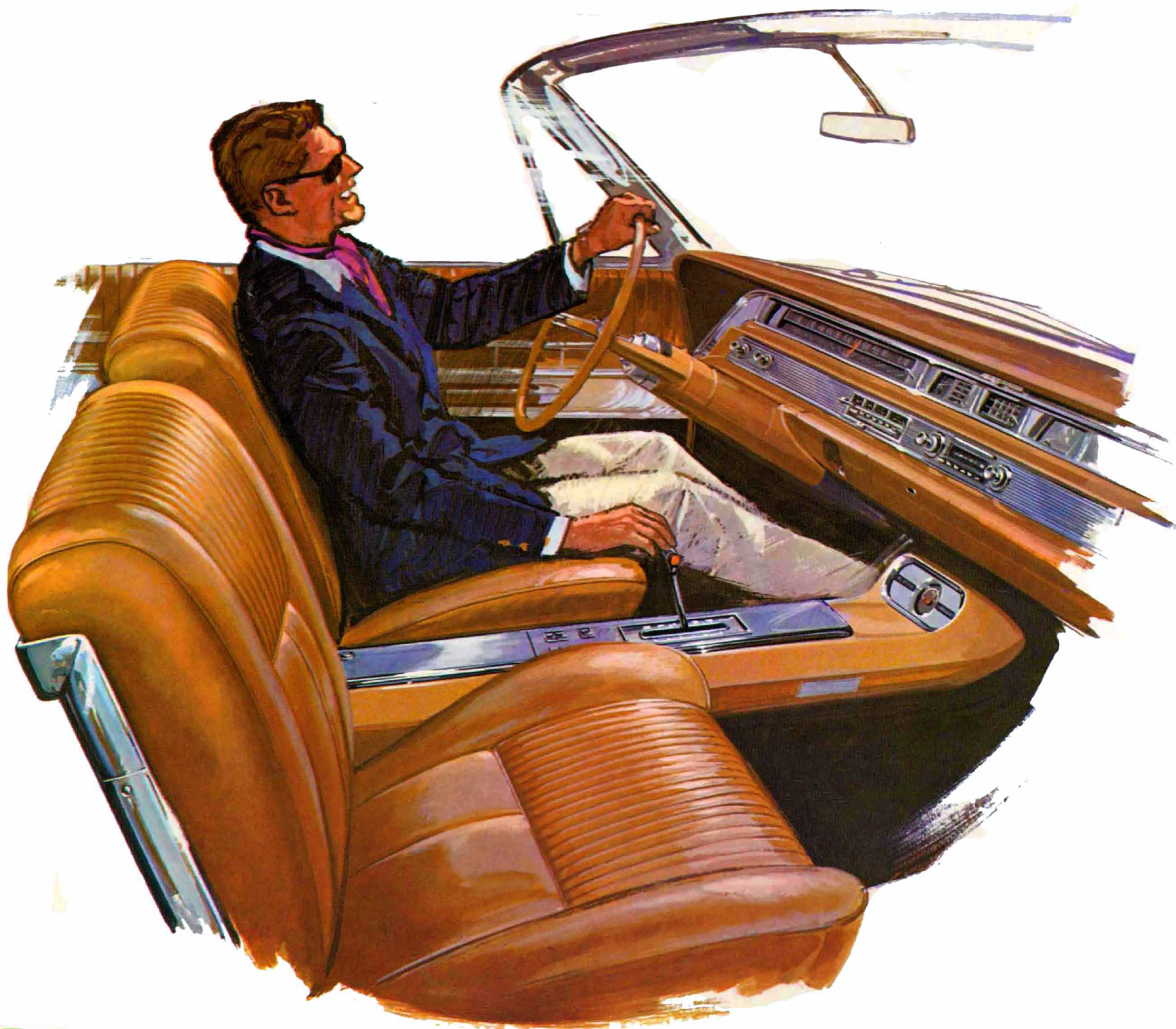


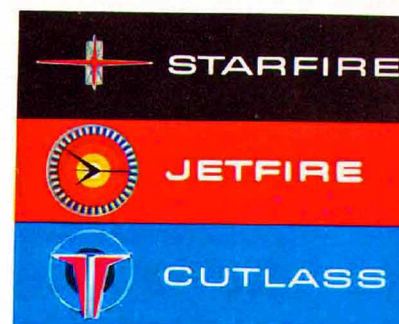


1963

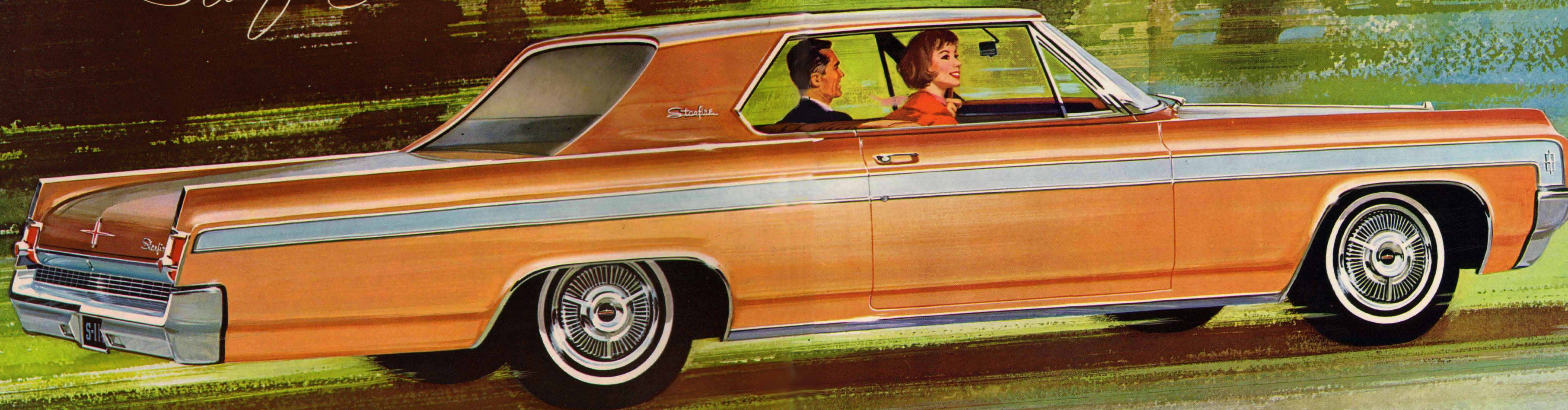
SPORTS CARS

→ by OLDSMOBILE

Meet the year's most thrilling threesome . . . Oldsmobile's sparkling new 1963 sports models! Here's the stunning Starfire . . . an Oldsmobile original, America's full-size sports car sensation. The revolutionary JETFIRE . . . first production car with a fluid-injected, turbocharged V-8 engine! The captivating F-85 Cutlass . . . Oldsmobile's lowest-priced sports model! All of them fashioned, powered and appointed to prove: There's "something extra" about owning an Oldsmobile!

