

Oldsmobile

LIGHT
EIGHT



MODEL FORTY SEVEN

OLDS MOTOR WORKS

DIVISION OF GENERAL MOTORS CORPORATION

LANSING, MICHIGAN



THE Oldsmobile Light Eight has earned a definite, recognized place in the motor car field because first of all it appeals to the seasoned buyer. Persons who have owned numerous cars, including both light and heavy types, choose the Oldsmobile Eight for in it they see a composite of what they know a really good car should be.

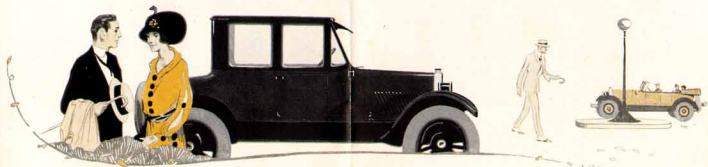
True, the price range of the Model 47 series is far lower than that of any other eight-cylindered car, but that feature, while a pleasing one, is incidental after all. What most concerns the experienced car buyer is assurance of power unlimited, freedom from excess weight, staunchness of construction, years of satisfying trouble-free service, economy of operation, excellence in appointments and then—moderate price.

These are the reasons for Oldsmobile Light Eight popularity. Its V-type engine of eight cylinders delivers a flow of resistless energy without so much as a pulse beat of mechanical effort. Its staunchness of construction, its stamina and unlimited endurance, have been demonstrated by a non-stop speedway test of 1000 miles at an average speed of 66 $\frac{2}{3}$ miles per hour, by road tests of 50,000 miles and more under every conceivable condition of road and weather, by General Motors Research & Engineering Laboratories tests, and, most important of all, by the unflinching performance of more than 60,000 Oldsmobile Eights which have preceded the present model.

In excellence of appointments, riding qualities, ease of handling and a multitude of other points which bespeak soundness in design and good judgment in ownership, the Light Eight presents a grouping of admirable qualities such as are to be found only in the finest of cars.

That Olds Motor Works should build so fine a car is not to be wondered at, knowing its quarter century of experience; but the very attractive price at which the Light Eight is sold is made possible only by great modern factories, a highly trained organization and the unlimited resources of the great General Motors Corporation.

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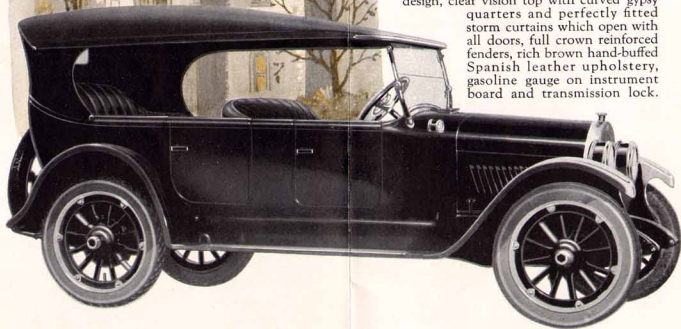


The Light 8 TOURING CAR

HERE in the wide comfortable seats of the Light Eight Touring Car five adult persons find room and to spare. The seats are wide and the tonneau is so long that a considerable amount of baggage may be carried without inconvenience to the passengers. Leg room in all Light Eight bodies is extra generous and is accounted for, in a large measure, by the compactness of the V-type engine, which conserves an appreciable amount of chassis space.

Pride of ownership in this eight-cylinder touring car is entirely justified by reason of its graceful lines and the studied good taste evident in all its fittings. And then, just to know that underneath all this outward beauty lies the incomparable Light Eight chassis, with its tireless V-type engine, is a never ending source of gratification to every owner.

Notable among the newest features are drum type head lights with non-glare reflectors (legal in every state), cowl lights of same design, clear vision top with curved fipped quarters and perfectly fitted storm curtains which open with all doors, full crown reinforced fenders, rich brown hand-buffed Spanish leather upholstery, gasoline gauge on instrument board and transmission lock.



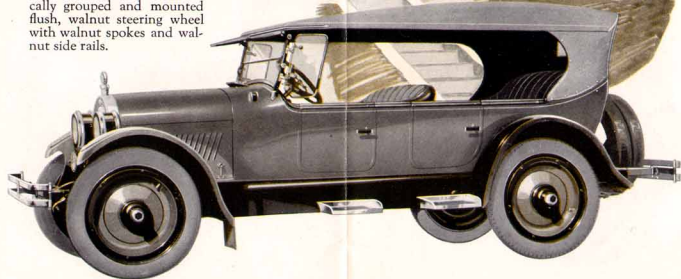
The Light 8 SUPER SPORT

OLDSMOBILE thoroughness in anything it undertakes is traditional and nowhere is this better illustrated than in the four-passenger "Super Sport."

