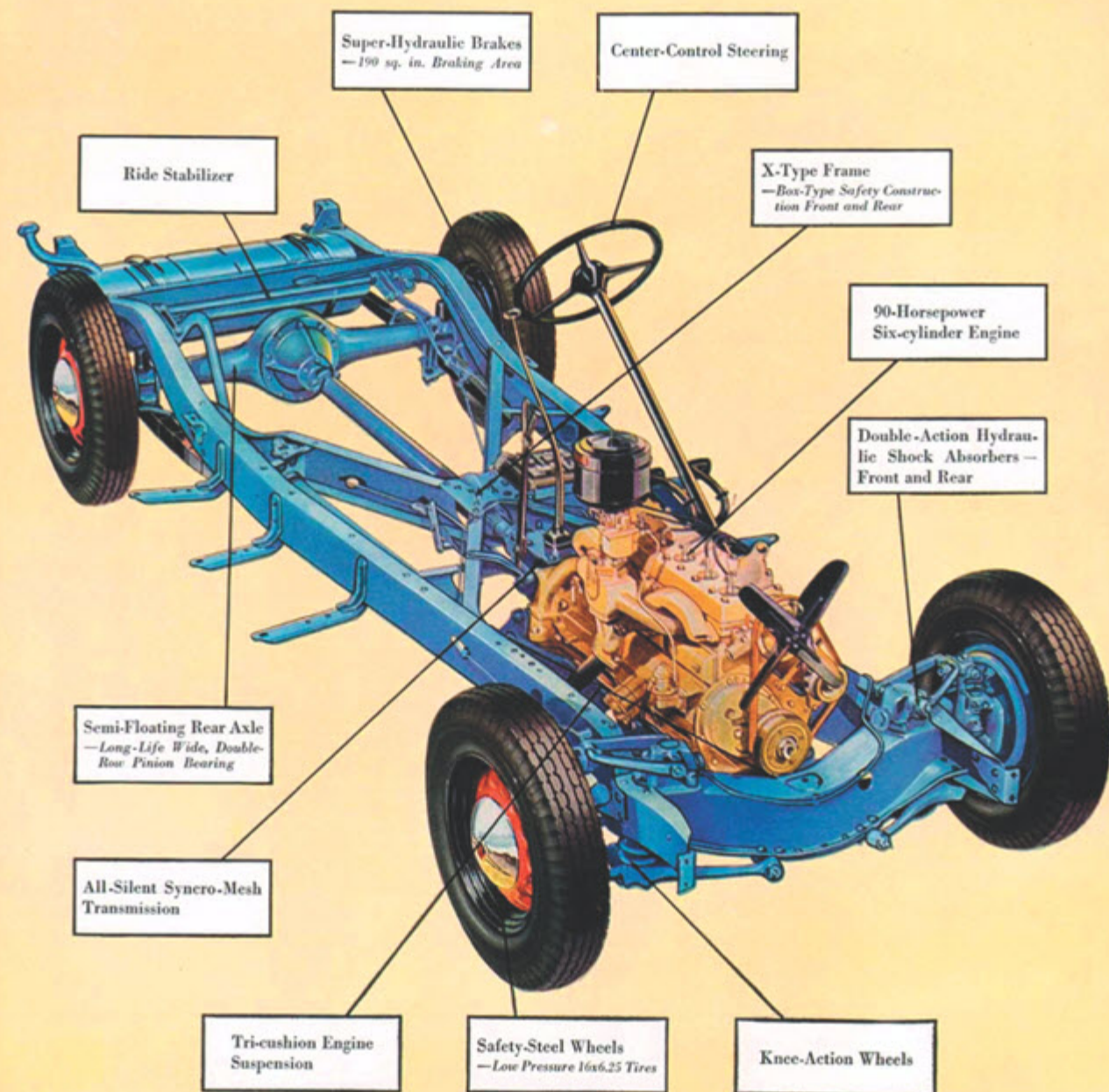
THE OLDSMOBILE EIGHT 4-DOOR SEDAN . . . Five-Passenger . . . A fine car, a luxurious car—a body type that is ideal for family use—121-inch wheelbase, proportionate width and roominess—100-horsepower engine—smoothest riding ability, long, low-lined grace, and the streamline beauty that gives Oldsmobile the acknowledged style leadership of its field.



