



**DR. OLDSMOBILE
CREATES A
1969 W-MACHINE.
OR TWO.**



That's who the free-breathing, 1969 W-Machines from Oldsmobile were created for.

Oh sure, the good doc has whipped off some pretty great coups in the past.

Just last year, 4-4-2 was named Performance-Car-Of-The-Year. And that was a *standard* 4-4-2.

At the same time, Cutlass and F-85

...BUT IS THE WORLD READY?

A small, sophisticated part of it is.

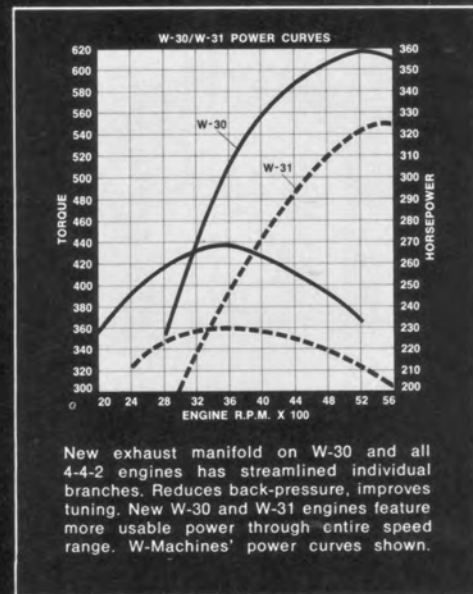
That small, knowing part that demands a whole lot more out of a set of treads than just transportation.

That small, hard-core part of it that thinks perfection in automobiles is worth shooting for.

That's who the good doctor (and his fanatical engineering sidekicks) pulled on the coveralls for.



How can you tell a W-Machine when you see one? Simple. Just look for a pair of mammoth functional air scoops—mounted under the front bumper!



models with newly tooled Rocket 350 V-8s were nailing down honors in the new mini-cube market.



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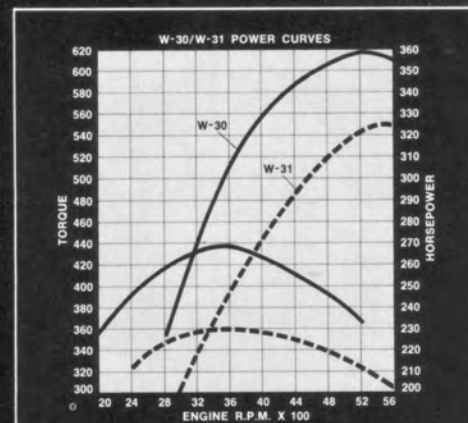
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New exhaust manifold on W-30 and all 4-4-2 engines has streamlined individual branches. Reduces back-pressure, improves tuning. New W-30 and W-31 engines feature more usable power through entire speed range. W-Machines' power curves shown.

models with newly tooled Rocket 350 V-8s were nailing down honors in the new mini-cube market.

So much for past history. This year, Dr. Oldsmobile has outdone himself—with a pair of 1969 Ws that are really something else.

Take the new Olds 4-4-2 W-30. That means with Force-Air Induction. And



Cutaway shot of new floating-caliper-type front power disc brake. Single-piston design. Internal cooling fins rapidly dissipate heat. Availability depending on engine choice.

that means with a pair of mammoth front air-scoopers; wide-throat dual air ducts; dual intake air cleaner; minimum combustion chamber volume; separated center exhaust ports for optimum tuning; big intake and exhaust valves; streamlined and individually branched exhaust manifold; high-overlap cam; low-restriction dual exhausts; and a pair of whopper hood paint patches.

Not to mention a multitudinous array of axle ratios. Plus enough standard heavy-duty goodies to make any red-blooded car buff pop a few buttons with honest pride.

And what goes for W-30, goes ditto (in most cases) for its mini-cube mate, W-31. Available in Cutlass S and F-85 V-8 models.

The W-Machines have got it all—



An inside look at one of eight, beefy, 1969 rear axles. Ratios range all the way to 4.66-to-1. And each and everyone of them is available with limited slip.

looks, swagger, and credentials!