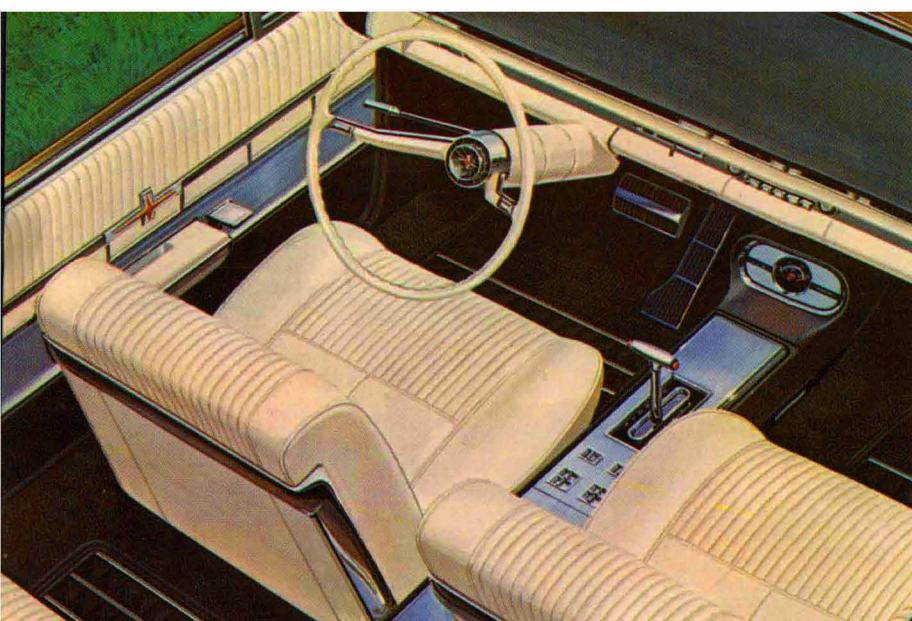


PURE GLAMOR...with a touch of adventure!



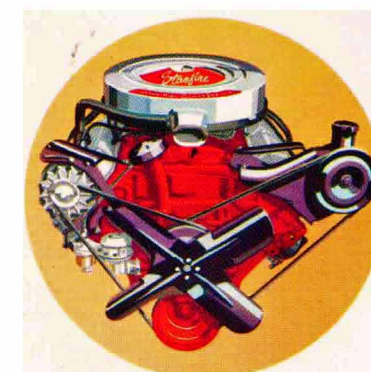
STARFIRE COUPE

© 1962 • Oldsmobile Division • General Motors Corp.



America's full-size sports car sensation—Starfire by Oldsmobile! The contoured roofline on the coupe, as well as the striking satin-aluminum panel along the side, gives Starfire a stunning style that distinguishes it from any other car! Its renowned 345-h.p. ultra high-compression engine and foam-padded bucket seats provide responsive command in armchair comfort. And there's even a new Tilt-Away Steering Wheel* that lets you get in and out with utmost ease. The full-length control console at your side houses stick-shift 1963 Hydra-Matic, tachometer and glove box . . . all standard equipment! For trend-setting fashion and zesty performance, it's Starfire . . . an Oldsmobile original! *Optional at extra cost

Safety-padded instrument panel, clock, windshield washers, padded-spoke steering wheel, chrome-accent carpet inserts and wheel discs are also standard on Starfire.



Ultra high-compression Starfire Engine features Fire-Swirl combustion chamber, power-peak camshaft, 10.50-to-1 compression ratio, 345 horsepower, 440 lb.-ft. torque, 394-cubic-inch displacement. Other standard equipment includes stick-shift 1963 Hydra-Matic, power steering, power brakes.