Incorporated in its specially designed body and blended into one eye-satisfying whole, you will find these features of utility and beauty: semi-clear vision top with boot, sun visor, finest hand-buffed brown Spanish leather upholstery, windshield wings and cowl ventilator.

It has non-glare drum type head lights legal in every state, cowl lights, windshield cleaner, rear view mirror, cigar lighter, Boyce motor, spot-light, step lights, combination stop and parking light, full crowned reinforced fenders of bicycle type and cast aluminum steps.

There are Tuarc steel wheels painted the body color, triple bar nickel-plated bumpers fore and aft, tire carrier for two spare tires, rugs in each compartment, special tool compartment in left front door, snug fitting storm curtains kept in special compartment built into back of front seat, transmission lock, gasoline gauge on instrument board, polished aluminum guard rails in rear, walnut finish instrument board with instruments symmetrically grouped and mounted flush, walnut steering wheel with walnut spokes and walnut side rails.

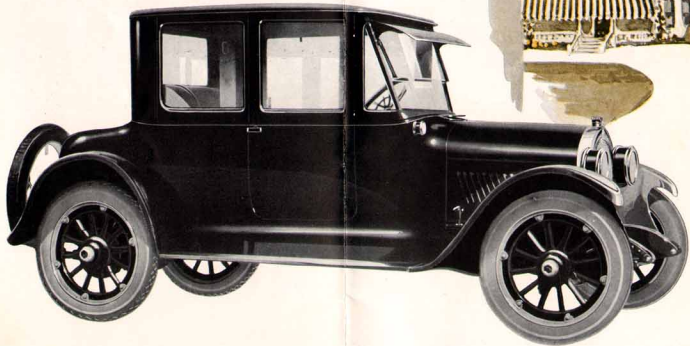


The Light 8 COUPE

AFTER the same manner that one selects the interior furnishings of a well ordered home, Oldsmobile closed cars are chosen to further that motif in an outward way. And, considering the number of hours spent in motoring, it is entirely reasonable that the car you drive should be just as convenient and inviting as your own home.

Women who drive find in the Light Eight Coupe the embodiment of their own ideals. There is a direct appeal to the feminine in its interior seating arrangement and tastefully selected furnishings. Four persons are seated socially with abundant room for relaxation. While the auxiliary seat may be folded completely out of the way when not in use, it is instantly accessible and provides a regulation amount of space in its deeply upholstered seat.

A convenient parcel compartment is located immediately back of the driver's seat, while very spacious baggage room is provided beneath the locked rear deck—extremely desirable features for those who use their cars for business or extended tours.

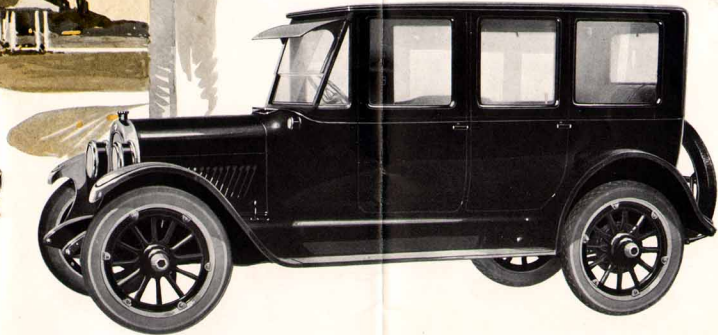


The Light 8 SEDAN

THE Light Eight Sedan is without question the ultimate car for all seasons and all weather. On the boulevard its presence lends an air of appropriateness and refinement. On long journeys, its five occupants may enjoy complete protection from the elements, or experience intimate association with the outdoor world by simply raising or lowering the six spacious windows.

Both the Sedan and Coupe are richly upholstered in mohair plush over real interlaced hair and Marshall nested springs. Silvered fittings, dome and corner lights of decorative design, door windows that raise or lower with one half turn of a lever, heater, sun visor, and cowl ventilator—these are some of the features to be found in Oldsmobile eight-cylinder closed cars.

Easy steering qualities, extreme power modulation in crowded traffic without shifting gears, a motor ruggedly responsive yet smooth as a summer breeze—these are a few of the joys experienced by drivers of the Light Eight Oldsmobile closed cars.