But enough of words. Let's get to the goods.

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And make friends with a 1969 W-Machine. Or two.



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**DON'T THROW AWAY
THE LUMBER.
YOU'LL NEED IT
TO CRATE UP
AND CART OFF
THE COMPETITION.
OLDS 4-4-2 W-30**

W-30 is more than just a great machine. It's a labor of love.

Every moving, breathing part in its engine is individually selected. And matched. And fitted. To extremely close tolerances.

If a part isn't exactly right? It gets the thumb!

The good doc is just as vehement about handling. No 4-4-2 (W-30 or otherwise) gets out of the laboratory without heavy-duty underpinnings—and stabilizer bars front and rear.

If you've been looking for the one that's got everything, now you know where to find it.

ENGINE

Type W-30 Rocket V-8 (available)
Displacement, cubic inches 400
Bhp 360 at 5400 rpm
Torque, lb.-ft. 440 at 3600 rpm

Bore x stroke, inches 3.87 x 4.25
Compression ratio 10.5-to-1
Combustion chamber volume, min.
allowable 79.64 cc
Min. deck clearance 0.002
Carburetion Quadrajets 4-bbl.
Throttle dia.
Primary 1.375
Secondary 2.250
Camshaft duration
Intake 328°
Exhaust 328°
Overlap 108°
Total valve lift
Intake 0.475
Exhaust 0.475

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Compression ratio 10.5-to-1
Combustion chamber volume, min. allowable 79.64 cc
Min. deck clearance 0.00
Carburetion Quadrajets 4-bb.
Throttle dia.
 Primary 1.37
 Secondary 2.29
Camshaft duration
 Intake 328
 Exhaust 328
 Overlap 108
Total valve lift
 Intake 0.47
 Exhaust 0.47

Valve diameter

 Intake 2.0625
 Exhaust 1.625
Tappet type Hydraulic
Max. valve spring pressure
 Closed 128 lbs.
Crankshaft journal diameter
 Mains 3.00
 Connecting rods 2.50
Firing order 1-8-4-3-6-5-7-2
W-30 system includes 26.2-sq.-in. dual front air scoops; wide-throat dual air ducts; dual intake air cleaner; minimum combustion chamber volume; separated center exhaust ports for optimum tuning; streamlined, individually branched exhaust manifold; high-overlap cam; low-friction bearings; dual hood paint patches; and low-restriction dual exhausts.

Standard engines. A 400-cu.-in., 350-hp Rocket V-8 with heavy-duty 3-speed manual. A 400-cu.-in., 325-hp version with Turbo Hydra-matic 400.

DRIVE TRAIN

Transmission Fully synchronized, heavy-duty 3-on-the-floor with Hurst Shifter. Available: 4-on-the-floor with close- or wide-ratio Hurst Shifter, or Turbo Hydra-matic 400. Special W-30 Turbo Hydra-matic 400 (with high-performance converter, high-rpm shift points, and firm-up shifts) or close-ratio included with W-30.
8 axle ratios 2.56-to-1, 2.78-to-1, 3.08-to-1, 3.23-to-1, 3.42-to-1, 3.91-to-1, 4.33-to-1, 4.66-to-1. Availability depending on engine choice.

CHASSIS

Suspension Heavy-duty. Includes heavy-duty springs and shocks, front and rear stabilizers.
Steering ratio 24-to-1

Available: 17.5-to-1 with power.
Wheels Heavy-duty 14-inch with 6-inch rims.

Tires F70x14", polyester-cord wide-oval red-lines (or whitewalls). Available: F70x14" fiberglass-belted wide-oval red-line or wide-oval black-wall with raised white letters.

GENERAL

Models Holiday Coupe, Sports Coupe, Convertible
Wheelbase 112"
Overall length 201.9"
Curb wt. (lb.) Holiday Coupe 3675
Tread front 59.0", rear 59.0"

SAFETY

New GM safety features are standard, including seat belts for all passenger positions, and new ignition, steering and transmission lock on steering column.