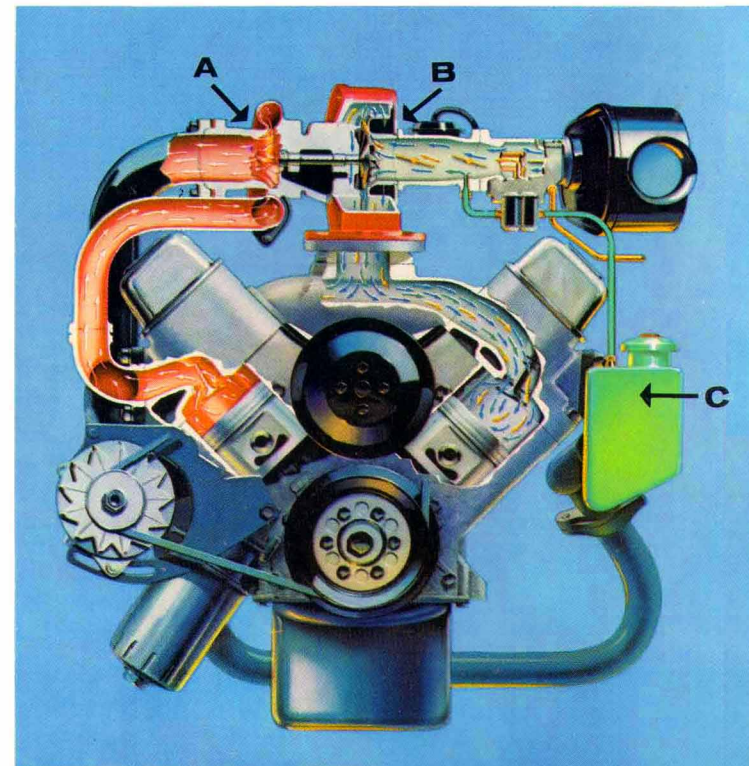


STARFIRE CONVERTIBLE



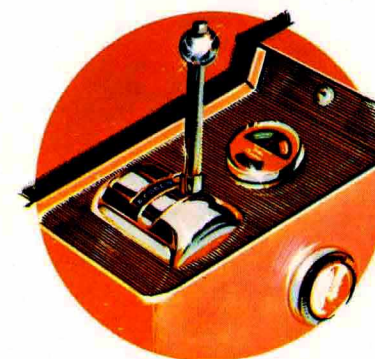
America's first production car with a fluid-injected, turbocharged engine!

New sensation in driving maneuverability—JETFIRE by Oldsmobile! As unique in styling as it is in performance, the JETFIRE sports a bright, distinctive band of brushed aluminum—front to rear! With its hardtop flair complemented by twin foam-padded Moroccan bucket seats and a handsome control console, JETFIRE will thrill you at first glance! But the big news is under its rakish hood: Oldsmobile's 215-h.p. aluminum Turbo-Rocket V-8 Engine—the first power plant utilizing fluid injection and turbocharging to deliver the performance benefits of ultra-high compression in a production car! Aluminized muffler... dual-outlet exhausts... high-torque 3.36-to-1 rear axle ratio are all standard equipment. Smooth, stick-operated Hydra-Matic is optional. For the sports car buff, a floor-mounted 4-speed stick is also available at extra cost. Make no mistake, the ultimate in motoring excitement is the thrilling JETFIRE... an Oldsmobile exclusive!

