

# Oldsmobile Unveils New Lower-Priced Jetstar 88

Oldsmobile is introducing, as a weight cast-iron Jetfire Rocket as a lower priced 88 for the up and coming younger families who need a full-size car. It utilizes the full-sized Oldsmobile body on a special 123-inch wheelbase chassis. Its Jetfire Rocket engine is teamed with Oldsmobile's newly developed Jetaway automatic transmission."

The all-new F-85, along with the Jetstar 88, the Jetstar I, and the 1964 Dynamic 88's, Super 88's, 98's and Starfires, give customers a wider choice of Oldsmobiles than ever before—30 different models in all.

J. F. Wolfram, Olds' general manager, addressing over 200 auto writers attending Oldsmobile's 1964 National Press Preview in Detroit, said: "The Jetstar 88 is designed

OLDSMOBILE'S entry in the low-price class, the totally new F-85, is styled for more beauty—with more leg-room, more head-room, more entrance room, more utility, more performance.

The F-85 comes equipped with the brand-new Jetfire Rocket engine, another first for Oldsmobile, an Oldsmobile exclusive.

"For the buyer who is primarily interested in fuel economy and price in his Oldsmobile, the F-85 may also be ordered with a 225-cubic inch V-6 engine," Wolfram said.

He said that either engine may be teamed with Oldsmobile's new Jetaway automatic transmission.

H. N. Metzel, Oldsmobile's chief engineer, explained details of the new Jetaway transmission and the Jetfire Rocket engine. He said that the Jetfire Rocket is a completely new 330-cubic-inch member of the Rocket engine family. Another in a long list of engineering "firsts" by Oldsmobile, the Jetfire Rocket embodies an inverted "A" cylinder block construction and integrated manifold and engine cover for a new standard of quietness of operation.

HE SAID the Jetfire Rocket is



THE OLDSMOBILE F-85 for 1964 is a totally new automobile—in styling, in engineering, in performance. Designed for maximum utility with more leg-room, head-room and entrance room, the styling of the new F-85 presents a clean, sharp image. The 4-Dr. Sedan, shown above, is one of nine F-85 models offered this year. The F-85 has its own version of Oldsmobile's new Jetfire Rocket engine. A lightweight, cast-iron V-8 design, it combines exceptional quietness and smoothness with ruggedness and durability. For those buyers who are primarily interested in fuel economy and low price, Oldsmobile is also offering a new V-6 engine.

outstandingly smooth, due to the power engine available at extra rigidity of the crankcase and crankshaft. The engine's lighter weight he credited to Oldsmobile's adaptation of a new foundry process for a cylinder block casting called "hot-box" coring. It permits a more uniform casting for thin-wall construction. He said the new engine is available in a 230 horsepower, regular fuel version for F-85 models, in addition to the 290-horsepower, 4-barrel, ultra-high compression engine, standard on the Cutlass models, including the all-new Cutlass Holiday coupe.

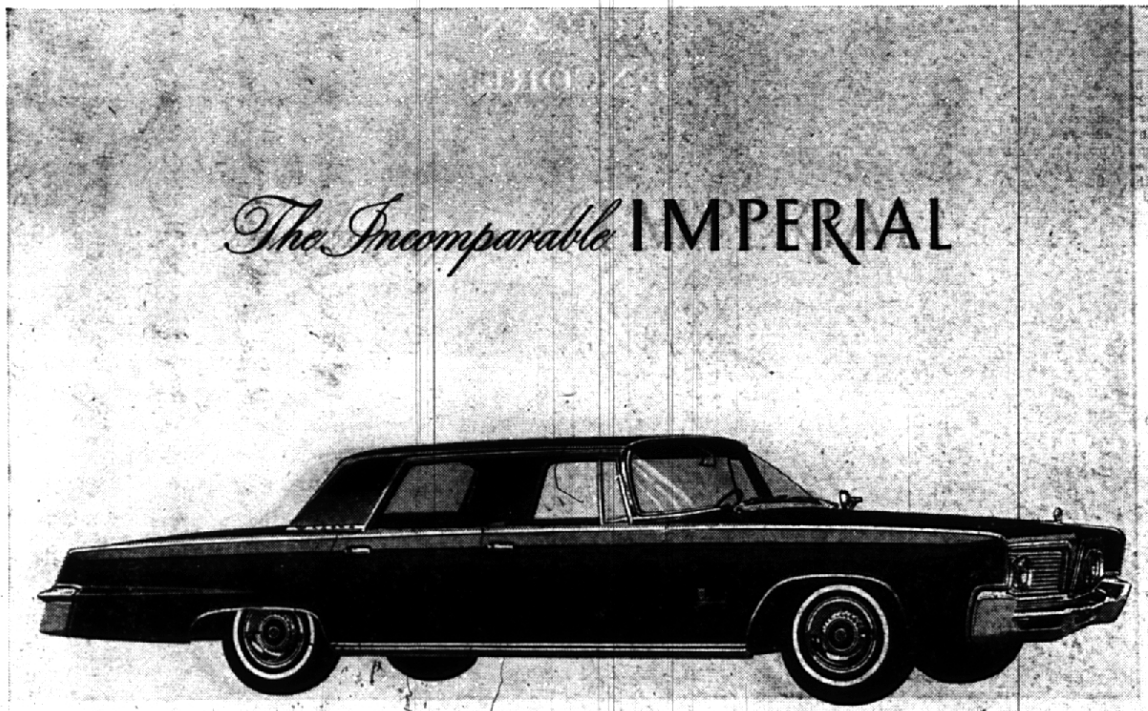
Metzel also said that Oldsmobile's famous Hydra-Matic transmission, designed for use with the 394 cubic-inch Rocket engines, will be available as an option on the Dynamic 88's, Super 88's and Jetfire Rocket 245 horsepower star I, and as standard equipment on the Starfires and 98's.

In describing Oldsmobile's new Jetaway automatic transmission, Metzel said that it consists of an automatic gear shift and a torque amplifying feature which permits extra performance without downshifting. The transmission adjusts automatically to altitude and temperature changes.

For the four Jetstar 88 models, Dynamic 88's, Super 88's and Jetfire Rocket 245 horsepower star I, and as standard equipment on the Starfires and 98's.



THE NEW Jetstar 88 series for 1964 is a lower-priced companion to the high-performing Dynamic 88 and Super 88. The Holiday sedan, shown above, is one of four models in this new Oldsmobile series. A new lightweight, cast-iron Jetfire Rocket V-8 engine, delivering 245 h.p. and an optional 290 h.p. version, are teamed with an entirely new Jetaway automatic transmission, available at extra cost. This new transmission combines the performance of gears and the smoothness of a torque converter with a torque amplifying feature which permits extra performance without downshifting.



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