

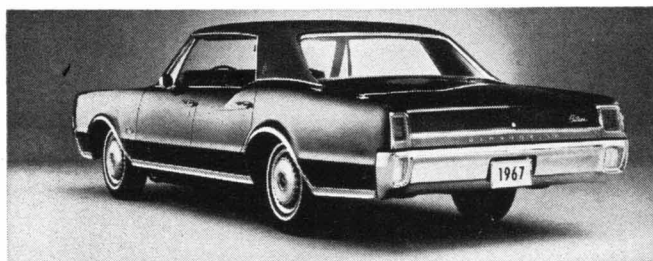
CUTLASS SUPREME

speedy luxury in an intermediate-sized package

DRIVING THE HOT '67s



This is the Cutlass Supreme version of the convertible which also comes in 4-4-2 form. Fender extensions are of plastic.



Most popular family sedan will probably be turnpike-cruising Cutlass with 400-cu.-in. 2V V-8. It'll turn 100 mph at 3100 rpm.

THE SUPREME IS THE TOP-LINE family intermediate in the Olds line and is available in all five body styles plus 6- and 8-passenger Vista Cruiser wagons. A 330-cubic-inch, 260-hp V-8 is standard, but the car Olds engineers say they're going to buy for their own use is the "Turnpike Cruiser." This is any Cutlass Supreme equipped with a 400-cubic-inch, V-8 with a 2V carburetor, the 3-speed Hydra-Matic and a 2.41-to-1 axle. Presumably, too, you could fit the 4-4-2 engine and beefed-up drive train combination in any Cutlass or F-85 although it isn't listed.

Safety features common to the Cutlass and other Oldsmobiles include free-wheeling inside door handles, collapsible steering columns with a padded center piece, the dual braking system with a line-pressure warning light, and seatback locks. Shoulder-harness anchors are standard. The 4-way flasher is now integrated into the steering column so that it is self-canceling. We weren't aware of it, but Olds owners up until now stood a 1-in-4000 chance of being able to use their key to drive off in another Olds that didn't belong to them. These odds in 1967 will be 1 to 15,000.

EVERYBODY'S CAR OF THE YEAR in 1966 has been left pretty much unchanged for the 2nd time around. There is a better looking egg-crate grille and the headlights now fold flush with the hood. Only the owner of a 1966 Toronado could appreciate the addition of a spring assist to help in opening the vast doors, but perhaps Oldsmobile will offer this on the aftermarket. The only engine available is a 425-cubic-inch, 385-hp V-8, unchanged except for the optional climatic control. A 3-speed Hydra-Matic is standard, as are power brakes and steering. Kelsey-Hayes front discs are a desirable option, as is air conditioning because the front windows have no vents. — Don MacDonald

TORONADO

Toronado II won't obsolete its predecessor, a car with the least teething problems of any new one



Toronado sits on same 211-in. wheelbase, but disc brakes are a new option. New cam boosts 425-cu.-in. V-8 rating to 425 hp.



New grille soothes Toronado's blatant tail lights. Vents under rear window are air exit for flow-through ventilation system.