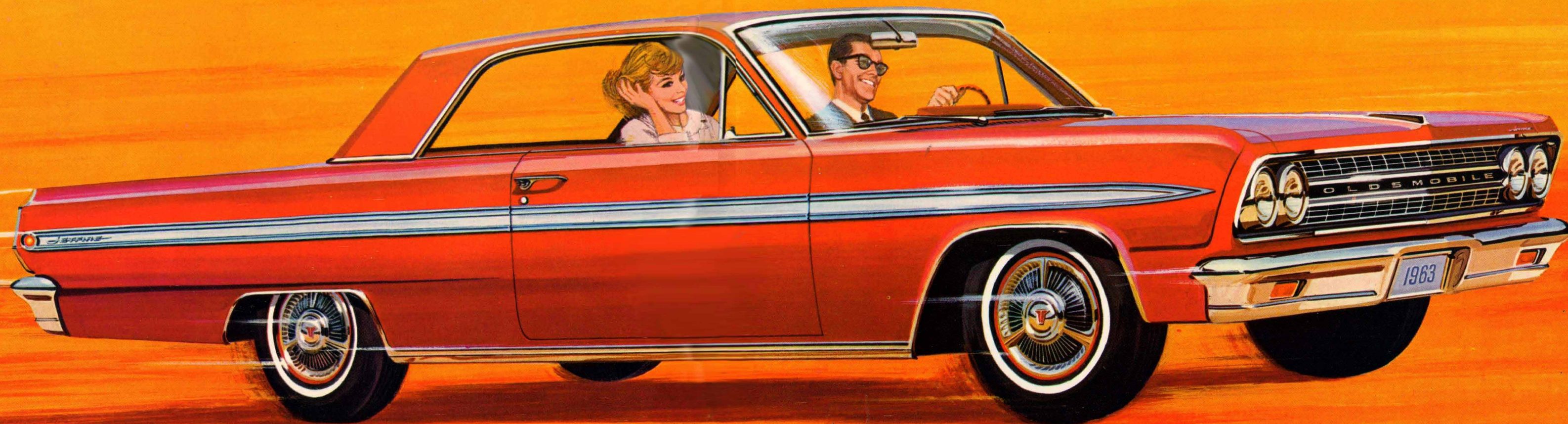
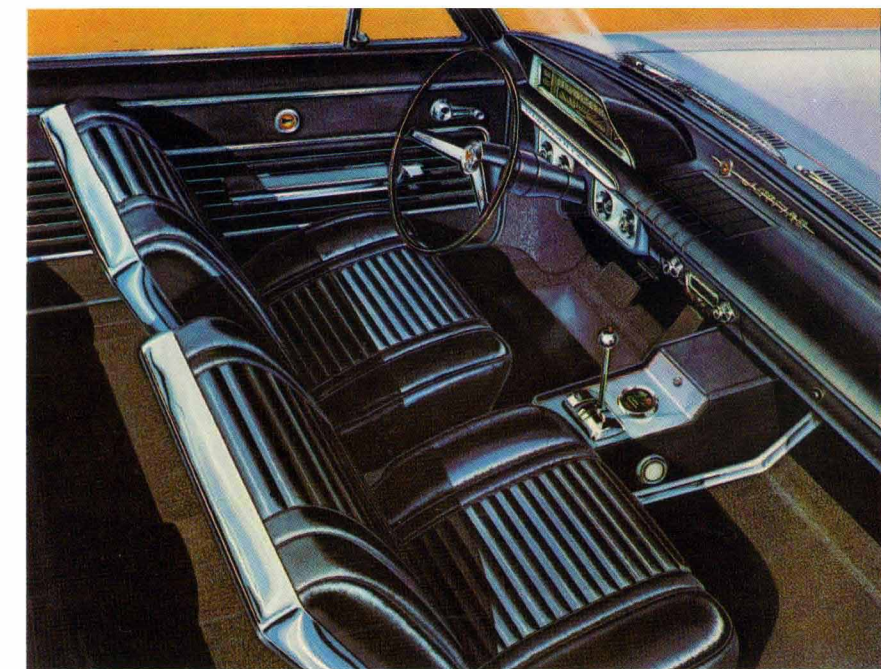


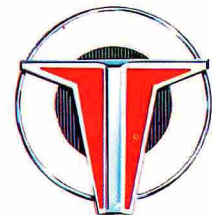
Power when you need it... economy when you want it! That's the promise of the JETFIRE's revolutionary Turbo-Rocket Engine! Its turbocharger uses waste exhaust gases to provide a power boost of almost 40%. Unique fluid injection allows ultra-high compression. Result: the 215-h.p. Turbo-Rocket delivers one horsepower for every cubic inch of displacement!

Left: Exhaust gases turn turbine blades (A). Turbine drives compressor (B) forcing air-fuel mixture into cylinders. Turbo-Rocket Fluid (C) is injected into gas mixture to control internal cylinder temperatures.



Turbo-Rocket Gauge... center control console... bucket seats give JETFIRE the sporty touch!





