



Is the pickup a '70 Olds 442 or is it simply Chevy El Camino with 442 sheetmetal added? Walker told us this truck was totally handbuilt at an expense of over \$70,000. He wanted to create a luxury two-passenger concept vehicle that, when complete, would appear to have been produced by Oldsmobile. Walker wanted to show the world what one would have looked like had Oldsmobile ever decided to build a light-duty pickup truck of its own. Walker and Taylor, from Texas' Jeff's Resurrections, used the basic super structure from a '71 GMC Sprint (GMC's short-lived version of the El Camino) and mated it to the 442 coachwork; everything else is handbuilt. This includes the truck's unique rear window, custom 442 tailgate, and gas filler door.

Nonetheless, the chassis and running gear are pure '70 W-30 Series 442 Oldsmobile and registered in the state of Texas as such. The running gear includes a 3.90:1 geared 8-1/2-inch Oldsmobile live axle and a 442 heavy-duty suspension, GM WS-6 power disc brakes, and GM Jac Pac 175 air shocks. The front suspension is also a W-30 Series Olds 442. The wheels are a combination of 15x7-inch 442 Oldsmobile SS-III steel-style rims, along with a slightly widened pair of 15x10-inch custom-reverse 442 SS-III rims in back riding on P235/70R15s in front and P295/50R15 Goodyear Eagle GT-II radial rubber in the rear.

Powering this rare and original beast is a Dick Smith-machined '70 W-30 Series 455ci Oldsmobile big-block overbored 0.020 inches and stuffed with a set of 9.85:1 TRW forged-aluminum pistons, Seal Power piston rings, W-series 455 connecting rods, Federal-Mogul engine bearings, a Bullet custom grind camshaft, a Mondello windage tray, and a Crower double-roller multiple-index timing chain.

Sitting up top is a set of Tony Cowell-prepared Edelbrock Performer 442 aluminum alloy cylinder heads equipped with a 2.07-inch stainless steel intake, 1.68-inch stainless steel exhaust valves, Edlebrock valvesprings and retainers, and Harland Sharp 1.6-ratio roller rocker arms. The induction is an Edelbrock Dual Plane intake manifold and a 800-cfm Quadrajet 4v carburetor, which works with the factory Olds 442 air cleaner. Other upgrades include a Pertronix dual-point distributor conversion and Doug Thorley headers with Pro Flo mufflers. Murphy's engine was dyno tested, producing 416 hp at 5,000 rpm and registering 485 lb-ft torque at 3,500 rpm. Hooked behind is a Phoenix Transmissions-prepared GM 700-R4 equipped with a 2,200 rpm Phoenix torque converter. The final link in the

truck's powertrain is a custom driveshaft built by Fort Worth Gear & Axle Company.

As previously mentioned, the coachwork on this creation is a blend of a '70 W-30 Series Oldsmobile 442 and a '71 GMC Sprint. The front fenders, grille, bumpers, and all exterior trim are obviously W-30 Series 442, as is the OA1 W Series fiberglass hood. The paint scheme itself was done by Jeff's Resurrections in DuPont Oldsmobile Silver and Black with clearcoat. Fort Worth, Texas' Shark Performance Art handled the pinstriping. Inside, you'll find the stock Olds 442 bucket seats sewn up by Jackie Collins Interiors, and the 442 dash and console complete with a Hurst Dual Gate shifter. Even the factory Oldsmobile AM/FM eight-track is still in there. The only thing missing is the back seat.

Walker's friends often kid with him about the amount of money he spent on building his Olds. They affectionately call it the Silver Sponge because it soaked up so much cash. We think it was well worth it. *CCT*



