

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

The 1984 Hurst/Olds was the largest production year of the H/O's to be built. They were also the last "official" year of Hurst/Olds to be built. By "official" I mean that they were designated a Hurst/Olds when they went down the assembly line at Oldsmobile. There was a total of 3500 built and they were painted silver, similar to the first Hurst/Olds production cars. The stripes were black with red trim.



DEALER BROCHURE PHOTO

The H/OCA Research Library has a list of all 3500 Vehicle Identification Numbers (VIN's). Oldsmobile compiled this list on 6-29-84. This list includes the date each car was built on the Olds assembly line and is in numerical order. If the car had been sold by this date, the list also includes the name and address of the original owner.

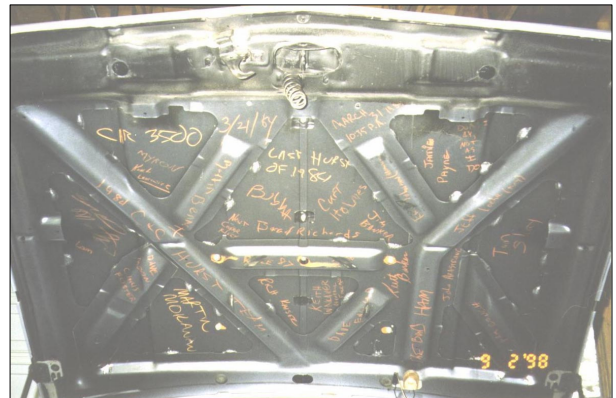
The 84 H/O production list provides us with some interesting information. VIN 1G3AK479OEM379463 is the first 84 H/O. It was built on 11-17-83 and the lucky owner was from Mason, Michigan. VIN 1G3AK479XEM467498 is H/O #3500. It was built on 3-10-84 and was unsold at the time the list was compiled. This tells us

other information as well. During the 114 calendar days (1984 was a Leap Year), from the first 1984 H/O until the last one rolled off the assembly line, there was a total of 88,035 Cutlass' built. That is a lot of cars! NOTE: 1- the plant may or may not have been working on weekends during that time. 2- The assembly line is always shut done for about 2 weeks at the end of the year. The last 1984 H/O built in 1983 was # 819.

As for the "last 1984 Hurst/Olds" we have some additional information. Once the cars were finished at Oldsmobile, they were parked in a holding lot waiting to be taken to Cars and Concepts. C & C is the parent company of Hurst Performance and the company that did the Hurst conversion to the cars which included the hood scoop, rear spoiler, Lightning Rod shifters, emblems, etc. As Olds completed a "batch" of the cars they were loaded onto a car hauler and trucked 60 miles to Brighton, Michigan to the C & C facility. There they were unloaded into a second holding lot to await the conversion. From there they were driven into the facility and converted to a finished Hurst/Olds. Again they were moved to a parking lot until they were loaded for delivery to the receiving dealership. During this process, the cars were not kept in numerical order.

We published an article submitted by 84 H/O advisor

Steve Laoisa about a unique 84 H/O owned by Tom and Sue McLaughlin of Marlboro, NY. They bought their car in 9-96 with 9, 224 miles on the odometer. They were the 4<sup>th</sup> owners. While Tom was preparing the car for a show, he decided to replace the hood insulation pad that was stained with oil from the A/C compressor. Much to his surprise he found the underside of the hood dated, signed and designated as car #3500 by 21 employees of Cars and Concepts. His car is #3318 on the Oldsmobile numerical list and was built on 3-5-84. This does document his car as the last 1984 to receive the Hurst/Olds package and they dated it 3-21-84.



UNDERHOOD PHOTO

In February of this year I received an email from a man that was very excited at the prospect of buying an 84 H/O. He had loved the cars every since a buddy had one. He reported his buddy as having the last one built. I asked for any information he had on this car. He had lost touch with his friend and didn't know if he still had the car but he gave me his friend's name. A quick look at the numerical list determined the

friend's car to be #3493. This car also had signatures on it but not under the hood. There can be a couple of explanations for this car being last off the assembly line but not numerical car #3500.

1. The car may have failed an inspection at some point along the line and been removed for repair; 2. The car may have been the last Hurst/Olds by a particular shift of employees, rather than the last one at the plant. I haven't been able to confirm that this car still exists but it was sold originally in East Lansing, Michigan.

I don't have any information about numerical car #3500. As I said it was unsold as of 6-29-84 and I haven't received any inquiries about this car. Maybe one of our members knows something about it. If so please let us know.

Also in the past couple of years I received calls about documenting some very unusual 84 H/O's with black hood scoops and rear spoilers. This is another puzzle I haven't been able to solve. The owners are sure they came this way to the dealer. The scoops and spoilers were painted and installed at Cars & Concepts.

I have checked with some of the C & C employees from 1984 and they assure me "no way"! Even Dick Chrysler, owner of C & C can't imagine they would have left like that.

There are some interesting facts about the 2 cars we know about. 1- the cars are #3162 and #3176 on the Olds list. That is only 14 cars apart. We don't know about how close they were at the C & C conversion process. 2- #3162 was built at Olds on 2-28-84 and car #3176 on 2-29-84 (Leap Day). Did somebody think this would be funny?! 3- On the 84 H/O dealer invoice there is an itemized list of the W40 (Hurst/Olds option designation) features. It is a word-for-word copy of the 83 H/O dealers invoice and specifies "black rear-deck spoiler".

Now for the final bit of 1984 H/O numbers..... How many went where?

As of 6-29-84: 684- were unsold and we don't know where they went; 227- were exported to Canada; 1-was exported to another country (unknown); 2-were titled in Washington DC; 2-were scrapped by Oldsmobile Division; 31- were Olds company cars; 4 each -went to RI & UT; 5- to ID; 6-to VT; 7- to SD; 8 each -went to MT and OR; 9 each -went to DE, NV and NM; 10- to NH; 11 each- to ME and WY; 12- to ND; 13- to NE; 15- to AK; 16- to CO; 18- to WA; 20- to HI; 22- to AZ; 27 each- to AR and KS; 30- to SC; 33- to WV; 34 each- to CT and IA; 36 each- to KY and MN; 39- to MD; 43- to MS; 48- to MA; 53- to AL; 54- to OK; 55- to WI; 58- to MO; 63- to LA; 64- to TN; 78- to VA; 79- to NC; 83- to IN; 92 each- to CA and GA; 97- to NJ; 110- to FL; 126- to PA; 140- to OH; 143- to NY; 169- to IL; 174- to TX; and the most to 1 state, 219- to MI.

All 50 states received H/O's. No state received 84) 1984 H/O's. 3500 in all!!!!



Black scoop #2  
CAR #3176  
OWNED BY  
EARL HORTON



Black scoop #1  
CAR # 3162 OWNED BY Jim Felbinger

**UPDATE ON THE 84 H/O**  
Member Mike Rothe has been keeping a watchful eye since the *NUMBERS* column about the black scoop & spoiler 84 Hursts. He found one on a website in Minnesota listed for sale and another on Ebay. These were both on the Internet in June. I was able to ID the one on Ebay and it was not a "leap day" car. It was built in December. The other one I could not get the VIN, the car had been sold and the seller would not give any information. I guess that takes care of one theory.