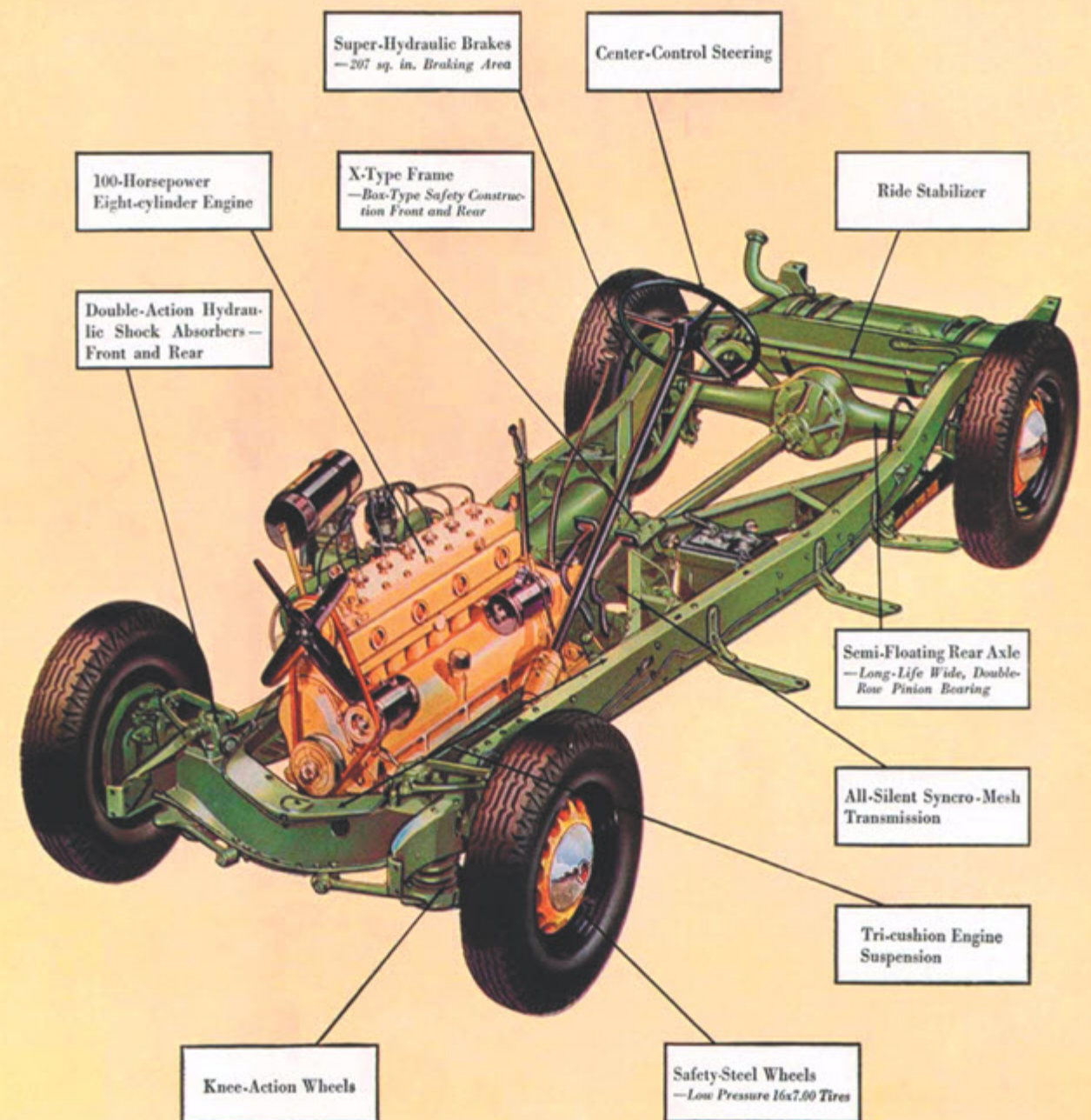
A BIG, LUXURIOUS STRAIGHT EIGHT at Moderate Cost

If your desire is for more room, more luxurious comfort, smoother and swifter engine performance, and every de luxe feature of a completely modern car—all at a definitely moderate price—look to the Oldsmobile Straight Eight. What its famous predecessors had in style leadership, in alertness of silent, silken-smooth action, in equipment for genuinely first-class travel, this Oldsmobile Eight betters and improves on in every respect. There is not an eight-cylinder car within many, many dollars of its price that embodies so much in style, in power, in ability, in size and inherent economy as this fine exponent of all that Oldsmobile has designed and produced in "The Car That Has Everything." There is a gracious, final touch of fashion to its styling. There is a manifest stamina to its build. It has length and width, proportion and balance. And when you call on it for your need or pleasure, it will respond as no other car has ever before obeyed or served you.

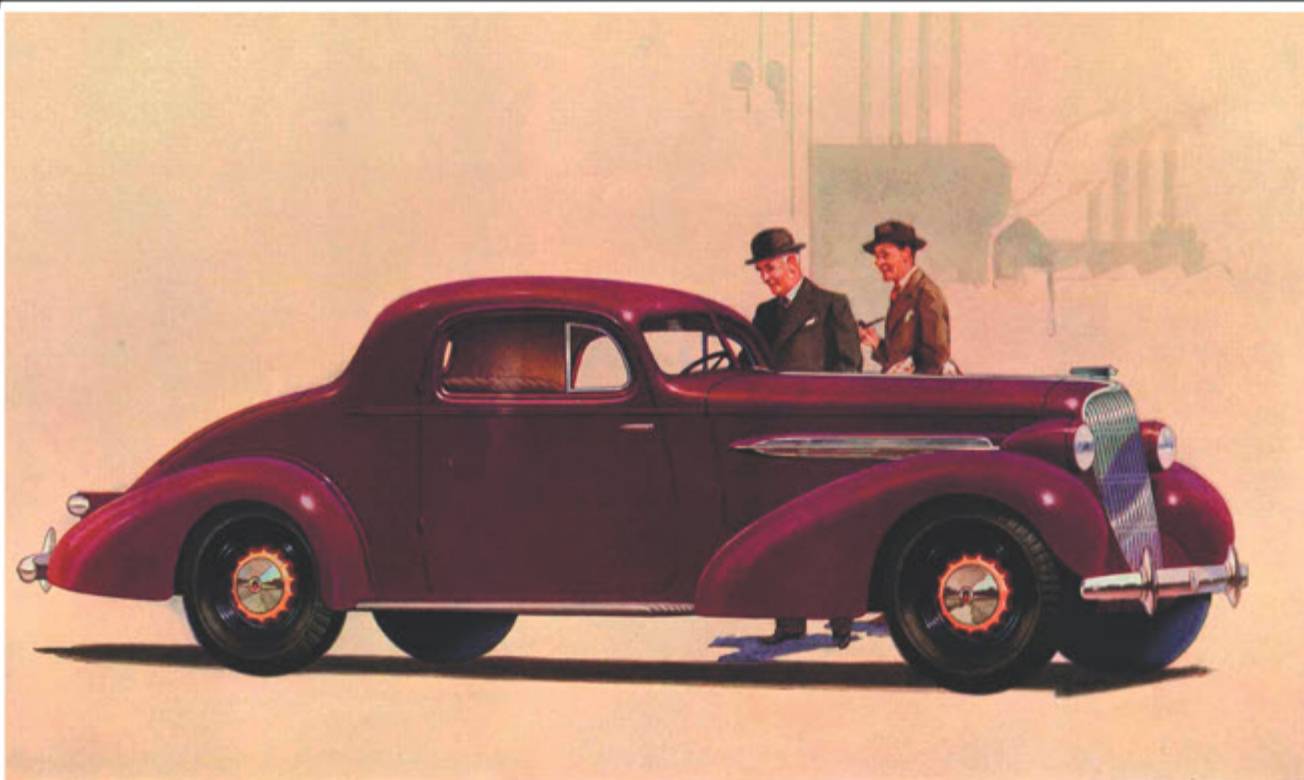
The Oldsmobile Eight not only looks impressive but actually is one of the bigger fine cars. Built on an unusually rugged chassis, its wheelbase is 121 inches.



