

DRIVING THE HOT '67s

OLDS 88s

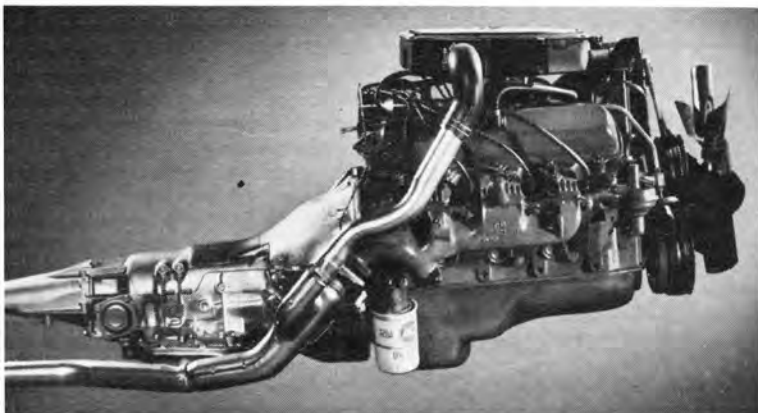
an evolutionary rocket



The Delta custom is 5 inches longer in front to give it the Toronado look and trunk size.

THERE'S BEEN some name shuffling going on in Olds' bread-and-butter line. The Dynamic 88 has given away to the Delmont, the Jetstar and Starfire have been dropped, and the Delta now comes in a plain and Custom series.

We at MT have always felt that the 88 by any name is one of the finest handling family cars built in the U.S., and the new models confirm this impression for another year. It's firmer, more stable than other GM products in this category, and the performance is better than average with an undoctored 425-cubic-inch, 300-hp V-8. This family orientation is not necessarily Olds' idea, as they continue to be surprised at how poorly the 2-door 88 hardtops sell compared to the 4-door sedans. In driving the latter, we had but one complaint. The bigger Oldses get, the smaller become their steering wheels. A big advantage in the looks department is adding 5 inches to the front sheetmetal, but this sacrifices 3.6 cubic feet of usable trunk space.



Optional "climate control" carburetor air inlet system provides at least 100° at all times, thereby eliminating icing danger.



Delta's dash displays new safety consciousness. Nothing protrudes beyond padding, radio is close in, and wheel is padded.



THE 88 LINE IS ONE OF THOSE RARE ONES WHERE 4-DOOR SALES EXCEED THOSE OF 2-DOOR HARDTOPS BY A WIDE MARGIN — AND WE SEE WHY.