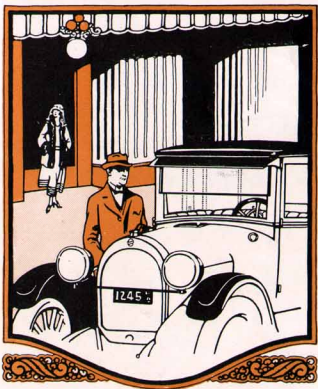


Oldsmobile

CAB



on the
Model 43 A
4 Cylinder Chassis



OLDS MOTOR WORKS
Division of General Motors Corporation
LANSING — MICHIGAN

THE OLDSMOBILE CAB

A New Body Type on a Famous Chassis

BUSINESS and professional men, salesmen, and the women who drive are certain to find in the new Oldsmobile Cab the car which fulfills to perfection their personal transportation requirements. Smart in appearance and appointments, it is likewise dependable, capable, and economical as to performance, for the new Cab is mounted on the famous Oldsmobile four-cylinder, Model 43-A Chassis.

With much more than the usual space for luggage, sample cases, and parcels, the Cab is an ideal car for the salesman on business trips. It is equally desirable for the professional man as a personal car, or for the shopping tours and social calls of the woman driver.

In winter, the Cab offers the comfort and protection of the finest closed cars. In warm weather, with its wide, easily operated windows open, it is as cool and airy as an open car, yet protection is always there from sudden storms.

The wonderful Oldsmobile four-cylinder engine, in the rugged Model 43-A chassis, is noted for its economy, power, and dependability. The chassis itself is built to support the body rigidly and to protect it from the strains and stresses which are responsible for body noises and improperly fitting doors and windows.

Here is the kind of a car which many motorists have been wanting. It fills an important place in modern motoring requirements and merits the careful consideration of every buyer, for it offers an unusual value.

OLDS MOTOR WORKS

Division of General Motors Corporation

LANSING, MICHIGAN



A Distinctive Car for Personal Service

The new Oldsmobile Cab is unusually attractive in appearance. The framing of the body is exactly the same as that used in all fine closed cars, with heavy upright pillars extending from floor to roof and rigidly braced. This rugged metal and wood construction is painted and otherwise durably and handsomely finished with characteristic Oldsmobile excellence. Drum type headlights, cowl lamps, windshield wiper and visor add distinction and convenience.

Below: Upper view shows convenient placing of control levers, and attractive grouping of instruments. Lower view shows clearly the unusually capacious rear compartment, which measures 12 cubic feet



\$1195

f. o. b. Lansing—Federal tax extra

The Oldsmobile Cab

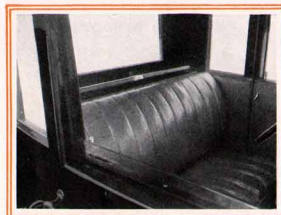
The large amount of luggage and parcel space provided in the Cab is worthy of special mention. The rear compartment has 12 cubic feet of storage space and the inside compartment, just back of the seat, measures 3 cubic feet. The seat is 43 inches wide and 18 inches deep, while the back is 18 1-2 inches high.

Massive headlights with special non-glare reflectors (not lenses), door locks, cowl ventilator, and other features make this a car with distinction, comfort and convenience.

An added advantage of importance is the extremely low price of this model which establishes it as an unusual motor car value.

The wide, deep seat of the Cab is upholstered with fine hand-buffed Spanish leather in a rich shade of gray, which the interior finish matches perfectly. The doors, which are very wide, provide comfortable and easy entrance and exit. The wide door windows are easily and quickly adjusted to any position. A completely equipped, walnut finish instrument board, with dash lamp, and a dome light are other pleasing interior appointments.

Below: Upper view shows convenient and roomy compartment just back of the seat, which contains 3 cubic feet of storage space equipped with lock. Lower view illustrates the new massive drum type headlights, with special, non-glare reflector



SPECIFICATIONS

WHEELBASE—115"; tread, standard; road clearance—front, 10 $\frac{1}{4}$ "; rear, 9 $\frac{1}{4}$ ".

ENGINE—Cylinders cast en bloc, 4-cylinders, 3 11/16" x 5 $\frac{1}{4}$ "; valve-in-head type; detachable head. Block test develops over 40 H. P. Displacement, 224.3 cu. in.

CRANK SHAFT—High carbon, drop-forged steel, heat-treated. Three large bearings; front, 3" long x 1 $\frac{1}{2}$ " diameter; center 1 31/32" long x 2"; rear 3 $\frac{3}{8}$ " long x 2" diameter.

COOLING SYSTEM—Water cooled by centrifugal pump and four-bladed fan driven from crank shaft.

RADIATOR—Harrison, honeycomb with detachable nickel-finished jacket, special Oldsmobile design.

LUBRICATION—Force feed and splash with pressure gauge on instrument board.

ELECTRIC SYSTEM—Oldsmobile Delco starting, lighting and ignition.

STORAGE BATTERY—Willard threaded rubber, 6-volt.

GASOLINE FEED—Vacuum feed type, 14-gallon gasoline tank suspended at rear of frame; level gauge on tank.

CLUTCH—Single plate dry disc, allowing easy engagement.

FRAME—Cold pressed steel 5/32" thick. Channel section, 7" maximum depth. Four strong cross members.

FRONT AXLE—Drop-forged, heat-treated "I" beam with integral spring perches.

REAR AXLE—Floating type. Spiral bevel gears. Differential housing and wheels mounted on Hyatt roller bearings. Pinion shaft mounted on New Departure ball bearings. Torsional load taken through torque tube and ball joint mounted on rear end of transmission. Ratio, 4 7/16 to 1. High pressure lubrication.

SPRINGS—Front, semi-elliptic, 2" wide, 36" long. Rear, semi-elliptic underslung, 2 $\frac{1}{4}$ " wide, 54" long. All spring bolts, $\frac{3}{4}$ " diameter, hollow, high pressure lubrication.

BRAKES—Service brake, external contracting. Emergency brake, internal expanding.

WHEELS—Artillery type selected hickory. Tread steel wheels optional equipment at extra list price.

STEERING GEAR—Split nut type with easy, positive adjustment. Walnut wheel, 18" diameter.

INSTRUMENT BOARD—Walnut finish with instruments mounted flush, and conveniently grouped.

WINDSHIELD—Two-piece; heavy plate-glass fitted with rubber weather strip. Equipped with opaque visor.

TIRES—32 x 4. Non-skid on rear. Cord tires standard equipment.

RIMS—Jaxon demountable bolted-on type. Straight side.