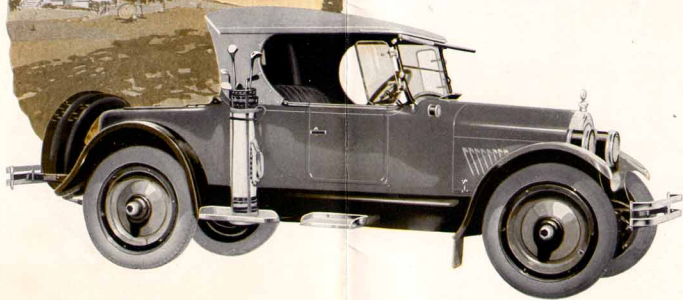
The Light 8 SPORT ROADSTER

LIKE the Super Sport, the three-passenger Roadster is complete in every detail. From its dashing tailored top of highest grade drab duck material to its steel wheels of Tuarc design, the Sport Roadster reflects an air of modish refinement that is distinctly its own.

Both the Super Sport and Sport Roadster are finished in weathered bronze, a soft, neutral shade of olive green, and are upholstered in select brown Spanish leather, producing a harmonious color combination very pleasing to the eye and in no small measure contributing to the many features that lead to pride of ownership.

For the golf enthusiast the Roadster has a golf bag carrier, which can be converted into a platform for carrying parcels or luggage.

Besides seating three persons comfortably, the Sport Roadster has a large storage compartment behind the seat in addition to the deep, wide luggage space under the rear deck. A special pocket for tools is placed in the left front door.

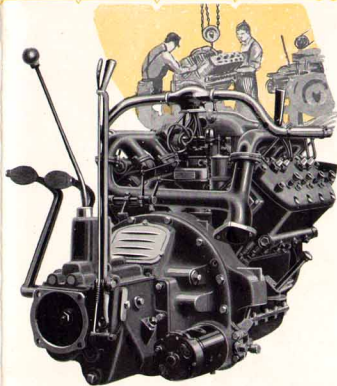


The Marvelous Light 8 ENGINE and CHASSIS

THE Oldsmobile Light Eight engine is a masterpiece of efficient motor simplicity. This most compact of V-type engines, with its short crankshaft and large bearings (perfectly lubricated under pressure) gives amazing endurance, tremendous power without perceptible vibration, great flexibility and surprising fuel economy.

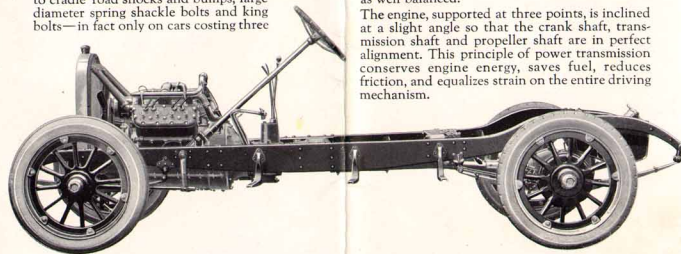
By actual laboratory tests, this marvelous engine delivers 63.5 H. P.—the greatest horse power per cubic inch of piston displacement of any American made automobile engine. Rarely is it necessary for the driver to call upon the last ounce of energy. This means long life and imperceptible wear on bearings and moving parts, with the result that upkeep costs are practically eliminated. And with all this marvelous performance, the Light Eight is an economical car. Owners average from 14 to 17 miles on a gallon of gasoline, and oil mileage is proportionately high.

The stamina of the Oldsmobile Light Eight—its ability to “carry on” indefinitely—is due to the ideal combination of the engine features discussed above, plus similar excellence throughout the chassis. The deep 7" frame is $\frac{3}{32}$ " thick, with four heavy cross members strongly braced with heavy gusset plates. This is one reason why Oldsmobile bodies never weave nor rattle and keep their shape season after season. Every other part of the chassis structure is designed on the same sturdy lines—heavy torque tube to absorb rear axle driving strains, long springs to cradle road shocks and bumps, large diameter spring shackle bolts and king bolts—in fact only on cars costing three



and four times as much will you find a chassis as strong, as durable, as well proportioned and as well balanced.

The engine, supported at three points, is inclined at a slight angle so that the crank shaft, transmission shaft and propeller shaft are in perfect alignment. This principle of power transmission conserves engine energy, saves fuel, reduces friction, and equalizes strain on the entire driving mechanism.



