



Put Your Finger ON Any Car Trouble

IN A JIFFY!

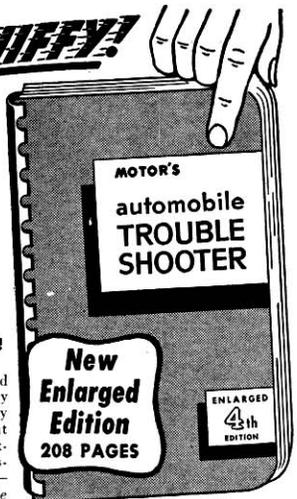
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If car is "burning oil," index leads you to 11 things that can be causing trouble. In the same way, you can track down noises, knocks, misses, break-downs—faulty operation from radiator to rear end. Covers engines,

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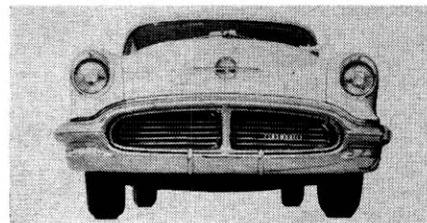
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DRIVESCRIPTION

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HYDRA-MATIC VS. STICK SHIFT



ONCE UPON A TIME, back in April to be exact, MOTOR TREND did a full-scale road test on the Olds. An Olds Super 88 4-door hardtop with the new Jetaway Hydra-Matic, to be even more specific. We now have some road test figures on another model, the K-model or Standard Olds 88 2-door sedan, with a conventional column-shift transmission. These figures, courtesy of *Rod and Custom Magazine*, make possible an interesting comparison for opinionated fans.

Tho the rear-axle ratios and tire sizes are different, as are the bodies, the cars are powered by identical 240-bhp "T-350" engines, and their major mechanical components are also duplicates. Everything considered, we believe these tables give a

fair comparison of acceleration times and top speeds of cars equipped with conventional and automatic transmissions. Since the conventional gearbox is coupled to a higher-ratio rear end and smaller tires, you would naturally expect faster acceleration times with it. The real joker is the top speed, which is also higher.

The advantage of the column-shift gearbox is enough to warrant its selection as the better choice for the man who spends his weekends at the drags, or wants more economy from his car. We did not get fuel consumption figures on the stick-shift Olds, but we believe that there would have been a significant saving of gas with the conventional transmission. In any event, the results speak for themselves. —Paul Sorber

CONVENTIONAL TRANSMISSION

(Standard 88 2-door sedan)

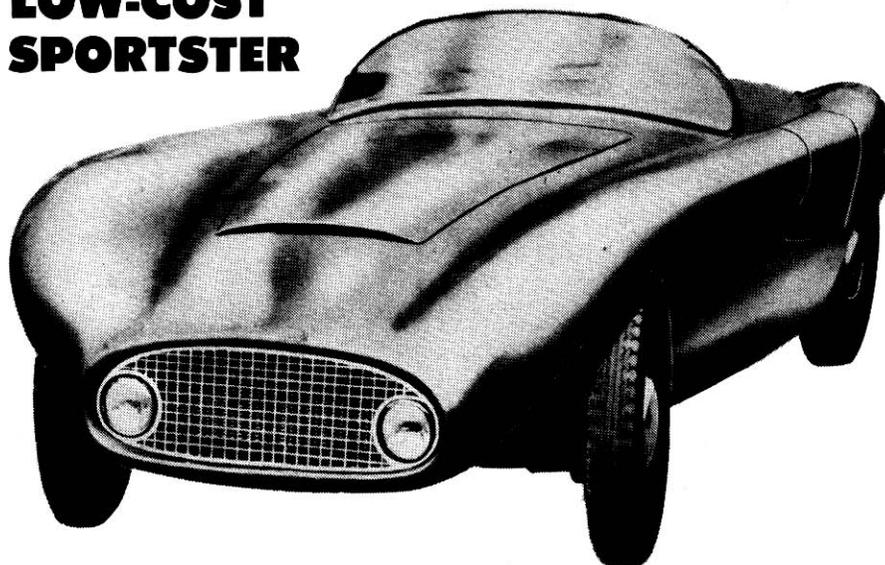
ACCELERATION	From Standing Start 0-30 mph 3.7 0-60 mph 9.7 Quarter-mile 16.2
TOP SPEED	Fastest run 114.5 Slowest 112.6 Average of 4 runs 113.7
GEAR RATIOS	Transmission 1st 2.393:1, 2nd 1.526:1, 3rd 1:1
	Rear Axle 3.64:1 Overall 1st 8.71:1, 2nd 5.55:1, 3rd 3.64:1
	Tire Size: 7.10 x 15

JETAWAY HYDRA-MATIC

(Super 88 4-door hardtop)

	From Standing Start 0-30 mph 3.7 0-60 mph 10.8 Quarter-mile 17.8
	Fastest run 112.8 Slowest 110.1 Average of 4 runs 111.5
	Transmission 1st 3.967:1, 2nd 2.553:1, 3rd 1.554:1, 4th 1:1
	Rear Axle 3.23:1 Overall 1st 12.81:1, 2nd 8.25:1, 3rd 5.02:1, 4th 3.23:1
	Tire Size: 7.60 x 15

LOW-COST SPORTSTER



Two versions of this Fiberglass body are made by Almquist Engineering, Milford, Pa. The Speedster fits 90-to-104-inch wheel-base chassis, is \$495; the Sabre, \$200 less, fits Crosleys, etc.