

# It's All About the NUMBERS.....

By Judy Badgley

Over the last 20+ years we have worked on many restorations. Not all of them have been our own, some are for customers through our business and some have just been helping friends. One item that didn't receive much attention was glass. This issue of NUMBERS, I will "look through the glass"!

Here in Michigan it is not unusual to require replacing sheet metal when you restore a car. Doors in particular are changed because the lower edges rust through. It is a quick and easy repair to just switch to a nice rust-free door. Rarely does anyone switch the glass unless the replacement door doesn't have glass. This can also happen with 1/4 panels that are replaced as a complete unit.

In the past, usually nobody changes the glass to what was originally in the car. We have even noticed an occasional car that has been "restored" that have different grades of tint on the glass. It was not uncommon in the 50's and 60's to order a car with no tint. The tinted glass was an added cost.

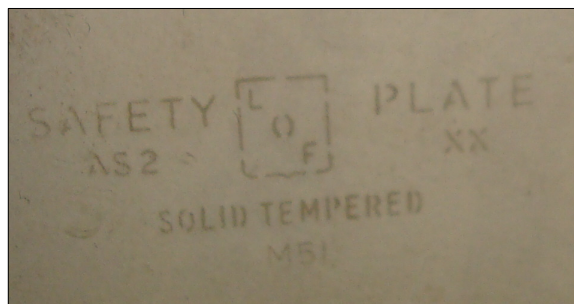
These days you can't buy a car with clear glass, it is considered a safety issue. In fact you can't buy a replacement glass that is clear even if your car came that way originally. The government requires glass companies to all provide tinted glass.

There are a few glass companies around that provide replacement glass for our old

cars. Many will also match the date code of your original glass, for an extra fee. This is a wonderful service when you are restoring a car. These days that "numbers matching" issue is an issue! Remember in previous articles that I have said that "numbers matching" does not mean "original"! Date-coded replacement glass is another example of that statement.

When you call one of these companies to order your glass and you want it to be an exact replacement with the codes, you are going to have to provide the information from your original glass. There are several markings on the area with the codes, all of these mean something to somebody. They have to know all of this information. If you have a missing piece of glass, it is possible to check the other glass in the vehicle and figure out what the code would have been, or at least pretty close.

Now lets look at (or through)



the glass.....

This is an example of a clear glass

The codes will be along the edge of the glass, usually in a corner. You are looking for a

set of white numbers/letters. They may be read from the inside of the car looking through the glass or from the outside looking in. Windshields and side glass do not always read from the same position, but all side glass will be the same on the same car. Reading from the inside or the outside is something you will have to know to order the proper glass. You will also need to provide the location of the codes on the glass.

Nearly all of the glass used by GM was made by Libby-Owens-Ford and coded L O F. There can be exceptions. In particular we have noticed over the years some of the vent windows in the 68's are coded with P P G identifying them as being provided by Pittsburgh Plate Glass. Probably either LOF couldn't keep up with the demand or different assembly plants used a different vendor because they were closer. It could also mean it is a glass panel that has been replaced over the years. We found in our parts inventory several vent windows with PPG markings. If your 68 H/O is marked that way (I know of several that are) I would leave it, as I believe that to be the way they came originally. Perhaps in the case of the H/O's as the production for that year was winding down, and the vent windows were not being used in all of the Cutlass bodied cars the following year, they had to get glass from a different supplier.

This is another puzzle we may never know the answer to.

**EXPLANATION / LOF CODES**

**Soft-Ray:** tinted glass  
**SAFETY PLATE:** original equipment glass  
**LOF:** Libby Owens Ford  
**AS1:** American Standards designation for windshield  
**AS2:** American Standards designation for side and rear glass  
**LAMINATED:** glass type for windshield  
**SOLID TEMPERED:** glass type for side and rear glass  
**DOT 15:** Department Of Transportation rating code  
**M51:** Manufacturers model code

SEPTMBER	A
OCTOBER	Y
NOVEMBER	C
DECEMBER	V

<b>YEAR (second digit)</b>	
1963	C
1964	G
1965	J
1966	A
1967	Z
1968	X
1969	V
1970	T
1971	N
1972	Y
1973	U
1974	L
1975	I

the glass could apply to either the model year it was built or the next model year. Example: a code of "UN", would be the month of July. The model year could be either 1971 or 1972. In this case checking all the glass and comparing the build date of the car would determine the proper use of the glass.