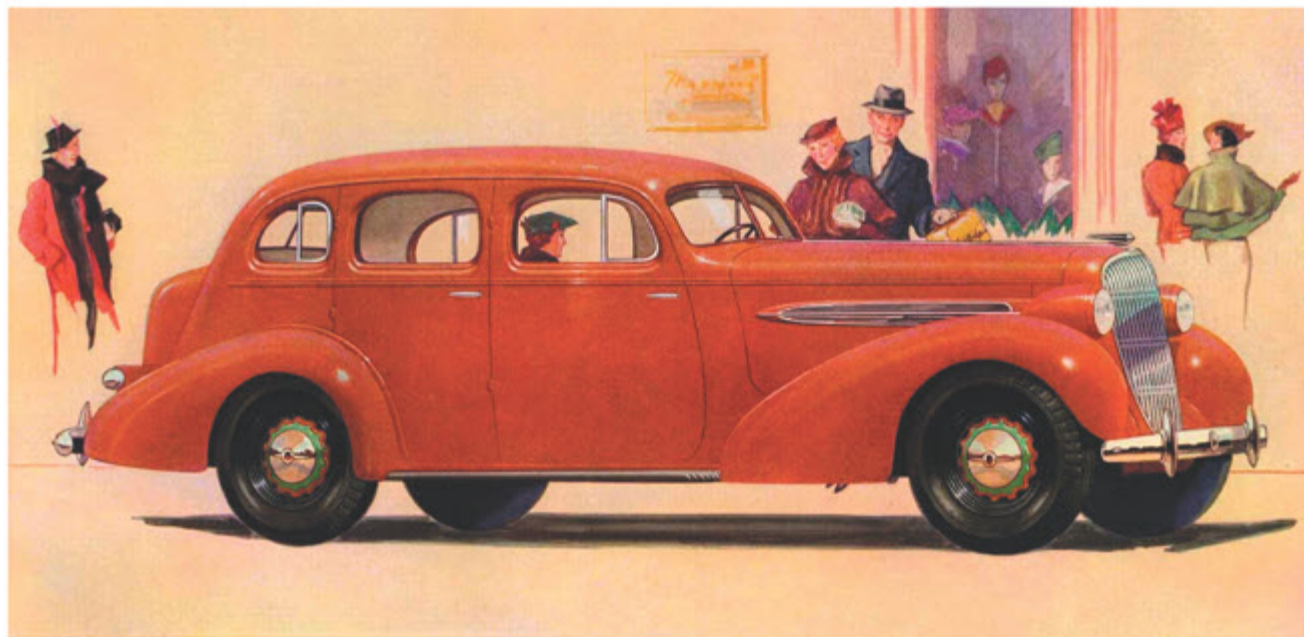
• THE STURDY CHASSIS of the OLDSMOBILE SIX •
WHEELBASE • • 115 INCHES