F-85 Cutlass

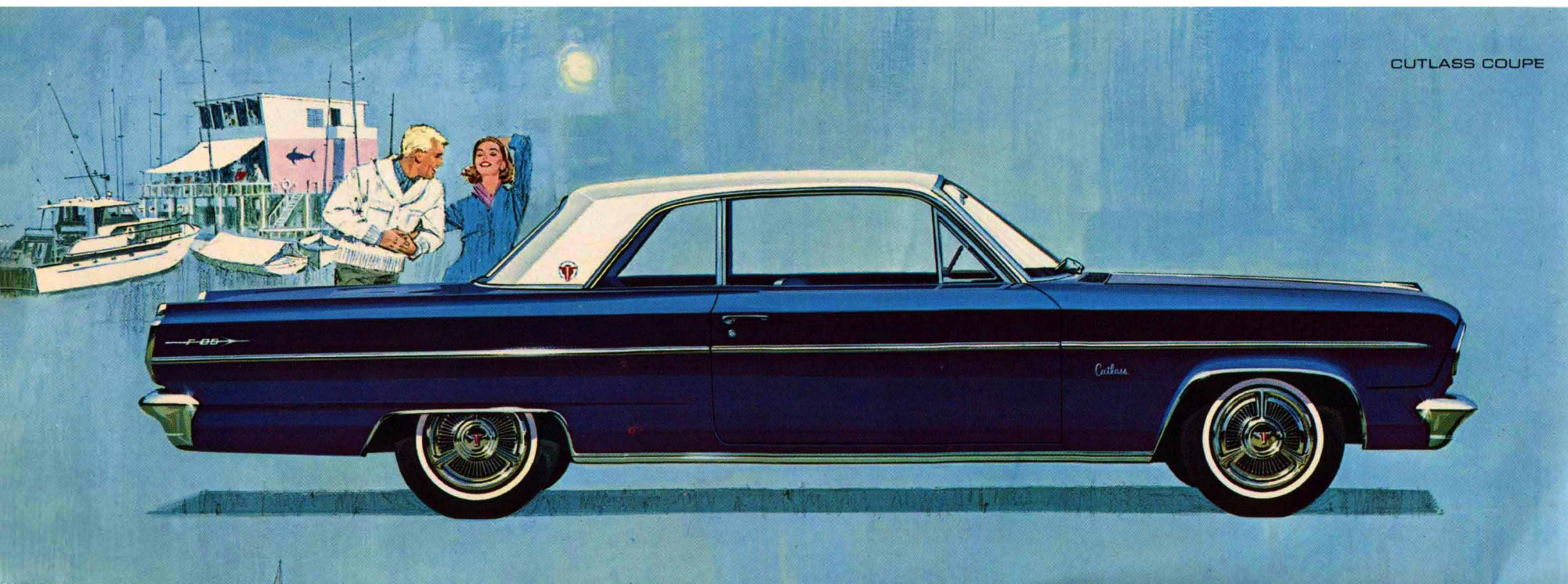
Sharp...spirited...Oldsmobile's lowest-priced sports car!

Lovely to look at...and even sweeter to drive... it's the F-85 Cutlass for 1963! It has the look and feel of sports cars costing much, much more. Foam-padded bucket seats—beautifully tailored in rich Moroccan—give the Cutlass standout style! A high-compression aluminum V-8 engine delivers up to 195 horsepower... teams perfectly with smooth 1963 Hydra-Matic Drive and a high-torque rear axle to deliver top performance! The Cutlass turns handily—full circle in a mere 37 feet! Features road-leveling four-coil spring ride and roadability. Plus the kind of quality and reliability you expect from an Oldsmobile. End result: This zesty new beauty is the easiest way yet to move up to real sports car fun!

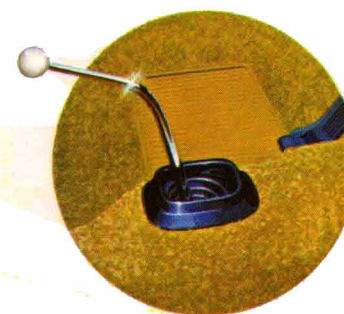


CUTLASS CONVERTIBLE

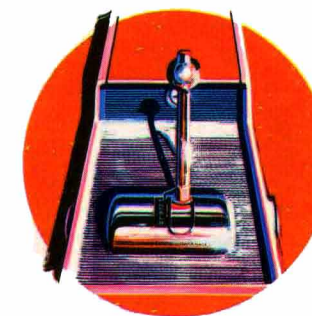
Foam-padded bucket seats in stylish Moroccan...full carpeting are standard Cutlass interior appointments!