It was not uncommon for a date code on the glass to be several months prior to the date the car was completed. The date code would NOT have been after the car was completed. Olds ordered assembly parts in quantity and didn't reorder until supplies were at a certain level.

These charts are for the 1968-1975 GM cars. I am still looking for a de-coder for the newer cars!

Until next issue, don't go "NUMBER" nuts!

Therefore the example in the picture decodes to a side or rear glass with no tint. The date code "XX" would be February, 1968.

GM model year change over happens in July. It is possible

**Correction/Addition to this NUMBERS article.**

I really enjoy getting comments about these articles, that way I know someone is reading them. Jon Smith, member #410 knows of **TWO** 1974 H/O's with a sunroof. They are the same style as the ones used on the 1973 H/O's. This sunroof is called a Vista Vent Roof Ventilator and the option cost \$95. He even sent the window sticker from a 1974 H/O showing this option. Thanks Jon for letting us know.

OLDSMOBILE		DATE OF SALE
DIVISION OF GENERAL MOTORS		MADE IN U.S.A.
DEALER TO WHOM DELIVERED:	[REDACTED]	
DELIVERED TO DEALER AT:	[REDACTED]	
FINAL ASSEMBLY POINT:	3637V4	
MAKE: OLDSMOBILE	CUTLASS 5 COL HT COUPE	
COLOR: CAMEO WHITE	1111	YEAR: 74
NO EXTRA CHARGE		
MANUFACTURER'S SUGGESTED RETAIL PRICE - CAR	3,654.00	
ADD DESTINATION CHARGE	74.00	
SUBTOTAL	3,728.00	
VISTA VENT ROOF VENTILATOR	95.00	
SEAT BELTS, DELUXE - FRONT AND REAR	11.50	
WINDOWS, SOFT-RAY TINTED INCL WINDSHIELD	48.00	
WINDOWS, POWER SIDE	44.00	
TRUNK-LID RELEASE - POWER	80.00	
FLOOR MATS, AUXILIARY FRONT	7.00	
FLOOR MATS, AUXILIARY REAR	7.00	
HOLDINGS, BRIGHT DOOR-EDGE GUARD	6.00	
WINDOW DEFOGGER, ELECTRIC, REAR	64.00	
AIR CONDITIONER, FOUR-SEASON	420.00	
AXLE 3.23 RATIO	46.00	
STEERING WHEEL, TILT-AWAY	18.00	
CLOCK ELECTRIC	18.00	
RADIO SPEAKER, REAR	785.00	
HURST/ALDS APPEARANCE & PERFORMANCE PKG		
INCLUDES SWIVEL BUCKET SEAT, SPORT STYLE REARVIEW MIRRORS, SPORTS CONSOLE, RALLYE SUSPENSION PKG, POWER FRT DISC BRAKES, HIGH ENERGY IGNITION SYSTEM, 455 CU. IN. HIGH PERFORMANCE ENGINE WITH DUAL EXHAUST, PERFORMANCE TRANSMISSION WITH HURST/ SHIFTER, 15 INCH SUPER STOCK III WHEELS, H70X15 RAISED WHITE LETTER WIDE OVAL TIRES, HEAVY DUTY ENGINE COOLING, 442 RADIATOR, GRILLE & BLACK LOUVERED HOOD, INSTRUMENT PANEL GAUGES & CUSTOM SPORT STEERING WHEEL CONVENIENCE GROUP, LAMPS & MIRROR	22.00	
VISOR, VANITY MIRROR, LUGGAGE COMPARTMENT LAMP, UNDERHOOD LAMP, GLOVE BOX LAMP, COURTESY LAMPS & MAP LAMP.		
FACTORY INSTALLED OPTIONS	SUBTOTAL	1,684.10
	TOTAL AMOUNT	5,412.70