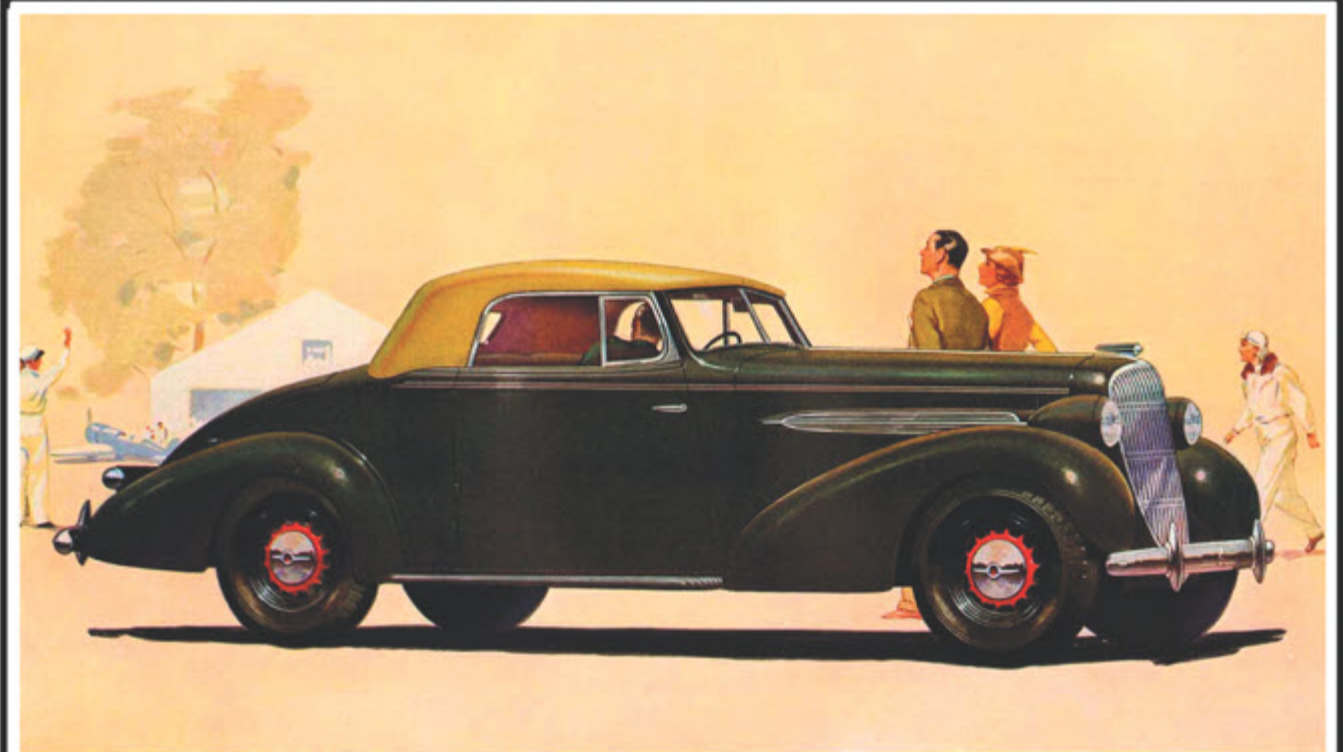
• THE RUGGED CHASSIS of the OLDSMOBILE EIGHT •
WHEELBASE • • 121 INCHES



THE OLDSMOBILE EIGHT BUSINESS COUPE . . . Two-Passenger . . . Where business or travel requires that you go at speed, with certainty, and in style, this is your ideal car. A big, locked, rattle-proof and weather-proof rear compartment for luggage. A 100-horsepower engine. Knee-Action, Super-Hydraulic Brakes, and Center-Control Steering—and the extra protection of the solid-steel "Turret-Top" Body by Fisher.



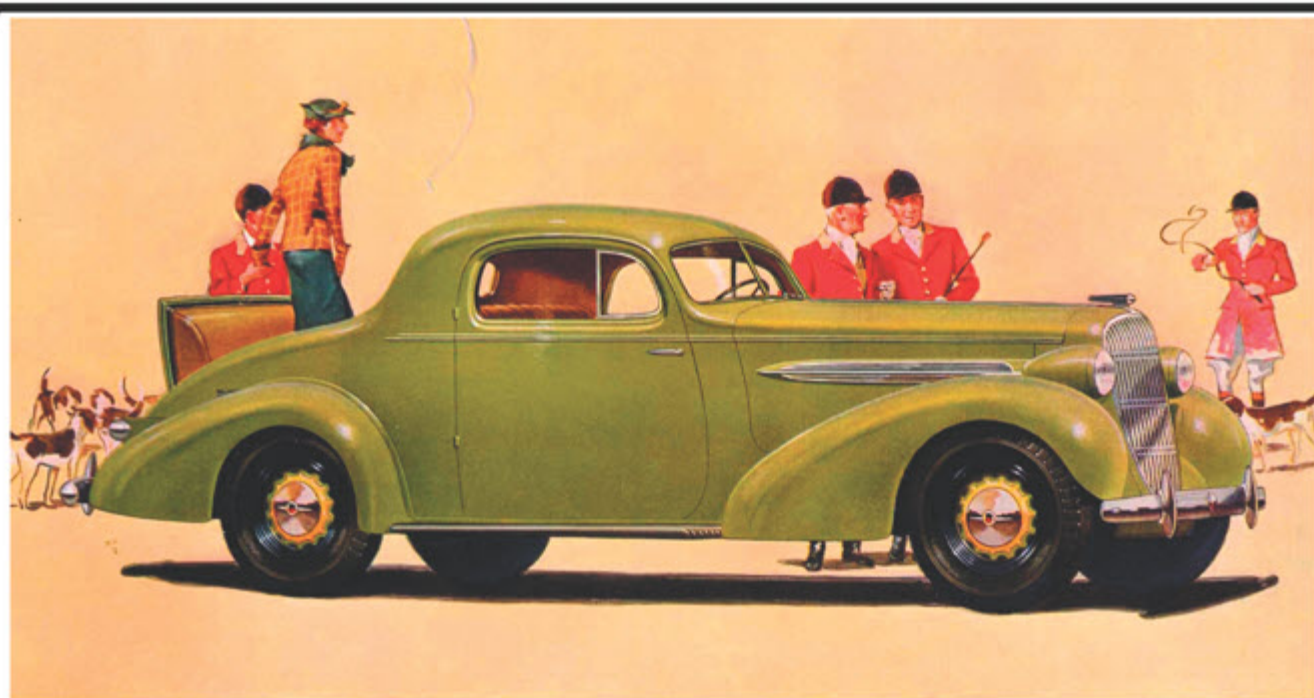
THE OLDSMOBILE EIGHT 4-DOOR TOURING SEDAN . . . Five-Passenger . . . First class travel on any road. All luggage is out of the way—locked in the big built-in trunk. The 100-horsepower engine, Knee-Action Wheels, Center-Control Steering, Ride Stabilizer, safety lighting system—all these contribute to taking you wherever you wish to go—speedily, safely, and in comfort.



