

Russ McDaniels started life as a Chevy man but when he got a job with an Oldsmobile dealership he became

SOLD ON OLDS

and now he's hunting Chevy scalps in his big-inch 442

BY EPHRAIM SCHWARTZ



Oldsmobile reliability and ruggedness have not been sacrificed for G/SA bash-ins. Blueprinted, slightly over-bored 455'er has et'd at 12.44.

THE FIRST CAR that Russ McDaniels ever owned was a '61 'Vette. Russ might have remained a Chevy man for the rest of his life, as many racers do, except for one small problem: you see, Russ got a job with Oldsmobile and he couldn't see letting all those spare parts and inside info go to waste. So he plunked down \$4400 (dealer cost) and bought himself a big-inch 442. Now comes the groovy part—by this time, Russ had become the Service Manager at Lubik Olds. In gratitude for his promotion he decided to bring fame and fortune to the New Jersey dealership. What better way was there to glorify the Lubik name than to plaster "Lubik Olds" all over his 442 and

then go racin'.

Russ chose the G/SA class to break into the art of drag racing. And, though his car has just been completed and hasn't been really wrung-out yet, he did manage a 12.44 et at 110.97 mph. Russ still isn't satisfied, but the car looks like a real comer to us.

The Olds rolled off the assembly line with a 455-cubic-inch mill under the hood. Russ immediately had it bored from 4.155-inch to 4.25-inch. The stroke remained untouched at 4.250-inch. The valves are two-inch intakes and 1.629-inch exhausts. Russ made the unusual choice of a Lunati cam; maybe that inside info he has really helps? Pushrods, lifters

and rocker arms are all stock Oldsmobile items. But it was back to the speed catalogue for the M/T aluminum pistons that put a 10.50-to-1 squeeze on the stock heads. The valves are sent home by single springs.

Russ didn't bother to enlarge or even polish the ports. It just isn't worth it for a G/SA class contender and we couldn't agree more. Staying on the conservative side, Russ used the stock throttle linkage. He decided not to build his own linkage no matter how "in" it is to have home-made linkage. A Rochester four-barrel sits atop the Olds manifold and supplies all the juice in just the right amounts.

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Russ chose a set of Hooker headers to exit exhaust gases.

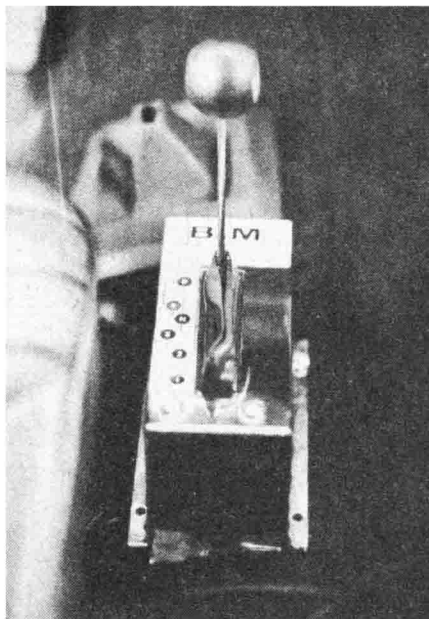
When it came to transmission time, Russ chose the Turbo-400 but he had it rebuilt by the boys at Lubik.

The original horsepower output was 365 ponies but now Russ estimates it to be close to 550. Needless to say, before the mill was put together again, the entire engine was blueprinted and balanced.

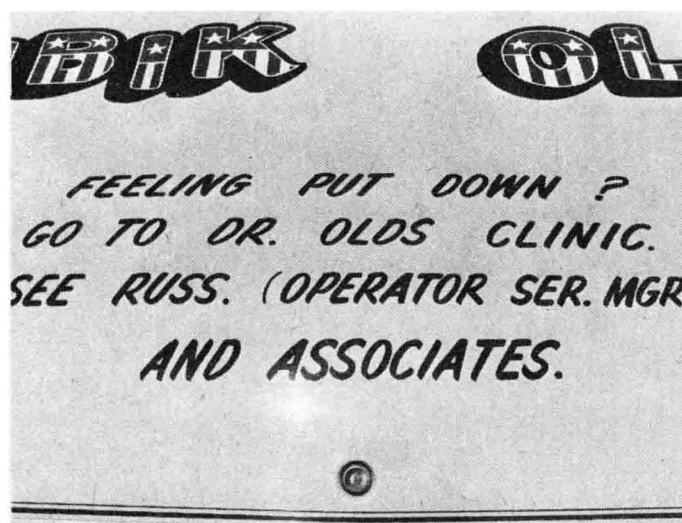
G/SA doesn't allow for that many modifications and we find Russ having to use the stock chassis. The wheelbase measures 112 inches; the front axle is stock, whereas the rear is the aluminum W-27 type. Russ also uses the Olds anti-spin differential. Rear cogs read 4.33. In addition, Russ was allowed to use Lakewood Traction bars. Up front, the Fenton wheels mount Firestones, while in the

back the Firestones are mounted on Cragar "hoops." All four shocks are stock Olds units. The total weight of the car is 3680 pounds.

The car is finished off in lovely, sedate Sebring Yellow. Russ estimates he's put over three grand in the car above the original price, but he doesn't really mind because as he puts it, "I built the car because I like to race."



Above, B&M's fail-safe shifter controls the Turbo-400. Right, the big-inch, high torquing Olds excels in stock class bashes.



Russ and associates operate a "Dr. Olds Clinic" which helps to alleviate other G/SA drivers' put-down feelings.



Fenton, Cragar, Firestone fronts, and Firestone slicks carry the four corners of this champ. Russ built the car because he likes to race.

Facing page top left, this is one Olds 442 that enhances the Dr. Oldsmobile image. From front to rear, it's first class. Facing page top right, S-W gauges and Sun's Super Tach monitor the 455-incher. Facing page bottom, a Rochester Quadra-Jet feeds the mill; note full-race valve cover breathers.

