

Experimentally Speaking...

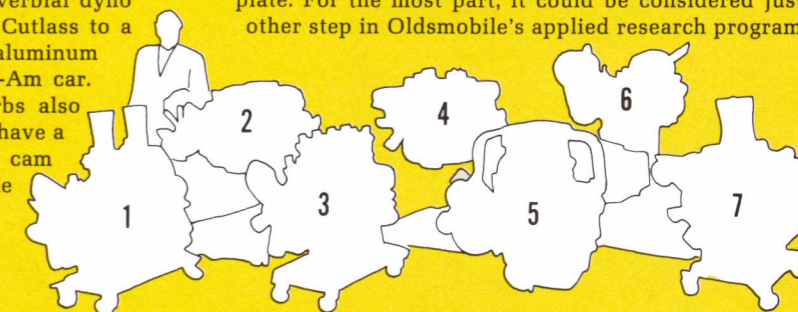
... Oldsmobile has an exotic array of engines that may someday find their way under your hood

has opened the heavily guarded door, revealing the corporation's latest entry into "the unknown." The performance-oriented public had better believe that Oldsmobile's performance image is on the move. Olds' way of thinking in the performance vein is that "nothing is lost in developing an engine which may never be mass-produced." Something is always learned from these engineering exercises, and some of the results of their never-ending development program may wind up on the assembly line someday.

Let's now take a look into the Lansing engineering complex and see for ourselves just what Olds has on the shelf. (1) The first engine pictured is a 389-cubic-inch cast iron assembly sporting a new type of induction system. This manifold was the first step of a complicated testing program that involved many tiresome hours on the air-flow bench. A specially designed set of 850-cfm Holley carbs are mounted on the high-rise free-flow manifold. Individual venturi stacks optimize fuel

distribution and can also be tuned for peak horsepower. (2) This engine incorporates a unique engineering exercise in the form of a dual-fan arrangement. Newer body designs and current-type frontal areas have made engine cooling somewhat of a problem, so this small-blade dual fan is just another example of the forward thinking that goes into tomorrow's supercars. (3) This 389-cubic-inch engine has seen more than just the proverbial dyno room. It's the same engine that powered the HRM Cutlass to a straightaway speed record of 166.133 mph, and an aluminum version was the power source for the Cro-Sal Can-Am car. Manifold designing for the four 48mm Weber carbs also incorporated the use of the flow bench. (4) Here we have a large-displacement, 455-cubic-inch, single overhead cam design. This engine is an attempt to investigate some of the parameters involved in adapting an overhead cam engine for production-type applications. (5) Details on this new Can-Am engine can be found on the following pages. (6) Another all-out prototype race engine is this 455-cubic-inch, twin-

turbocharged, fuel-injected boat engine. Development application for this model was for high-rpm operating ranges, such as in boat races, Land Speed Record attempts, etc. (7) Again, this engine is basically a 389-cubic-inch block and is part of the intake manifold testing program. This particular manifold is of a low-runner design, with a relatively high carburetor base plate. For the most part, it could be considered just another step in Oldsmobile's applied research program. ■ ■



By John Dianna ■ Call it what you will — research and development, engineering exercises, or just plain diversification. Whatever the terminology, Oldsmobile is doing it. Since the introduction of their prestige car, the Toronado, Olds has satisfied their desire to capture a fair share of the prestige market. Naturally, not content to rest on their laurels, these performance-minded Motown moguls have sought out other avenues of sales appeal.

Oldsmobile's newly appointed General Manager, John Beltz,

photography: Jerry Holmes, Oldsmobile Public Relations