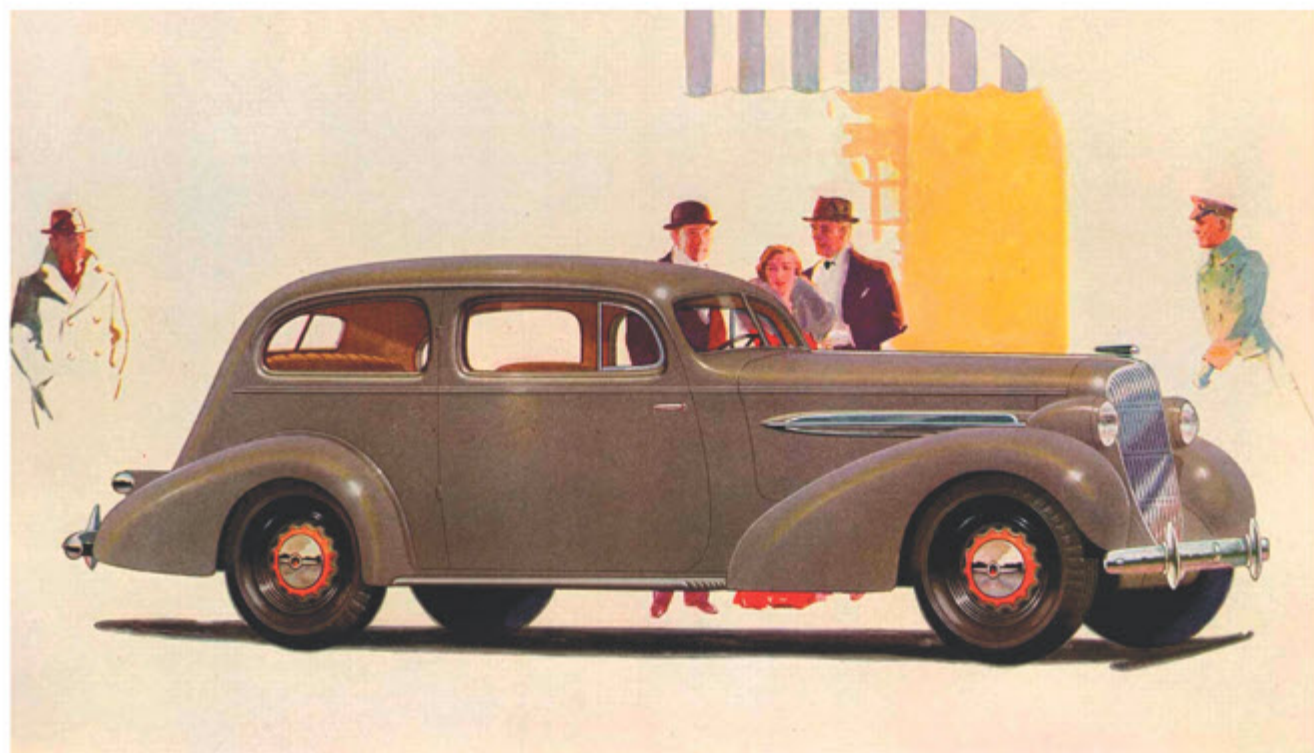
THE OLDSMOBILE EIGHT CONVERTIBLE COUPE . . . Two- or Four-Passenger . . . Some people, affairs and places just naturally belong together—and this spirited Oldsmobile 8 Coupe is at home wherever smart people gather. Note that you can make it a foursome with that wide and comfortable rear deck seat for two. Rakish as a corsair in its streamline beauty—yet always dependable and safe as a fine car should be.



THE OLDSMOBILE EIGHT 5-PASSENGER TOURING COUPE . . . Everything ship-shape for either town or country! Long and roomy, but still compact, easy to handle and park anywhere. The big built-in trunk carries all that you want to take along. And it is more than gratifying, too, when you drive up at smart places in all the style of Oldsmobile's streamline beauty.



THE OLDSMOBILE EIGHT SPORT COUPE . . . Two- or Four-Passenger . . . The car for yourself and one, and sometimes two more—the alert, all-weather coupe “that has everything!” Interior matches exterior Oldsmobile streamline beauty. Fisher No Draft Ventilation and the solid-steel “Turret-Top” Body by Fisher. The friends who go along? Plenty of room in that wide and deep-upholstered rumble seat!



THE OLDSMOBILE EIGHT 5-PASSENGER COUPE . . . Chances are this car will see much boulevard travel, but you will also want to go touring. So here is ample room . . . leg room, head room, shoulder room . . . Plentiful power . . . thrilling speed . . . luxurious comfort . . . and all of the smartness and brightness that says “Oldsmobile streamline beauty!” . . . ALL at most moderate price!

