

## Delta 88 Royale. Not just another pretty car.



**"If you like a big, heavy, smooth-riding car that's really built to take it—take a good look at this Delta 88. And it's got Royale luxury touches you'll really like."**

**It's tough all over.**

Starting with a new and improved hydraulic front bumper system. And behind it, our all-new Swing-away grille, that's hinged to move away from trouble.

The basic Delta 88 is over 4100 pounds big, and moves on a 124-inch wheelbase. Which becomes even more impressive when you discover that you can pay the same money for a lot of other cars, and still get less weight, less wheelbase, and less car all around you. Believe me, Delta 88 is a real value.

Part of that value is in its standard equipment. Big Rocket 350 V8. Turbo Hydra-matic transmission. Vari-ratio power steering. Power Brakes with discs up front. Power ventilation. Famous G-Ride System. Everything you need is there to make this big, heavy, family



*New hydraulic front bumper system.*

car ride and handle like a dream. On expressways—and rural roads, too.

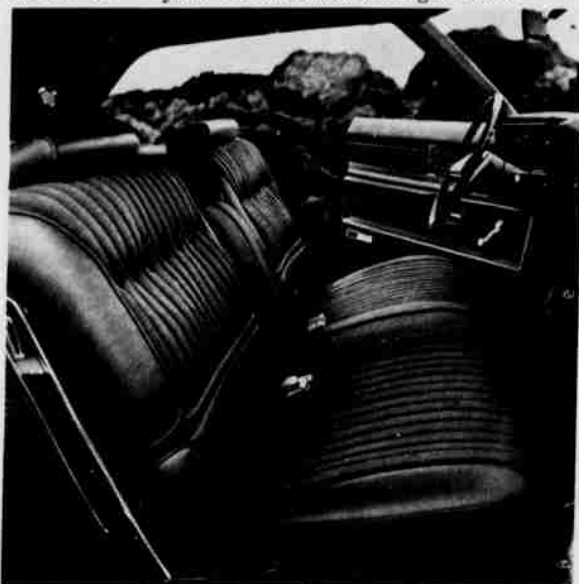
Another part of its value is the way Olds builds durability into any Delta 88. With things like flex-head valve design in the engine, and positive rotators at each valve. Super-shocks. A new wear-indicator for the ball joints in the front suspension. Even slots in the bumpers, to help you place the bumper jack in exactly the right position.

**Seven models, including convertible.**

Both Delta 88 and Delta 88 Royale Series offer a hardtop coupe, hardtop sedan and town sedan. Royale also offers a big, beautiful convertible. And every Delta 88 provides the interior comfort and roominess you expect in an Oldsmobile.

**Our salesmen love to give demonstration drives.**

With a car that rides and handles like Oldsmobile's Delta 88 Royale, we know it practically sells itself. Why not test your sales resistance right now?



*New Delta 88 Royale interior. The seat is solid foam.*