



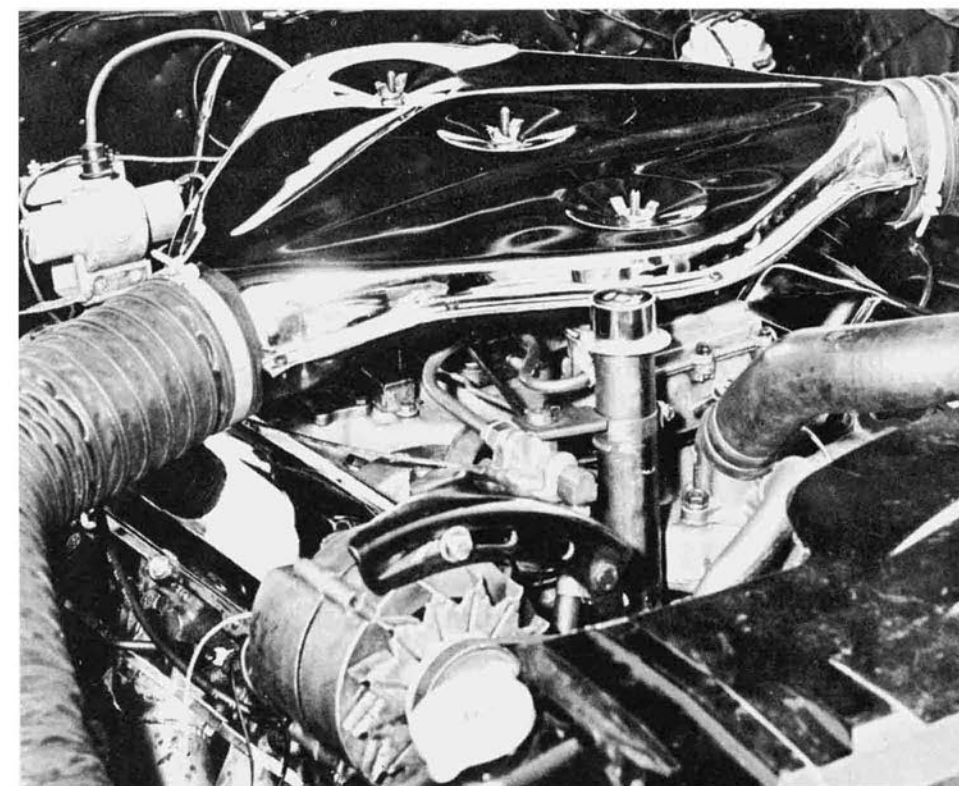
OLDS 442 NATIONALS C/S CHAMP!

Two ex-dragster drivers have teamed together to build an Olds 442 that was crowned C/S National Champion at the 1966 NHRA National Championships.

Loyed Woodland and Bob Andresen were dyed-in-the wool dragster campaigners with their blown Olds-powered B/D when Ray Kaligian from Brainbeau Olds asked them if they would be interested in campaigning a 442 in the stocker wars! Up 'til then, the word "stocker" was taboo to the pair, but they decided to give it a try. RIGHT—Bob uses a portable air tank to increase the air pressure in his Air Lift air bag.



LEFT—Builder of the car, and chief mechanic, Bob Andresen talks to driver Loyed Woodland. Teamwork paid off with their car capturing the C/S NHRA National Record. First grab was a 12.65 mark at Sanford, Maine, while most recent effort produced a strong 12.50 figure at York, Pa., just narrowly lost to current record of 12.48.



Burly Olds 442 mill now displaces approximately 406 cubes after legal enlargement of cylinders from 4.000-in. to 4.025-in. Stroke remains stock at 3.975. Both Jahns (cast) and J&E (forged) pistons have been used with success in blueprinted mill. Perfect Circle rings and seals are used. Compression ratio is close to 10.8:1. Carburetion is by familiar GM Tri-Power. Tubular Automotive headers and a Mallory Rev Pol ignition finish off the changes in the engine department. A Schiefer 11-inch clutch is used to transmit power to a Muncie 4-speed trans equipped with a Hurst Competition Plus shifter. Olds new Ram-Air pack has also been added. This unit ducts fresh air from behind the grille directly into the large volume air cleaner.

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RIGHT—In final run for C/S trophy at NHRA Nationals this year, Woodland and Andresen came up against arch rival, Bob Gaudreau, in a '66 GTO. Bob is from Connecticut and the Olds boys are from Massachusetts. Several match races have been staged between the two cars this year with the 442 winning more than its share. At Indy, however, the GTO narrowly defeated the 442, only to be disqualified for an illegal suspension detail. The 442 was declared C/S National Champion. Car weighs 3500 pounds, has a best 1/4-mile time of 12.38-113.50. Original cost of car was under \$3,000.00, has required many hours of labor to convert to National Champion caliber.

RIGHT & BELOW—In action at the strip or at rest, the burgundy beauty is a very attractive car. FAR RIGHT—Complex exhaust system by Tubular Automotive is ultra-tuned system. Two pipes from each bank cross over under engine to join other two pipes. This design, similar to that used on Indy Fords, lets each exhaust charge pull out the following charge. System is normally only seen on exotic race cars.



FAR RIGHT—Battery is mounted in the trunk to help get additional weight on the rear wheels as a traction aid. Vent holes in battery caps are covered with an air-tight chamber with rubber hose passing acid fumes out through the floor pan. RIGHT—Additional horsepower is saved with the use of GM de-clutching fan, only uses power at low engine speeds.

