

Meet Omega. The new compact Olds.



"Here's a whole new kind of Olds for folks who'd like Olds quality



in a smaller car. Omega's a compact—but with more luxury, more room, and a more stable ride than the average compact. It's a lot of Olds for very little money."

A compact—with big-car thinking built in.

Omega is nearly 500 pounds more car than some smaller compacts. Its wheelbase is longer—111 inches, not 108 or 103. Its track is wider, front and rear. It looks more like a bigger Olds than a little compact outside, and on the inside, too.

The good stuff comes standard.

Omega gives you things you may pay extra to get in some other compacts. Deluxe interior with new "wet-look" vinyl trim. Carpeting. Chrome around the windows and wheel openings. A vinyl-grip steering wheel. And a 250-cu.-in. Six that's bigger than extra-cost engines in some compacts. Even a choice of special sun-glow colors.



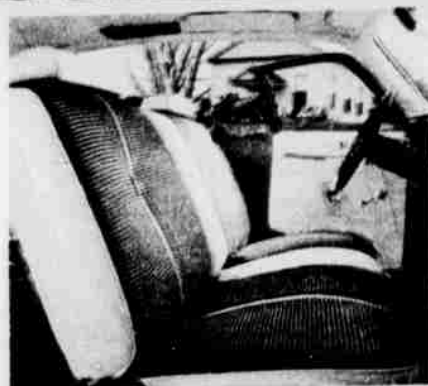
Open the big back door, fold down the rear seat, and you've got a 6½-foot trunk.

More good stuff you can add.

There's a Rocket 350 V8 with 4-barrel carburetor. Turbo Hydra-matic. Deluxe wheel covers. Protective

side moldings. Bucket seats and a console. Vinyl roof. Even a camper-tent conversion for our hatchback.

Your Omega can be as practical or as fancy as you want to make it.



It's surprisingly rich, roomy and quiet inside. Houndstooth fabric shown is one of Omega's five interior choices.

Sure, you can get a smaller, lighter compact for less money but it wouldn't be an Oldsmobile. And there's quite a difference.

Omega comes with 2, 3, or 4 doors. The 2-door coupe is our lowest-priced Olds—with a surprisingly low price for a car with the Oldsmobile name on it. We also have a 4-door sedan for just a few dollars more. And a special hatchback coupe, with a big back door and a rear seat that folds down, station-wagon style.

Omega