

**Beneath that air-scooped, fiberglass hood rumbles as large a V-8 as ever bolted into a special-performance, production automobile.**

**Olds 4-4-2: The complete Escape Machine.** The name of the game is cubic inches. 4-4-2 packs 455 of them, standard! But this V-8 is more than big. It's revolutionary. It features Olds' exclusive Positive Valve Rotators for smoother, more trouble-free performance. Something else that's news – the 4-4-2 suspension with front *and* rear stabilizers. The imitators are popping up faster than you can say "me too." The special hood? It's part of the new W-25 package you can order. Do so – while you're still young enough to enjoy it!



**Oldsmobile: Escape from the ordinary.**



**GM**

MARK OF EXCELLENCE



**When the good Doc first put  
his 455-powered 4-4-2 on the road,  
he figured he had a pacesetter.**

**Now it's official!**



The motion-minded folks at Indy have just named 4-4-2 the official pace car for this year's classic.

It's easy to see why. Its standard V-8 has a pace-setting 455-cu.-in. displacement. Nobody in its class offers more. Its valve system is revolutionary, featuring positive valve rotators for more efficient performance, longer engine life. Its special suspension with front and rear stabilizers? Fast becoming the most imitated in the business.

Ready to set a pace of your own? See your Olds dealer and test-drive a 4-4-2 or other Olds. You'll find that great performance runs in the family.

#### OLDS 4-4-2 SPECS

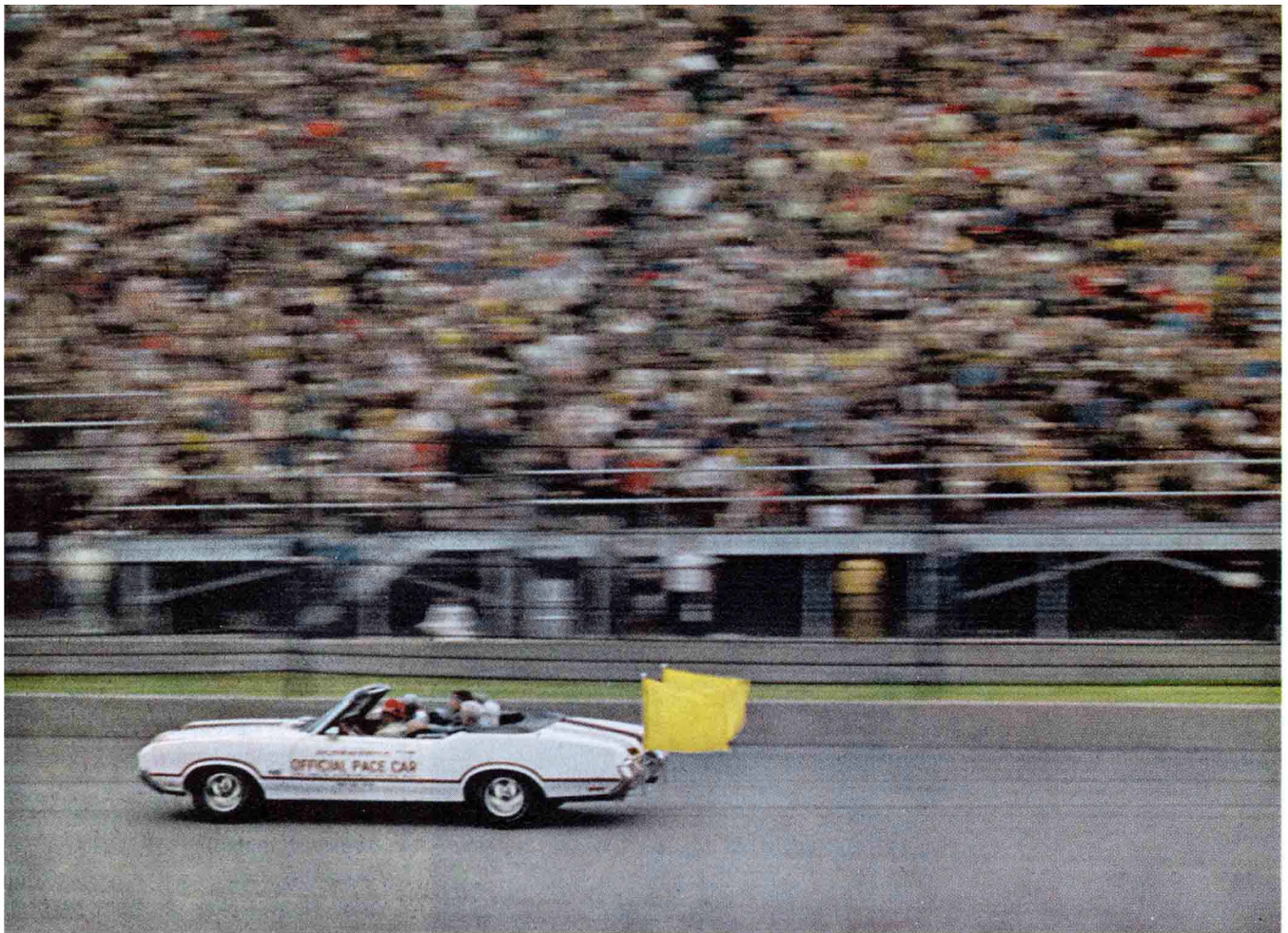
Engine type..... H.C. Rocket V-8  
Displacement..... 455 cu. in.  
Bhp..... 365 at 5000 rpm