S P E C I F I C A T I O N S

Oldsmobile Six

ENGINE—Bore, $3\frac{1}{8}$ " stroke, $4\frac{1}{2}$ "; displacement, 213.3 cu. in. Taxable horsepower, 26.3. Brake horsepower, 90 at 3400 r.p.m. Engine cushioned in rubber at three points.

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

CRANKSHAFT—Fully counterweighted 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 carbon steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins. Bearings, thin-wall, interchangeable type.

PISTONS—Light-weight cast-iron, electroplated to permit close fit and reduce break-in period. Fitted with two step-cut compression rings and one slotted oil control ring.

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, 6 quarts.

COOLING SYSTEM—Harrison radiator with thermostatic control and recirculation system. Capacity, $12\frac{3}{4}$ quarts. Forced circulation by centrifugal pump.

CARBURETION—Single down-draft with manual 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. Maximum charging rate—cold, 22 amps; hot, 19 amps.

TRANSMISSION—Synchro-Mesh, non-clashing type, with all gears helically cut for silence in all three forward speeds and reverse.

BATTERY—Delco-Remy six volt, 15-plate, 100 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 in headlamps. Tail light on left rear fender.

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, 190 square inches. $11\frac{1}{4}$ -inch drums. Brake linings, 2 inches wide. Cable-controlled hand brake for parking operates on rear wheels with a braking area of 95 square inches.

WHEELBASE—115 inches; diameter of turning circle, 37 feet.

PROPELLER SHAFT—Tubular type, $2\frac{1}{2}$ inches in diameter. Universal joints incorporate anti-friction needle bearings, requiring no lubrication.

REAR SPRINGS—Semi-elliptic of silicon manganese steel. Length, $54\frac{1}{2}$ inches; width, 2 inches. Equipped at the factory with metal spring covers, at small additional cost.

SHOCK ABSORBERS—Double-acting 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, 17.5 to 1.

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

RIDE 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 6.25 inches. Special tread eliminates squeal on sharp corners. Recommended pressures: front, 25 lbs. minimum; rear, 30 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 in windshields and No Draft Ventilators.

SERVICE 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, 2 spare tires, 2 fender wells, 2 side tire carriers, 2 tire covers (metal), 2 spare wheel locks, rear spring covers and sixth wheel.

GROUP B—(Installed at the factory at extra cost unless otherwise ordered): Dual trumpet horns, automatic choke, double windshield wiper and booster pump.

GROUP D—(Installed at the factory at extra cost upon order): Oldsmobile De Luxe Radio.

GROUP S—(Installed at the factory at extra cost upon order): Oldsmobile Standard Radio.

GROUP X—(Installed by the dealer at extra cost): Cigar lighter, gear-shift ball, right-hand sun visor, mirror watch.

Oldsmobile reserves the right to make changes in prices, colors and specifications without incurring any obligation to adjust prices or to make changes on cars already sold.

S P E C I F I C A T I O N S

Oldsmobile Eight

ENGINE—Bore, 3 inches; stroke, 4½ inches; displacement, 240.3 cubic inches. Taxable horsepower, 28.8. Brake horsepower, 100 at 3400 r.p.m. Engine cushioned in rubber at three points.

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

CRANKSHAFT—Fully counterweighted 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 carbon steel. I-beam type. Rifle-drilled throughout entire length for pressure lubrication to the piston pins. Bearings, thin wall interchangeable type.

PISTONS—Light-weight cast-iron, electro-plated to permit close fit and reduce break-in period. Fitted with two step-cut compression rings and two slotted oil control 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 15 quarts. Forced circulation by centrifugal pump.

CARBURETION—Duplex down-draft with 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. Maximum charging rate—cold, 22 amps; hot, 19 amps.

TRANSMISSION—Synchro-Mesh, non-clashing type, with all gears helically cut for silence in all three forward speeds and reverse.

BATTERY—Delco-Rey six volt, 17-plate, 114 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 in headlamps. 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 hand brake for parking operates on rear wheels with braking area of 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-acting 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 steel parts subject to weather are Parkerized as protection against rust.

RIDE 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. Special tread eliminates squeal on sharp corners. 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 in windshields and No Draft Ventilators.

