



Hurst/Olds Club of America established 1983

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A non-profit 501 (c) (7) organization

1988 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 1988, the Hurst/Olds was unique. Doc Watson proposed the 20th Anniversary Edition but because Oldsmobile was discontinuing the rear wheel drive Cutlass they were not interested in making a Hurst/Olds. Doc continued with the idea as a dealership program. A "kit" that could be added after a customer bought a 1988 Cutlass from Oldsmobile. Delays and a closing window of opportunity caused Doc to pull the plug on the dealer program and do the project himself.

The 1988 H/O was built on the Cutlass Supreme Classic body with the 307 engine. Many who purchased kits installed performance engines, and for appearance purposes changed wheels, body colors, etc. For that reason and the purpose of this guide, I will not be including casting and stamping details of mechanical components. The information provided here is for the 1988 20th Anniversary Hurst/Olds.

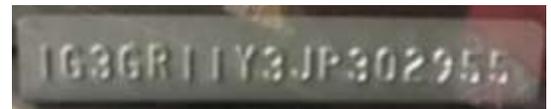
- Fisher Body tag is located under the hood and on the cowl above the power brake booster area. Note this is a 1988 sample tag and will not be the same on all cars. This tag will decode as follows:

J	Year of car 1988
O3C	Build date code-Example is March (03), third week (C)
3	Oldsmobile Division
GR	Cutlass Supreme Classic or
GM	Cutlass Supreme Classic Brougham
47	2-door Coupe
P	Built in Pontiac, Michigan
(Rear wheel drive Cutlass' were not built in Lansing in 1988)	
-----	BODY Fisher Body sequential #
11L	White paint
Lacquer	Type of paint, lacquer
79D	Interior: Dark Claret cloth
AM6	Divided bench seat
CO4	Padded Landau Vinyl Roof Cover
11T	White Top
CC1	T-top code

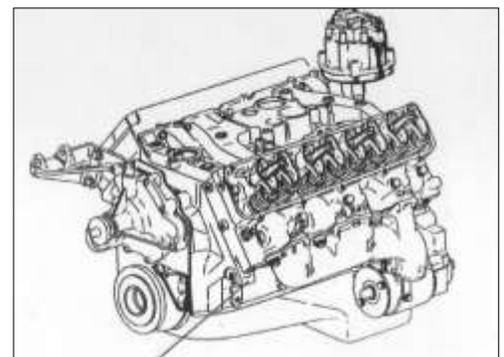


*NOTE- There may be several additional codes in this area for additional options

- 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: **1**- USA; **G**-General Motors; **3**-Oldsmobile Division; **GR**-Cutlass Supreme Classic Coupe or **GM**-Cutlass Supreme Classic Brougham Coupe; **1** - 2-door; **1** -Manual seat belts; **Y**- 307 V8 engine; **3**-check digit used to verify VIN has been correctly recorded; **J**- 1988; **P**- Pontiac, Michigan assembly plant; ----- Six digit sequential number from Oldsmobile.

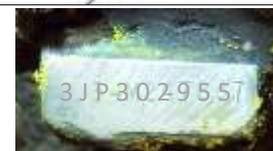


- All original engines were a 307cid with four-barrel engine. The engine casting is # 4790 GM5.0L G and it is painted GM Corporate black. Federal regulations required that all auto assembly plants stamp the VIN from the car onto the engine that is being installed at the assembly plant. On an Oldsmobile V8 engine the stamping location is as indicated in the diagram. The code will be as follows:

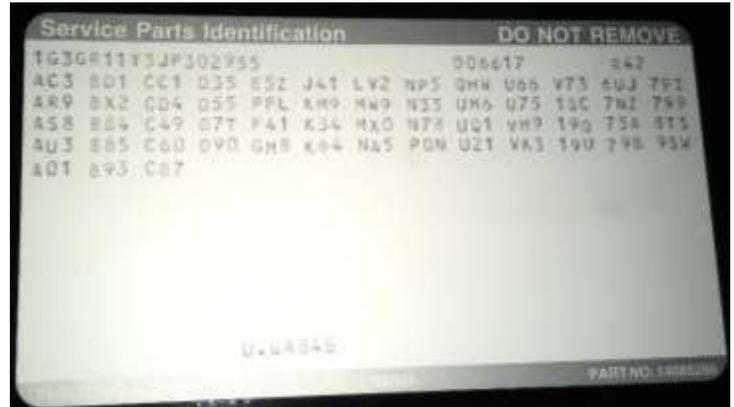


3	Indicates Oldsmobile Division
J	Model year 1988
P	Built in Pontiac
-----	Last 6 numbers of the VIN

The stamping is on the small smooth pad on the block and is seen from the driver's side. Some of the stamped digits are angled rather than a block style. It is below the cylinder head, behind the power steering pump and difficult to see.



- Oldsmobile placed a Service Parts Identification tag on the underside of the trunk lid. This tag had the VIN as well as all options included on the particular car.

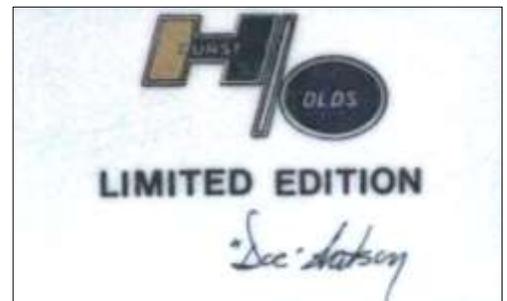


The 20th Anniversary Edition Hurst/Olds provided customers with the opportunity for creativity. Exterior and interior colors were limited only by what Oldsmobile produced. Additionally the options were not limited to buckets and console but could also have a bench seat or split bench seats car.

Records indicate 2 separate production runs on the conversion kit. First was a run made of plastic by Revel plastic. The second run had the kits made of ABS. The components of both kits are interchangeable. Combined production numbers for both kits are believed to be 160 units. Indications are that approximately 122 kits were shipped. It is any ones guess if more were sold or used for parts or are still around. NOTE- These kits would also fit easily on any 1981-1987 Cutlass. Any of the cars with this kit are often referred to as an Aero, Hurst/Aero or Aero Commemorative. Only the kits installed on a 1988 Cutlass Classic are considered to be a 20th Anniversary Edition.

- The Hurst/Olds Aero Commemorative components consist of the following:
 1. A front air dam spoiler that completely covers the chrome bumper.
 2. Side aero skirts that cover the side from the body break-line down below the rocker panels.
 3. Rear aero skirt which completely covers chrome rear bumper and wraps forward to the rear wheel opening
 4. Rear trunk lid Laminar air flow spoiler
 5. Hurst/Olds Aero Commemorative emblem for the front header panel along with a filler strip to cover the holes left by removing the stand-up header ornament. 3 additional Hurst/Olds emblems are provided for the sail panels and trunk lid.
 6. Complete 20th Anniversary decal, striping and an installation instruction manual.

Also included was a registration card containing the serial number for the kit. The owner was to fill in the card with the vehicle number the kit was installed on and return the card to Hurst. The purchaser would then receive a one year membership in the Hurst/Olds Club of America, and a special dash plaque signed by “Doc” Watson. The cost for this kit was \$475.



Note: Additional information can be obtained from Mike Masino H/OCA 1988 Advisor at masinomike@yahoo.com or Judy Badgley Research Librarian at djbadgley@gmail.com.

Sources: Files donated by “Doc” Watson, Mike Masino 1988 Hurst/Olds adviser, Nathan Olson, Larry Simpson, Doug Badgley and the Hurst/Oldsmobile Club of America Research Library, www.hurstolds.com



As Doc always said “cars are meant to be driven and enjoyed”.