Torque, lb.-ft. .... 500 at 3200 rpm  
Bore x stroke, in. .... 4.125 x 4.250  
Compression ratio ..... 10.50-to-1  
Combustion chamber volume, min.  
allowable..... 91.72 cc  
Min. cyl. head vol. .... 69.75 cc  
Min. deck clearance ..... .002 below  
Carburetion ..... Quadrajets 4-bbl  
Camshaft duration  
Intake/exhaust (Sync)..... 294°/296°  
Camshaft overlap  
Intake/exhaust (Sync)..... 68°  
Total valve lift  
Intake/exhaust ..... .472  
Valve diameter (Max.)  
Intake..... 2.077  
Exhaust..... 1.630  
Brakes..... 9.5" drums  
Transmission..... Full sync h-d 3-on-  
the-floor, Hurst Competition Shifter

Axle (Sync)..... 3.08 ratio  
Exhaust system..... Full duals  
Suspension..... FE2  
Has h-d springs, shocks, rear control  
arms, plus stabilizer bars front and rear  
Wheels..... H-d 14" with 7" rim  
Tires..... Goodyear G70  
bias-belted with white stripe  
Strato Bucket Seats... Std.  
Lightweight fiberglass  
hood, functional scoops,  
big hood stripes,  
chromed hood tie-  
downs, and low-  
restriction air cleaner  
(W25), available.



**Oldsmobile 4-4-2**



# AC SETS THE PACE

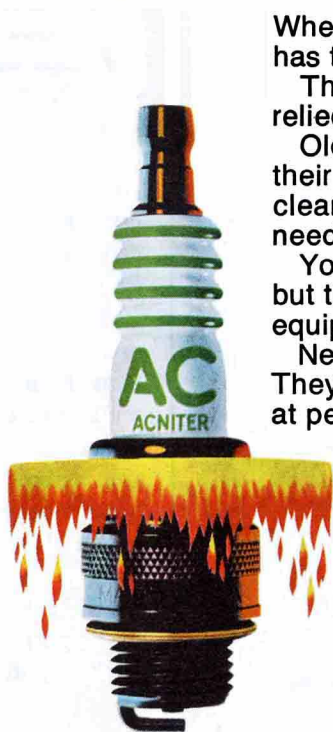
When you're pacing the field at the Indy 500 . . . your engine has to be putting out peak power.

That's why the Olds 442, this year's official Indy Pace Car relied on AC Fire-Ring Spark Plugs.

Olds engineers specify ACs as original equipment for all their cars. They know that AC's hot tip fires hotter, burns cleaner, resists fouling to deliver all the performance you need under all operating conditions.

You may never need the power of an Indy Pace car . . . but the same AC Fire-Ring Spark Plugs it used are original equipment on all GM cars.

Next tune-up insist on reliable AC Fire-Ring Spark Plugs. They fire hotter, burn cleaner, keep your family car operating at peak performance longer.



AC SPARK PLUG DIVISION OF GENERAL MOTORS

DR. OLDSMOBILE'S TESTIMONIAL DINNER

DR. OLDSMOBILE'S TEST TRACK

**IN GRATITUDE TO ALL THOSE WHO HELPED MAKE THE 1970 OLDS 4-4-2 AND W-MACHINES EVERYTHING THEY'RE GOING TO BE. (namely, fantastic!)**

Nobody's more serious about performance than Dr. Oldsmobile. That's why he's scoured the countryside in search of fresh minds and new ideas for 1970.