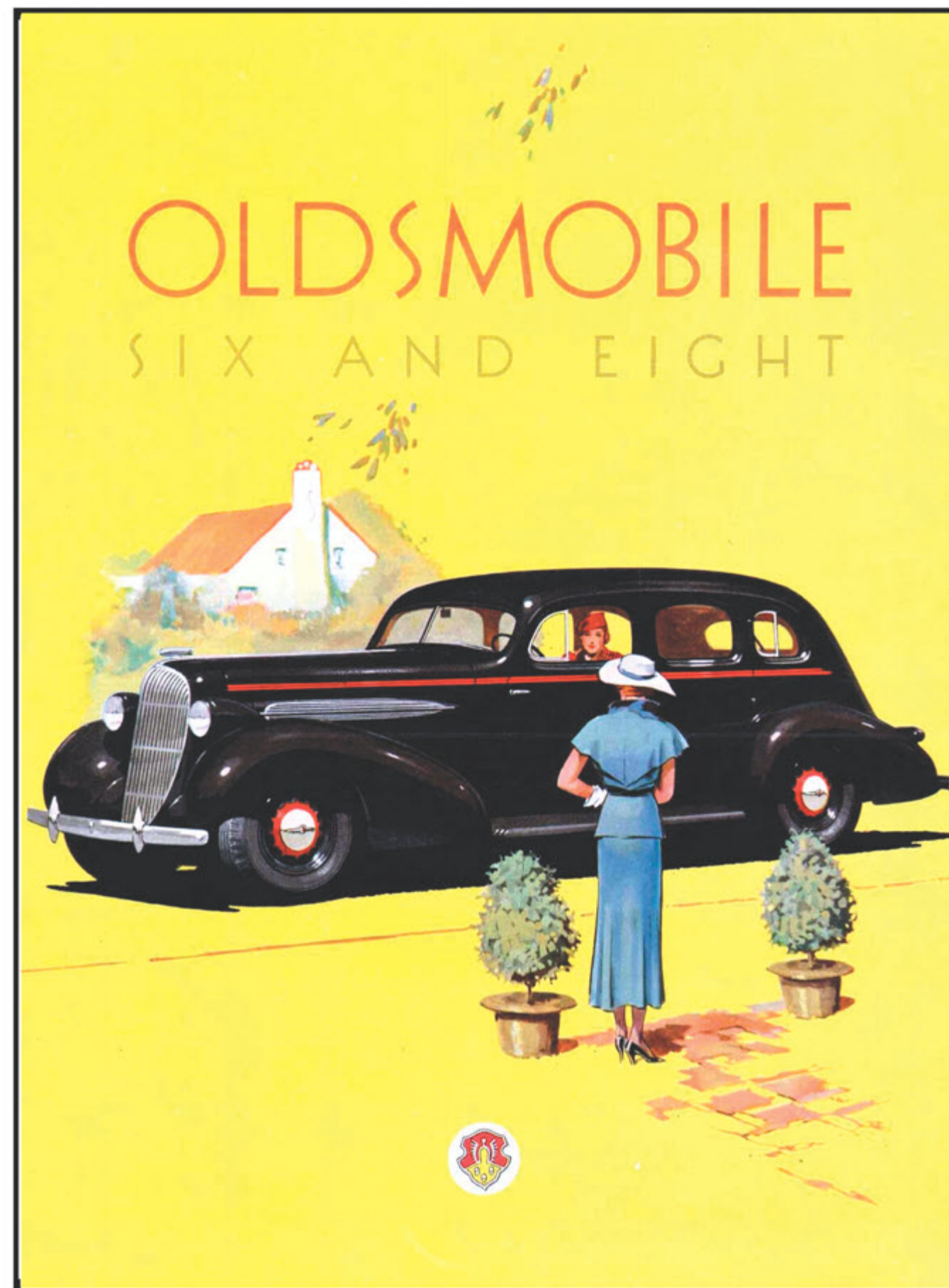
SERVICE ACCESSORIES

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, 2 spare tires, 2 fender wells, 2 side tire carriers, 2 tire covers (metal), 2 spare wheel locks, rear spring covers and sixth wheel.
GROUP B—(Installed at the factory at extra cost unless otherwise ordered): Dual trumpet horns, double windshield wiper and booster pump, right-hand sun visor.
GROUP D—(Installed at the factory at extra cost upon order): Oldsmobile De Luxe Radio.

GROUP S—(Installed at the factory at extra cost upon order): Oldsmobile Standard Radio.

GROUP Y—(Installed by the dealer at extra cost): Cigar lighter, gear-shift ball, wheel-trim mouldings, electric clock for dash, license plate frames.

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.

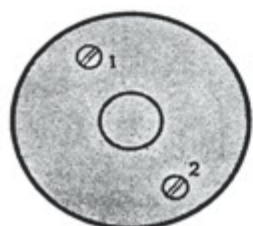


While we usually concentrate on late '30's, '40's, '50's and '60's cars, our readers have mentioned to us the difficulty in finding technical information about their '20's and early '30's cars. WE have manuals going back into the teens, so we are happy to share that information our readers have asked for.

Generator Charging Adjustments

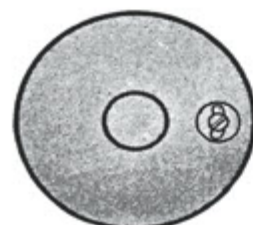
ON the following pages is shown the method of adjusting the generator charging rate on practically every make of motor car. With the third brush type of generator output regulation it is well to bear in mind that moving the brush in the direction of the armature rotation increases the charging rate and moving it

against the direction of rotation decreases the output. On 6-volt batteries the charging rate for summer should be 8 to 10 amps. For winter, 15 to 18 amps. On 12-volt systems these figures should be 3 to 5 and 8 to 9 amps, respectively.



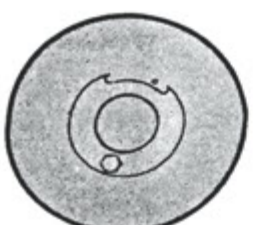
Not necessary to loosen Cover Band. Loosen bottom locking screw (b) and adjust by turning top screw (a). Relock.

Dodge Early 1926



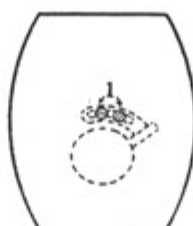
Not necessary to remove cover band. Remove small plate on end housing. Loosen small locking nut and adjust by moving stud in slot. Relock.

Velie Early 1925



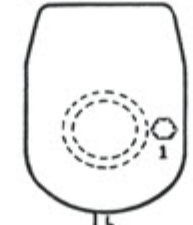
Not necessary to remove cover band. Loosen hex. head locking stud. Shift plate by hand. Relock.

