

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.

DRIVING THE HOT '67s

OLDS 88s

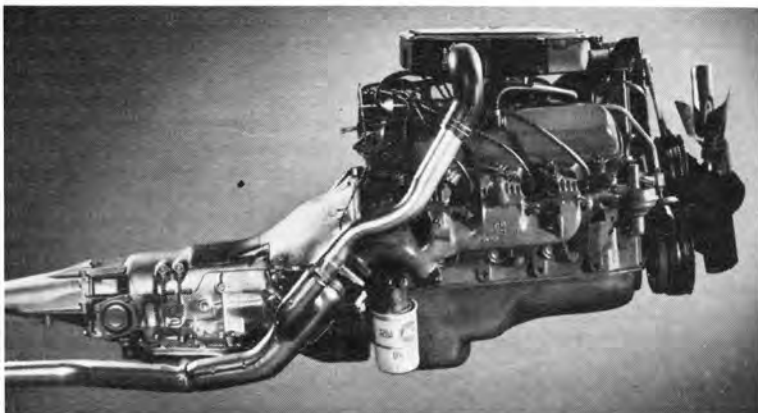
an evolutionary rocket



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.