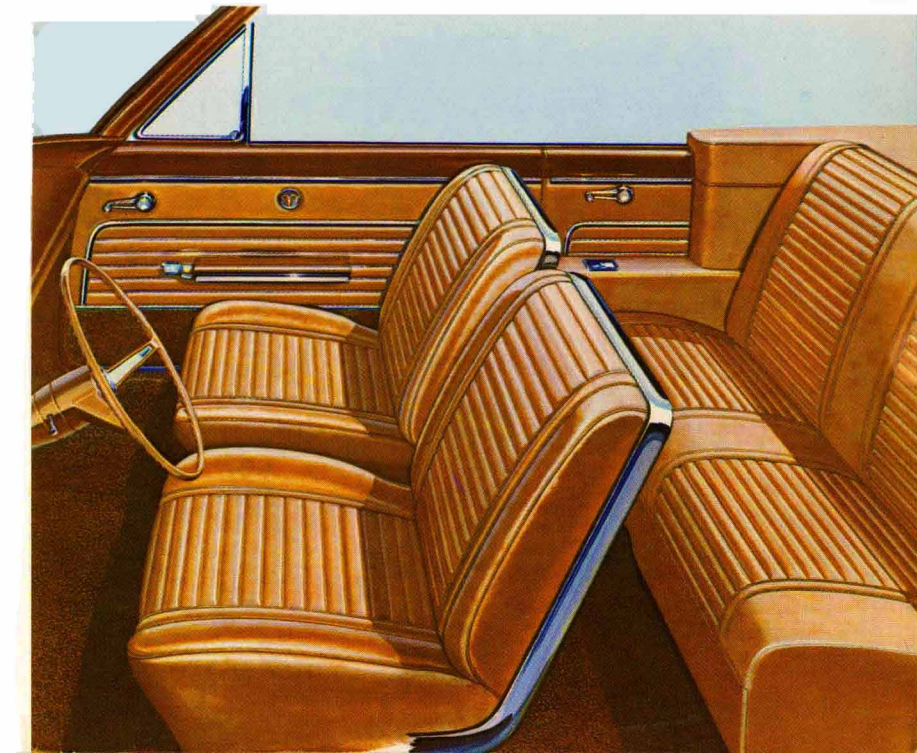
CUTLASS COUPE



For the sports car enthusiast, floor-mounted 4-speed stick is fully synchronized, optional.



Center control console features stick-shift Hydra-Matic Drive. Both are optional at extra cost.



1963

SPORTS CARS → by OLDSMOBILE

PERFORMANCE DATA



Starfire

GENERAL

Models	Coupe, Convertible
Wheelbase	123"
Overall length	214.4"
Overall width	77.9"
Overall height (Coupe)	54.7"
Tread, front	62.2"
Tread, rear	61.0"
Shipping weight (Coupe)	4179 lbs.
Turning diameter	42.8 ft.
Tires, Coupe	8.50 x 14"
Tires, Convertible (whitewall)	9.00 x 14"

ENGINE

Starfire, ultra high-compression V-8

Horsepower	345 at 4600 RPM
Torque, lb.-ft.	440 at 3200 RPM
Bore and stroke	4 1/8" x 3 11/16"
Displacement, cubic inches	394
Compression ratio	10.50-to-1
Carburetor	Multi-Jet
Fuel tank capacity	21 gallons
Fuel required	Premium
Cooling capacity	20.25 qts.

CHASSIS

Frame—Guard-Beam design with full side rails and torque-box construction • Brakes—Air-Scoop design with cooling flanges; self-adjusting; 191.7 sq.-in. lining area; step-on parking brake • Front suspension—coil spring with direct-acting center mounted shock absorbers; Pivot-Poise ball joints with counter-dive • Rear Suspension—coil spring with 4-link suspension; Twin-Triangle Stability • Rear axle—semi-floating; hypoid gears; axle ratio 3.42-to-1 • Transmission—Hydra-Matic mounted on control console; power-compensated shift pattern and counterphased gearing.

Oldsmobile reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models. Accessories and power features described or illustrated in this Booklet are optional at extra cost unless otherwise specified. A full price list for all models and options is available at any local authorized Oldsmobile Quality Dealer's.