Hudson 1925
Hudson Early 1926



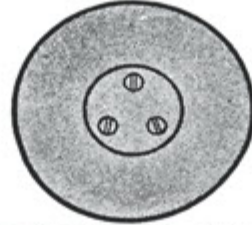
Loosen cover plate. Loosen two screws in third brush arm one or two turns. Increase or decrease length of arm. Tighten screws. Reseat brush with 00 sand paper.

Cadillac 1924-25



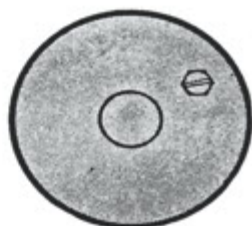
Loosen cover plate. Loosen third brush plate adjusting screw 1 one or two turns. Shift plate by hand. Tighten screw.

Buick Stan. & Master 1925



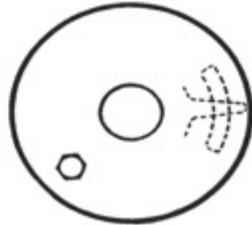
Loosen cover band. Loosen the three screws in the bearing retainer plate (on commutator end of generator) one or two turns. Shift third brush mounting plate by hand. Tighten screws.

Durant 1925
Durant 1926



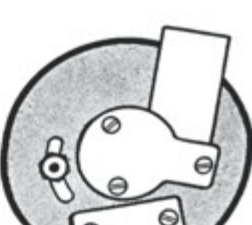
Not necessary to loosen cover band. Shift third brush by turning hex. headed screw.

Graham-Paige 619, 629,
835, 1928



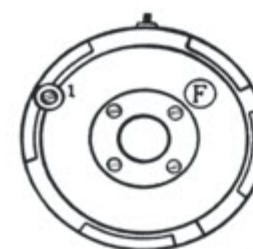
Loosen cover band. Loosen hex. headed locking screw which releases brush mounting plate. Shift third brush by means of extension handle. Relock.

Pierce-Arrow 33 1927



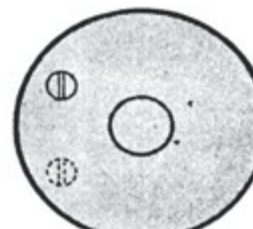
Not necessary to loosen cover band. Loosen hex. nut and move in slot. Relock.

Hupmobile E 1925
Stutz (early) 1927



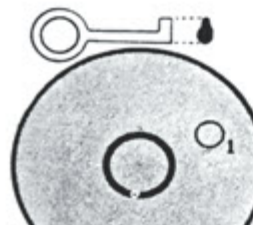
Remove cover cap. Shift third brush by turning adjusting screw 1.

Franklin Airman 1928-29
Packard 6 & 8 1925



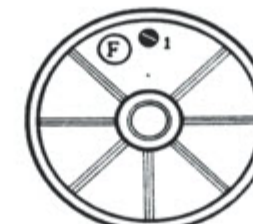
Loosen cover band. Loosen filister head locking screw to left of oil cup. Shift third brush by hand. Tighten screw.

Auburn 1923-1925
Chevrolet K 1925
Paige 1925
Stutz 1925



Not necessary to loosen cover band. Insert special Bosch wrench thru hole above oil cup. Shift by turning wrench. Mounting plate held in position by friction clamp washers. This adjustment can be made without wrench by loosening cover band and shifting third brush by hand.

Cleveland (Late) 1925
Essex 6 1925
Essex 1926
Lexington 1926



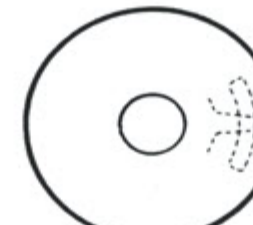
Not necessary to loosen cover band. Adjusting screw 1 moves entire brush rig. Third brush cannot be moved without changing position of main brushes.

Dodge 1928 (All Models)
Graham-Paige 1928-30



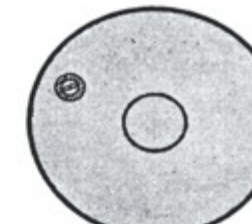
Loosen cover band. Loosen hex. nut which clamps brush mounting to end housing. Shift by hand. Relock.

Flint 1925
Overland 1925
Star 1925



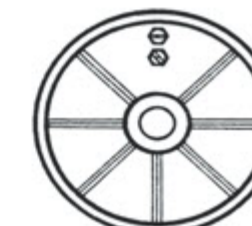
Loosen cover band. Loosen hex. headed locking screw which releases brush mounting plate. Shift third brush by means of extension handle. Relock.

Case Y 1927
Cunningham 1925-26
Davis 1925-26
Diana 1926
Duesenberg 8 1927
Elcar 6-60 1925



Not necessary to remove Cover Band. Loosen screw in center of knurled nut. Adjust by turning knurled nut. Relock.

Franklin 1925
Franklin 1926
Franklin 1927



Not necessary to loosen cover band. Loosen hex. head lock screw. Shift third brush by turning other hex. head adjusting screw. Relock.

Dodge late 1926
Davis 92 1927
Diana 1927

Elcar 8-80 1925
Jordan 1925
Marmion D-74 1925
Marmion 74 1926
Marmion E-75 1928
Moon A 1925-26
Moon A 1927
McFarlan 1926-27
Nash 1925
Peerless 1925
Peerless 6-72, 69 1927
Pierce-Arrow 1926
Pierce-Arrow 80 1927
Wills St. Claire 1926-27