

It's all about the NUMBERS.....

It seems that most of the questions asked about the Hurst/Olds are related to options. How many of a certain year H/O came with a particular option. Example- How many 1979 Hurst/Olds' had T-tops; or sunroofs; or power windows; etc.?

The answer is nobody knows for sure. Oldsmobile did not keep track of multiple options. The Hurst/Olds package was an option on the Cutlass Calais. That option was designated as the W30 option. Oldsmobile can tell us how many Cutlass Calais' in 1979 had the W30 option, (2499). One option. They can also tell us how many Cutlass Calais' had T-tops, designated as option CC1, (9412). One option. They can NOT tell us how many 1979 Cutlass Calais' had the W30 AND the CC1 options. Two options.

In the late 80's and early 90's figures for that information began to appear in "for sale" ads, on the internet and other places. I contacted the Oldsmobile History Center to find out where this information was available. Again, I was told they could not reference multiple options. However, what they were doing was figuring a percentage. The total 1979 Calais production was 43,780 cars. The total Calais' with T-tops was 9,412. That is 21.5%. They then took that percentage and applied it to the 2,499 1979 Hurst/Olds. Now they had 537 1979 Hurst/Olds with T-tops!

We all know that typically the H/O's were heavily optioned. After all, they are known as the "luxury hot rod". Using the percentage system is not even close to being accurate. The Oldsmobile History Center, with all of the best intentions, was providing incorrect information. When this information was initially given to someone, they were told how the figures were derived. Owners didn't hear or chose not to hear. Now they owned a 1979 Hurst/Olds that was 1 of 537 T-top cars!

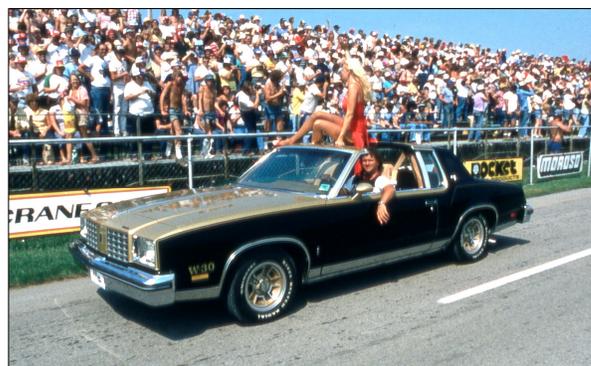
If you are not confused yet, let me try harder!

Oldsmobile was not the only one installing T-tops. Hurst Performance also did some. The T-tops they installed were called "Hurst Hatches". There are no records of how many they installed AND they had

at least 2 facilities to do this, 1 in Michigan and another in Pennsylvania. To still add more to the story, dealers frequently had T-tops installed for customers that did not pre-order a Hurst/Olds. The dealer had a "solid roof" car on his lot. The time had passed to order one from the factory with T-tops. So the dealer had a conversion done. They made the sale and the customer was happy.

Now, do you know how many 1979 H/O's had T-tops. NO, and neither does anyone else!

This same theory applies to all years of Hurst/Oldsmobiles. Oldsmobile was in the business to sell cars. Selling lots of cars was their plan. They were not interested in taking time or spending money to record information for hobbyists 25 years down the road. Next time you see an H/O advertised as "1 of only _____", unless it is the total production figure in that blank, you will know how they arrived with that figure.



Linda Vaughn atop a 79 H/O T-top car

If you own a 1979 Hurst/Olds, you own 1 of 2499. It is a limited-production specialty car.

The GM Heritage Center offers a packet of research information about your car. Send a letter with your VIN and a pencil sketch of your Fisher Body Plate to: General Motors, Olds Archives, 6400 Center Dr., Sterling Heights, MI 48312. The cost is as follows:

- 1976 and older - \$35
- 1977 and newer- \$50

The newer package includes a copy of the dealer invoice. If you order 1 of these packages please make a copy of the dealer invoice and send it to the H/OCA Research Library (address on the back cover). We use this information to answer questions to members, media, etc. It helps with the cost of options and what options were available.