You're going to love what the good Doc and his performance committee have come up with. 1970 Olds 4-4-2 . . .

■ New 455-cubic-inch V-8. That's as large a V-8 as has ever been bolted into a special-performance production automobile. And it's standard! (Score one for Dr. O!)

■ New high-performance W-25 package, available. Includes fiberglass hood, functional air scoops, special carb, and hood pin locks. Note scoops are far forward for optimum air-grabbing, air-ramming effect.

■ FE-2 suspension, standard. It's the famous one with stabilizer bars *front and rear!* How good is it? Put it this way—the imitators are already popping up faster than you can say "me too."

■ The end of the bump and grind. A super-beefy 3-speed manual with Hurst Competition Shifter, standard. So smooth and positive your kid sister could wing it. Close- or wide-ratio 4-speed or performance-calibrated Turbo Hydra-matic, available.

■ New super-wide tires, standard. G70 fiberglass-belted biggies mounted on 7-inch heavy-duty wheels. (How does that grab you, pavement?)

And that's just a smidgen of what's in store from Olds. For more complete info, specs, and prices, head for your nearest Olds 4-4-2/W-Machine dealer.



Dr. O and Performance Committee: Special merit award to (1) Elephant Engine Ernie for the big 455 V-8. (2) Shifty Sidney for development of the smoothest shifters this side of an automatic. (3) Wind Tunnel Waldo for scientifically placing those whopper scoops way up where they do some good. (4) Esses Fernhill for his tireless testing and perfecting of the FE-2 underpinnings. (5) Hy Spy for keeping an ear to the ground and an eye at the knot-hole—to keep the good Doc (and you) one jump and a cube or two ahead of competition. (6) Dr. Oldsmobile.



4-4-2 W-30



**DR. OLDSMOBILE MEETS ELEPHANT ENGINE ERNIE AND INTRODUCES AS LARGE A V-8 AS EVER BOLTED INTO A SPECIAL-PERFORMANCE AUTOMOBILE!**

There's more than one way to make a car run. You can load up on cubes. Or you can lop off the fat.

For 1970 the good Doc, with the aid of Big Ern (one of his motion-minded engineering side-kicks), accomplished both. They've come up with a new 455-cube V-8 that actually weighs in lighter than last year's 400-cube job!

It's big. It's strong. And it's standard—in every 1970 Olds 4-4-2!

Here's how a 455-powered 4-4-2 dresses out when ordered with the good W-Machine stuff . . .

**4-4-2 W-MACHINE SPECS**

Engine type	H.C. air-inducted W-30 Rocket V-8
Displacement	455 cu. in.
Bhp	370 at 5200 rpm
Torque, lb.-ft.	500 at 3600 rpm
Bore x stroke, in.	4.125 x 4.250
Compression ratio	10.50-to-1
Combustion chamber volume, min. allowable	91.72 cc
Min. cyl. head vol.	69.75 cc
Min. deck clearance	.002 below
Carburetion	Quadrajets 4-bbl performance-calibrated

Intake manifold	Aluminum
Camshaft duration	328°
Camshaft overlap	108°
Total valve lift	
Intake, exhaust	.475
Valve diameter (Max.)	
Intake	2.077
Exhaust	1.630
Brakes	Manual discs, front. 9.5-inch drums, rear
Transmission	H-d close-ratio 4-speed with Hurst Competition Shifter, or performance-calibrated Turbo Hydra-matic 400, required.

Axle	3.42 Anti-Spin
Exhaust	Full duals
Cooling system	H-d radiator and power-saving clutch fan
Suspension	FE2
	Includes h-d springs, shocks, control arms, stabilizers front/rear.
Wheels	H-d 14" with 7" rim
Tires	PK5 G70 x 14" bias-ply, glass-belted blackwalls with raised white letters.
Mirrors	Two sports-styled outside mirrors, left-side w/remote control
Also included in W-30:	Lightweight

fiberglass hood with functional scoops, big hood stripes, chromed hood tie-downs, and low-restriction air cleaner (W25). "Select fit" of critical engine parts. Reduced body sound deadener. Special paint stripes along body sides. Die-cast W-30 identification on front fenders. Strato Bucket Seats are standard in all 4-4-2 models. Available: Fiberglass rear deck spoiler (W35). Hurst Dual-Gate Shifter in console (W26). Aluminum axle carrier, cover (W27).



Dr. Olds performance car catalog and W-Machine decal available. Send 25¢ to Oldsmobile, Box W-30, Plymouth, Michigan 48170.