SPECIFICATIONS

- WHEELBASE**—115"; standard tread; road clearance—front, 10 $\frac{3}{4}$ "; rear, 9 $\frac{3}{4}$ ".
- WEIGHT**—5-Passenger, 3,020 lbs.; Sport Roadster, 3,110 lbs.; Sedan, 3,220 lbs.; Coupe, 3,110 lbs.; Super-Sport, 3,140 lbs.
- ENGINE**—8-cylinder, "V" type. High speed, high efficiency. 90° angle between cylinders which are cast en bloc and are interchangeable. Detachable heads. Bore, 2 $\frac{7}{8}$ ". Stroke, 4 $\frac{1}{2}$ ". 63.5 H. P. developed on block test. Displacement, 233.7 cubic inches.
- CRANK SHAFT**—High carbon, drop-forged steel, heat-treated. Extra large bronze-backed, babbit-lined bearings. Front, 2 27/32" long x 2 $\frac{3}{8}$ " diameter. Rear, 3 5/16" long x 2 $\frac{3}{8}$ " diameter.
- PISTONS**—Light grey iron. Piston pins locked in pistons by pointed locking pin.
- CONNECTING RODS**—High carbon, drop-forged steel. "I" beam section; forked and blade type. Bearings, 2 11/32" long x 2 $\frac{3}{8}$ " diameter.
- CAM SHAFT**—Heat-treated, forged steel. Three bearings.
- COOLING SYSTEM**—Centrifugal pump. Four-bladed fan.
- RADIATOR**—HARRISON, honeycomb, removable nicked shell.
- LUBRICATION**—Pressure feed to main and connecting rod bearings, also timing gears and camshaft bearings.
- ELECTRIC SYSTEM**—Oldsmobile-Delco starting motor and generator, double breaker point distributor.
- STORAGE BATTERY**—Threaded rubber, 6-volt.
- CARBURETOR**—Special carburetor with 1 $\frac{1}{4}$ " intake. Intake manifold specially constructed, with dash-controlled, exhaust-heated jacket.
- GASOLINE FEED**—Vacuum feed type. 14-gallon gasoline tank suspended at rear of frame.
- TRANSMISSION**—Unit with engine. Transmission lock.
- CLUTCH**—Dry disc with driving plate 10" in diameter. Very easy of engagement.
- FRAME**—Channel section 5/32" thick carbon steel; maximum depth, 7"; four strong cross members with heavy gusset plates.
- FRONT AXLE**—Drop-forged, heat-treated "I" beam with integral spring perches.
- REAR AXLE**—Spiral bevel, floating type. Differential housing and wheels mounted on Hyatt roller bearings. Pinion shaft mounted on New Departure ball bearings. Driving torque taken through a torque tube and ball joint mounted on rear end of transmission. Ratio, 5 1/10 to 1. High pressure lubrication.
- WHEELS**—Artillery type selected hickory. Tuarc steel wheels standard equipment on Sport jobs.
- SPRINGS**—Front, semi-elliptic, 2" wide, 36" long. Rear, semi-elliptic underslung, 2 $\frac{3}{4}$ " wide, 54" long. Springs give very smooth action and maximum flexibility. All spring bolts, 3/4" diameter, hollow, high pressure lubrication.
- STEERING GEAR**—Split nut type with easy, positive adjustment. Walnut wheel, 18" diameter, walnut spokes.
- BODY**—Stream line; unbroken sweep of lines from radiator to tail lamp.
- FENDERS**—Full crown type, affording maximum stiffness, with extra heavy fender supports and reinforced skirt.
- UPHOLSTERY**—Open models upholstered in finest brown Spanish leather. Closed models upholstered in mohair plush.
- INSTRUMENT BOARD**—Walnut finish with instruments mounted flush, neatly arranged and illuminated by independently operated light.
- WINDSHIELD**—Inclined two-piece; heavy plate-glass fitted with rubber weather strip, wiper and rear view mirror. Closed and Sport models equipped with opaque visor.
- TOP**—Best grade weather-proof material. One-man semi-clear vision type, four bows. Back curtain fitted with long, rectangular, plate-glass window.
- TIRES**—32 x 4. Non-skid on rear. Cord tires standard equipment.
- RIMS**—Jaxon demountable bolted-on type. Straight side.
- TIRE CARRIER**—On rear of car, full rim type.
- FINISH**—Best coach work. Standard coats applied by brush and rubbed down by hand.

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