



Hurst/Olds Club of America established 1983

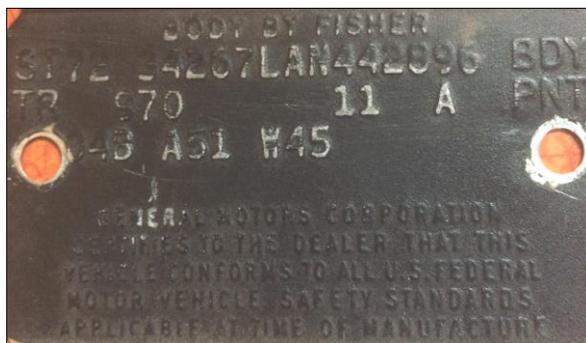
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1972 Hurst/Olds Spotter Tips

The Hurst/Olds is a limited production car built by Oldsmobile and Hurst Performance in 10 select years from 1968 to 1988. In 1972 the Hurst/Olds was selected to be the Pace Car for the Indy 500. 633 Hurst/Olds were built on the production line. The cars built were 499-Cutlass Supreme hardtops (220 were sunroof cars); 130-convertibles (68 of these were Indy track cars; and 4-station wagons (used at Indy by the Press, Track Photographer, Medical Director and Hurst Performance.) The 1972 Hurst/Olds hardtop cars had a special half vinyl top. The material used is an antique white with gold specks. Additionally, there were a few W-30 performance optioned H/O's built. There is no breakdown currently available for those figures. If a 1972 H/O has the W-30 option, there would be an "X" as the 5th digit of the VIN and a W46 stamped on the Fisher body tag, it would not have air conditioning and rear axle would be a 3:42 gear. The information provided below will only be for the Cutlass hardtops with convertibles in parenthesis.

- Fisher Body tag is located under the hood and on the cowl above the power brake booster area. It will decode as follows:

ST 72	Year of car 1972
3	Oldsmobile Division, GMC
4257 (67)	Cutlass Supreme body, hardtop (convertible)
LAN	Built in Lansing
-----	Fisher Body sequential #
TR970	Black vinyl interior
11 - 11 (A) PNT	Cameo white paint lower & upper body (white top)
04B	Build date code-Example is April (04), 2nd week (B)
A51	Bucket Seats
W45 or W46	Hurst/Olds option (W-46 indicates the high performance W-30 engine and will have an X in the VIN)



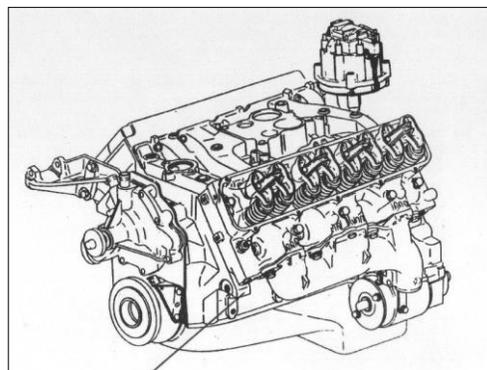
- The VIN is located on the dash and in front of the driver. It is viewed from outside, through the windshield. It will have the following: 3-Oldsmobile Division; J- Cutlass Supreme Body; 57 (67)- Holiday Coupe hardtop (convertible); U 455 with Dual exhaust or X for W-30 engine; 2-Model year 1972; M- Lansing, Michigan assembly plant; ----- Six digit sequential number from Oldsmobile.



- All engines were a 455cid with four-barrel engine, casting # 396021F – and painted Oldsmobile blue. Federal regulations required that all auto assembly plants stamp the VIN from the car onto the engine that is being installed at the assembly plant. On an Oldsmobile V8 engine the stamping location is as indicated in the diagram. The code will be as follows:

3	Indicates Oldsmobile Division
2	Model year 1972
M	Built in Lansing
-----	Last 6 numbers of the VIN

The stamping is on the small smooth pad on the block and is seen from the driver's side. It is below the cylinder head, behind the power steering pump and difficult to see.



- All cylinder heads were cast with a GA on them. The casting letter is located on the front of left cylinder head and rear of right cylinder head.

- The standard model intake manifold has a casting of 410448 and is cast iron, painted Oldsmobile blue like the engine. The W-30 version is aluminum and has a casting of 407570. The aluminum intake was not painted blue.



- All 1972 H/O's came with the fiberglass ram-air hood. The air cleaner assembly was black metal with a plastic "flapper" assembly. It was specially designed for the forced air induction of the hood scoop. (top photo at right)



- Exhaust manifolds were LH (drivers side) casting W 402295 and RH (passenger side) Z 402294
- The alternator housing was cast with 1102439 and is a 55amp unit (photo at immediate right) or with the rear window defogger option it would be 1102441 63 amp.
- The distributor used was stamped with 1112033, (photo at far right) and the W30 unit was stamped 1112034.



- The cars had a Rochester Quadrajets 4 barrel carburetor. They were stamped with 7042251. The stamping is on the driver's side of the unit. (photo at far right).



- The transmission used was a 400 model. It is coded as an OD for the standard cars or OW for the W-30 version with 72 indicating the year on the tag located on the right side of the unit (see photo immediate right). The tag also has the sequential number of the unit itself. On the left side of the transmission housing, the VIN is stamped into the case using the same information as the engine block.



- The interior of the Hurst/Olds was fitted with a Dual-Gate shifter into the standard Oldsmobile console. Many H/O's had the Rocket Rally-Pac (U21-tach/clock and gauges) and a sport steering wheel although these were an option that had to be ordered. The glove box has a Hurst/Olds emblem and Pace Car decal on it.



- The exterior Hurst emblems on 1972 models were used from 1969-1979. There are 3 of them on the 72 H/O's. All models had an emblem on the trunk lid which was placed in the lower right corner of the right side stripe. The body side emblems for the hardtop cars with sunroof were located on the side of the sail panel. The non-sunroof hardtop cars and the convertibles had the emblem located on the front fender.



- The gold striping was decals and they were a fade-out reflective type so at night they would really show. We believe that some of the original cars did not have fade-out stripes and we don't have an explanation or proof of this. If a customer wanted the full Pace Decal set, it was available to order but was not part of the standard Hurst/Olds package.

Note: The Hurst/Olds Club of America does not have a list of VIN's for this production year. There is a list of the Hurst/Olds cars used at the Indy track. Individual VIN's and additional information can be obtained from Judy Badgley, Research Librarian at djbadgley@gmail.com.

Sources: Cars & Parts Catalog of Oldsmobile 4-4-2, W-Machines and Hurst/Olds ID Numbers; Oldsmobile Numbers Swap Meet Guide by Dennis Mothershed; Kevin Korff, H/OCA Corresponding Secretary; Ashley Jones, 1972 Hurst/Olds advisor, Robert Schiely, H/OCA Indy Track Registry; Randy Bardle; Lyle Rudolph; and the **Hurst/Oldsmobile Club of America Research Library**, www.hurstolds.com



Hurst Performance did their portion of the 1972 conversion at the Demmer facility in Lansing, MI. It consisted of applying the unique gold stripes on the hood, sides and trunk lid, apply three exterior Hurst/Olds emblems and Indy decals if ordered; install a Dual-Gate shifter in the original Oldsmobile console; and apply the special Indy 500 decal and emblem to the glove box door.