



Hurst/Olds Club of America

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1979 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. The 1979 Hurst/Olds is the 7th year for the H/O and was identified as a W30 Performance Package. The H/O was built on the Cutlass Calais body and there was a total production run of 2499 with two exterior colors to choose from. 1165 were in Cameo White and 1334 in Ebony Black, both with gold stripes and paint trim. All H/O's had an Olds 350 engine and a VIN code of "R" to designate that engine. No other Cutlass cars had the Olds 350 engine, so no other Cutlass has the "R" code.

- Fisher Body tag is located under the hood and on the top of the cowl, on the driver's side. It will decode as follows:

79	Year of car 1979
04C	Build date code-Example is April (04), 3 rd week
3	Oldsmobile Division
AR47	Cutlass Calais body, 2-door hardtop coupe
M	Built in Lansing, Michigan
520231	Fisher Body sequential #
19W	Black Vinyl; 62E Camel Tan Velour; 62W Camel Tan Derma Grain Vinyl or. White cars could also have 12W Oyster White Vinyl. NOTE- the Camel tan Compaticolor interior trim was used with the white interior.
19L – 19U	Ebony black paint lower & upper body OR
11L – 11U	Cameo white paint lower & upper body
55M	Gold paint trim
L	Lacquer paint
AR9	Reclining bucket seats
BW7	Pillar applique
BX2	Wide lower molding
B51	Rocker panel molding
D35	Sport mirrors

NOTE- individual cars may have additional codes for other options

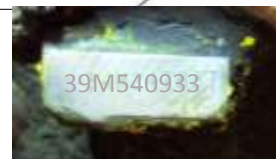
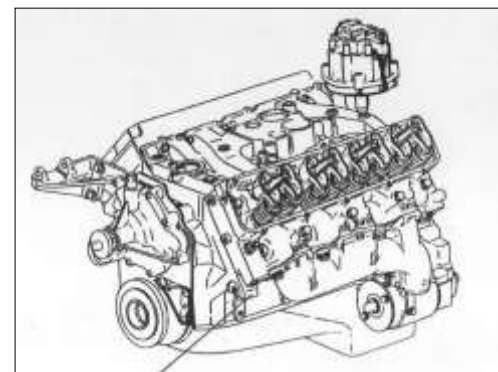
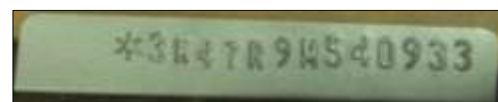
- The VIN is located on the dash and in front of the driver. It is viewed from outside, through the windshield. It will have the following: **3**-Oldsmobile Division; **K**- Cutlass Calais Body; **47**- 2-door; **R** 350 (W-30); **9**-Model year 1979; **M**- Lansing, Michigan assembly plant; **540933** - Six digit sequential number from Oldsmobile.

- The engines were a 350 engine with a casting # 557752 3B, painted GM corporate 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
9	Model year 1979
M	Built in Lansing
540933	Last 6 numbers of the VIN (example shown)

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.

- NOTE- all California destined cars had to have air conditioning and the A. I. R. emission control pump.



- Cylinder heads were cast with a 3A 554716. The casting letter is located on the front of left cylinder head and rear of right cylinder head.
- The intake manifold casting is 411990 and is cast iron.
- Exhaust manifolds were LH -drivers side casting is 441961 and is covered with a heat shield. RH- passenger side 563619.
- The distributors used were HEI ignition stamped with 1103322 or 1103346 (Calif.) Photo at close right is the HEI version.
- All the cars had a Rochester Quadrajets 4 barrel carburetor. They were stamped with 17059253 or 17059553 (Calif.). The stamping is on the driver's side of the unit. Photo at far right.
- The transmission used was a 350 model. Our information shows there was no trans tag attached. 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 sported the Dual-Gate shifter with a brushed aluminum t-handle (a first for H/O shifter use) in the Olds factory console with a small Hurst/Olds emblem applied on the console. The interior was available in Camel Tan Lochland velour, Camel Tan Derma Grain Vinyl, Black Derma Grain vinyl or *Oyster White Derma Grain vinyl (*Only available on white exterior cars and had camel tan interior trim components). The rest of the interior was standard factory Calais parts. Required on H/O's- Rallye Pac instrument cluster, sport steering wheel, reclining bucket seats and digital clock.

- The 1979 H/O's all had 14" tires with special aluminum gold-trim rims. Because of a pending labor strike in the rubber industry all manufacturers were having trouble getting tires. Raised white letter tires were supplied by Good Year, Uniroyal and B. F. Goodrich. Some cars were released with no spare and a promise they would receive one when available. The spare tires were a small "space saver" tire. These were to use temporarily for a few miles until a tire could be repaired or replaced. The non-positrak cars had a "Space Saver" rubber tire while the cars equipped with positrak came with a larger tire and a compressed air cylinder included to inflate the tire to actual size. This was to prevent damage to the posi unit by having a smaller tire in place, photo above right.

- The exterior of 1979 had a special gold accent paint scheme which included a gold hood, roof and sport mirrors; W30 decals

on the front fenders; gold painted Calais grilles; Black header emblem with *Calais* in script in the center and a black emblem with a rocket in the lower portion of the header; white or black tail lamp bezel and rear window trim to match the body color and Hurst/Olds emblems with gold instead of red on the emblem in the sail panel and trunk lid.

Note: The Hurst/Olds Club of America does not have a list of VIN's for this production year. 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, Rick Clark, 1979 H/O Advisor, Dale Gilbert, Ollie & Stephanie Kiser, Tommy Wright, James Kenney, Calvin Badgley, Trevor Badgley and the **Hurst/Oldsmobile Club of America Research Library**, www.hurstolds.com

The 1979 Hurst/Olds project was unique in that it is the only year H/O that the complete conversion was done at Oldsmobile. The cars were not transferred off site for completion. Hurst performance provided the shifters and emblems and Oldsmobile installed them. The gold paint and striping configuration was already an Oldsmobile design so the cars were completed in the Lansing Assembly Plant and shipped to dealers.