JETFIRE

GENERAL

Model	Hardtop Coupe
Wheelbase	112"
Overall length	192.2"
Overall width	73.7"
Overall height (Coupe)	52.3"
Tread, front	56.0"
Tread, rear	56.0"
Shipping weight (Coupe)	2618 lbs.
Turning diameter	37.0 ft.
Tires	6.50 x 13"

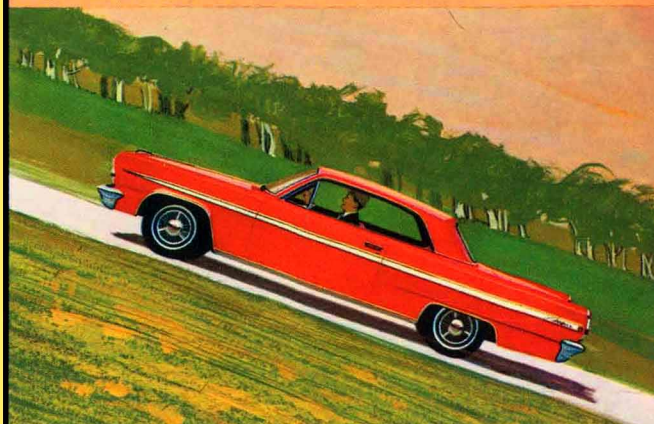
ENGINE

Turbo-Rocket, ultra high-compression V-8
Turbocharger and fluid injection

Horsepower	215 at 4800 RPM
Torque, lb.-ft.	300 at 3200 RPM
Bore and stroke	3.5" x 2.8"
Displacement, cubic inches	215
Compression ratio	10.25-to-1
Carburetor	single-throat
Fuel tank capacity	16 gallons
Fuel required	Premium
Cooling capacity	12.5 qts.
Performance-tailored pistons, connecting rods, main bearings, distributor, fuel pump and coil.	

CHASSIS

Frame—Frame-integral with body • Brakes—self-adjusting; cast iron with cooling flange; 130 sq.-inches lining area; step-on parking brake • Front suspension—coil spring; rubber insulated front cross-member; Pivot-Poise with counter-dive • Rear suspension—coil spring; 4-link suspension with Twin-Triangle Stability; Propeller shaft—two-piece with center bearing • Rear axle—semi-floating; hypoid gears; axle ratio 3.36-to-1 • Transmission—3-speed synchromesh standard; 4-speed fully synchronized transmission optional; 1963 Hydra-Matic optional • Steering—dual center-control recirculating ball nut.



Cutlass

GENERAL

Models	Coupe, Convertible
Wheelbase	112"
Overall length	192.2"
Overall width	73.7"
Overall height, Coupe	52.3"
Overall height, Convertible	52.8"
Tread, front	56.0"
Tread, rear	56.0"
Shipping weight (Coupe)	2618 lbs.
Turning diameter	37.0 ft.
Tires	6.50 x 13"

ENGINE

Cutlass 185, ultra high-compression V-8
(Standard when equipped with synchromesh transmission.)

Horsepower	185 at 4800 RPM
Torque, lb.-ft.	230 at 3200 RPM
Bore and stroke	3.5" x 2.8"
Displacement, cubic inches	215
Compression ratio	10.25-to-1
Carburetor	4-barrel
Fuel tank capacity	16 gallons
Fuel required	Premium
Cooling capacity	12.5 qts.

Cutlass 195, ultra high-compression V-8
(Standard when equipped with Hydra-Matic)

Horsepower	195 at 4800 RPM
Torque, lb.-ft.	235 at 3200 RPM
Compression ratio	10.75-to-1

CHASSIS

Frame—Frame-integral with body • Brakes—self-adjusting; cast iron with cooling flange; 130 sq.-inches lining area; step-on parking brake • Front suspension—coil spring; rubber insulated front cross-member; Pivot-Poise with counter-dive • Rear suspension—coil spring; 4-link suspension with Twin-Triangle Stability; Propeller shaft—two-piece with center bearing • Rear axle—semi-floating; hypoid gears; axle ratio 3.36-to-1 • Transmission—3-speed synchromesh standard; 4-speed fully synchronized transmission optional; 1963 Hydra-Matic optional • Steering—dual center-control recirculating ball nut.

There's "Something Extra" about owning an OLDSMOBILE !