

It's all about the NUMBERS! í ..

The Hurst/Olds Club of America has maintained a Research Library for nearly 20 years. In those years I would estimate about 99% (a number) of the inquiries are about numbers. How many 1973 Hurst/Olds were built? (The number is 1097.) What was the first year they built a Hurst/Olds? (The first production year was 1968.) If I give you the VIN (Vehicle Identification Number) from my 1983 H/O

can you tell me what number of the 3001 built mine is? (Sure, I can tell you what number it is, I can tell you the date it was built.) How many 1979 H/O's had T-tops? (Now it gets complicated. There was Oldsmobile installed AND Hurst installed. It doesn't really matter because nobody kept track of how many!!) It is all about the numbers! I would like to share some of these details with you.

PRODUCTION NUMBERS

Year	Number built	
1968	515	451-Cutlass hardtops; 64-Cutlass coupes. 153 of the total built had air conditioning. There were also 4 convertibles used for promotion that were not part of the production totals.
1969	906	All of these cars were based on the Cutlass hardtop. 3 convertibles were built for promotional use, that were not part of the production totals.
1972	633	499-Cutlass hardtops; 130-convertibles (68 of these were Indy track cars. This information is NEW!); 4-station wagons (Used at Indy by the press, track photographer, medical director and Hurst Performance.)
1973	1097	Built on the Cutlass S body. They were available in either black or white, but no numbers are available as to how many had which! All of these cars had 455 engines.
1974	1851	1800-Cutlass coupes (1420 had a 350 engine and 380 had a 455 engine, known as aW30.) Of these 1800, 46 were used at the Indy 500 (31-350cid and 15-W30's); 42-Delta 88 convertibles were used at the Indy 500.(There are no records of how many or if any dealer built replicas were done.); 1-Cutlass 4 door was built for Tony Hullman, President of Indianapolis Motor Speedway. 2-Cutlass body, special built Official Pace Cars for track duty at the Indy 500; 6-Custom Cruiser station wagons used at the Indy 500 by photographer, press, medical director, day care personnel.
1975	2535	Built on the Cutlass Supreme body. 1342 were W25's and 1193 were W30's; 1293 were white and 1242 were black; There are no numbers as to how many W25's were white or black and how many W30's were white or black.
1979	2499	Built on the Cutlass Calais body. 1165 of these were white and 1334 were black, all had gold stripes. All of these cars had a 350 Olds engine.

Year	Number built	
1983	3001	Built on the Cutlass Calais body. The list of 83 H/O's we have was compiled on 6-20-83. It includes the VIN, production date and original owner (as of the date of publication). 54 of these cars were designated to use by Oldsmobile and 10 were registered to Hurst (Cars and Concepts). 201 were exported to Canada (previously reported to be 91, this was an error) and another 7 were exported to other countries. No figures are currently available for any other options on these cars. One white 83 H/O was built and presented to Linda Vaughn. This car was reported to be crushed after 2 years and was not part of the 3001 production cars.
1984	3500	Built on the Cutlass Calais body. The list of 84 H/O's we have was compiled on 6-29-84. It includes the VIN, production date and original owner (as of the date of publication). 46 of these cars were registered to Oldsmobile and 3 were used by Hurst. 220 were exported to Canada. 1 was scrapped by Oldsmobile on 4-18-84 (this was car #2).
1988	?	This is a good topic for discussion! The 20 th anniversary Hurst/Olds was not completed as a Hurst/Olds before it was shipped to the dealer. Hurst Special Vehicle Operations sold the conversion kit. The kit was designated as an Aero kit. It consisted of a ground effects package and a spoiler for the trunk lid. Decals and emblems were also included. Doc Watson personally did some of these conversions. The kit could also be installed on any rear-wheel drive Cutlass from 1981-1987. These cars are referred to as a Hurst/Olds Aero car. Doc reported ðI knew there would never be another Hurst/Olds and this was a way for Cutlass owners to have some fun with their cars AND be able to join the finest, most fun car club ever to exist, the H/OCA. Now to the numbers: 2 were built with DRCE (prostock) engines. Doc still has one, the other was destroyed. There was 1 prototype car, Doc still has that one, too. 16 were converted by Doc and his team. Some of these had 455's and some kept the original 307. A total of 160 kits were made. Most of these were sold as kits, some were kept by HSVO for parts for when damage occurred to vehicles. Doc estimates just over 100 kits were sold with a membership in the H/OCA included. However, there is no way to establish how many of these were installed on cars and what year car they were installed on.

Now there you have some definite numbers. These figures do not necessarily include prototype or promotional cars. That is a whole different story!

Where did these numbers come from and why are there differences from previous articles? Where to begin? ..

We acquired the list of 1968 H/O's about 3 years ago. This is a hand-written list compiled at Demmer as the cars were prepared to ship. We know of a couple cars that their VIN is not on this list. They do have everything else correct. How could that be? Remember this is a hand-written list. Somebody could have made a mistake when they viewed the VIN through the windshield or when they wrote it down. Maybe some were wrecked in assembly and replacements were built. We may never know OR maybe someday another note will appear.

We received shipping papers on the 69 H/O's in 1997. They were in a shoebox. We have about 2/3 of those VIN's. There must have been another shoebox!

In March of this year I received a call from a member that has been trying for years to locate the track car list from 1972. He finally found it. We have not seen this yet to compare with what we already have on file.

We have another track list for the 1974 H/O's. This list has a hand-written update paper clipped to it. We just went through the main list and the note to compare these to arrive at the numbers we listed. Dick Chrysler recalled some details for those cars.

So there you have it. These are the final numbers, until more information is discovered.