Valve diameter
 Intake 2.0625
 Exhaust 1.625
 Tappet type Hydraulic
 Max. valve spring pressure
 Closed 128 lbs.
 Crankshaft journal diameter
 Mains 3.00
 Connecting rods 2.50
 Firing order 1-8-4-3-6-5-7-2
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**A MATE FOR W-30.
WE LOOKED HARD.
BUT COULDN'T
FIND ONE.
SO THE GOOD
DOCTOR WENT BACK
TO WORK.
OLDS W-31.**

Now meet the 1969 Mini-W. You'll know it better as W-31 — a 350-cuber with Force-Air Induction, increased hp rating, quick handling, great new styling, and an easy-going price that's bound to make it first choice in the mini-cube grab bag.

You can order yours in a gussied-up Cutlass S. Or you can play it straight and get it in a businesslike, minimum-weight F-85.

In any case, you get it with special behemoth hood paint patches.

And if you've a need to be personally involved, you've come to the right place. The good doc's list of available goodies is as long as your arm: 4 speeds with close- or wide-ratio, Anti-Spin Axle, tach, wide-boot blackwalls with raised white letters, Super Stock Wheels, and so on.

This year, have it *your way*.

ENGINE

Type W-31 Rocket V-8 (available)

Displacement, cubic inches 350
Bhp 325 at 5400 rpm
Torque, lb.-ft. 360 at 3600 rpm
Bore x stroke, inches 4.057 x 3.385
Compression ratio 10.5-to-1
Combustion chamber volume, min. allowable 67.92 cc
Min. deck clearance 0.002
Carburetion Quadrajets 4-bbl.
Throttle dia.	
Primary 1.375
Secondary 2.250
Camshaft duration	
Intake 308°
Exhaust 308°
Overlap 82°

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Min. deck clearance	0.002
Carburetion	Quadrajets 4-bbl.
Throttle dia.	
Primary	1.375
Secondary	2.250
Camshaft duration	
Intake	308°
Exhaust	308°
Overlap	82°

Total valve lift	
Intake	0.474
Exhaust	0.474
Valve diameter	
Intake	2.000
Exhaust	1.630
Tappet type	Hydraulic
Crankshaft journal diameter	
Mains	2.50
Connecting rods	2.125
Firing order	1-8-4-3-6-5-7-2
W-31 system includes 26.2-sq.-in. dual front air scoops; wide-throat dual air ducts; dual intake air cleaner; minimum combustion chamber volume; high-overlap cam; low-friction bearings; dual hood paint patches; and low-restriction dual exhausts.	
Standard V-8 engine. 350-cu.-in., 250-hp,	

2-bbl. carb, Rocket V-8. Available: 350-cu.-in., 310-hp, 4-bbl. carb version.

DRIVE TRAIN

Transmission Fully synchronized, 3-speed manual. Heavy-duty floor-mounted Hurst Shifter version with W-31. Available: 4-on-the-floor with close- or wide-ratio Hurst Shifter.

8 axle ratios 2.56-to-1, 2.78-to-1, 3.08-to-1, 3.23-to-1, 3.42-to-1, 3.91-to-1, 4.33-to-1, 4.66-to-1. Availability depending on engine choice.

CHASSIS

Suspension Four-coil-spring with front stabilizer bar. Available: Heavy-duty shocks, front and rear.

Steering ratio 24-to-1 Available: 17.5-to-1 with power.

Wheels 14-inch Available: 14"x6JK wheels.

Tires 7.75x14" blackwall Available: 7.75x14" whitewalls; also wide-oval red-line or whitewall with

polyester-cord or fiberglass-beltting; plus new F70x14" wide-oval black-wall with raised white letters.

GENERAL

W-31 Models Available in Cutlass S and F-85 V-8 models.

Wheelbase 112"

Overall length 201.9"

Curb wt. (lb.) Holiday Coupe 3465

Tread front 59.0", rear 59.0"

SAFETY

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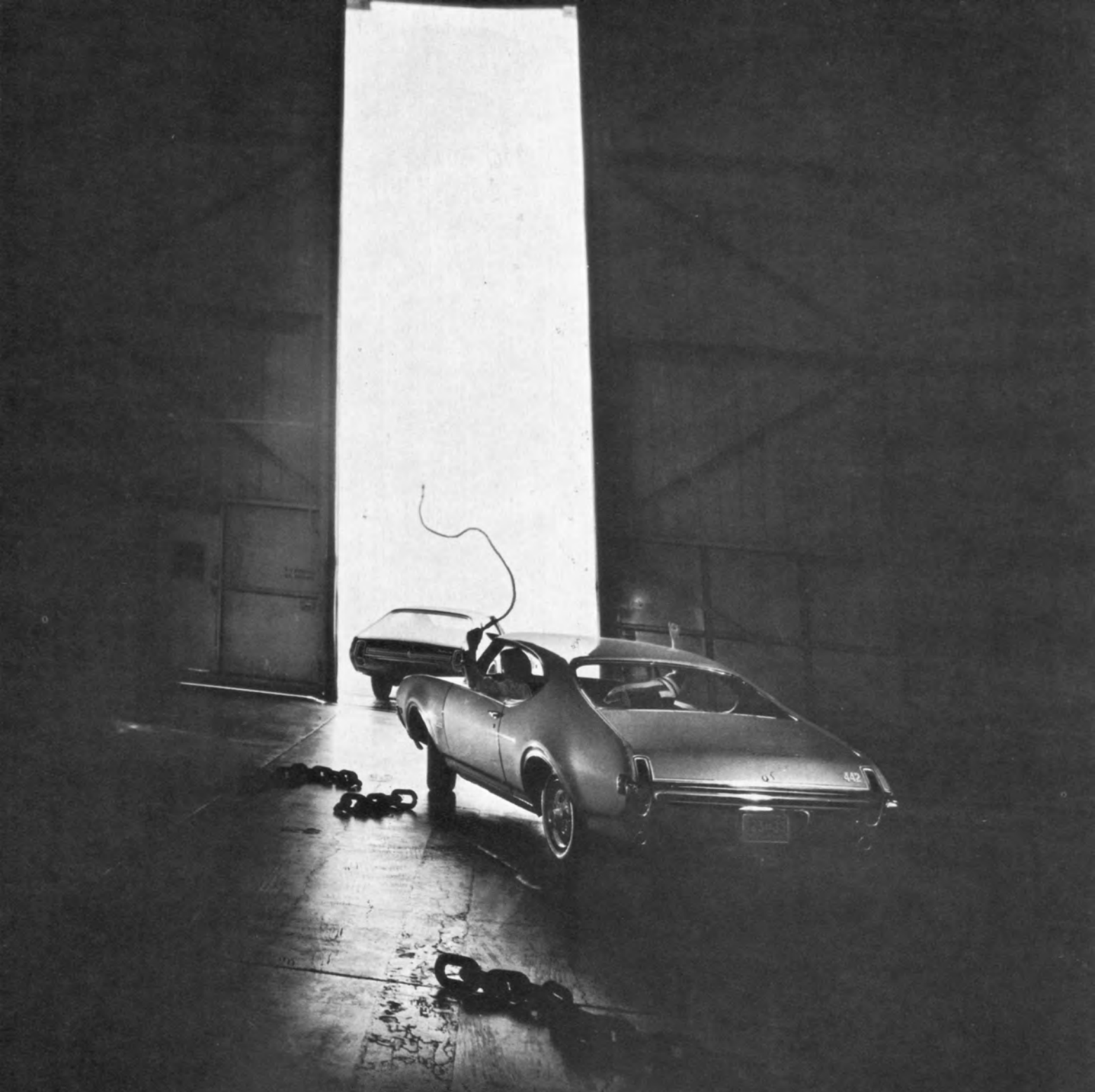
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W-30/W-31.**