



# DR. OLDSMOBILE- MEET DR. HURST

*For this project, the mad doctor called in a specialist.*

*The transplant was a success, somebody left the cage door open  
and The Thing is loose in the countryside.*

**T**HE SURGERY for the Hurst/Olds was routine, just another transplant. Take the performance version of Oldsmobile's 455-cid V-8, bolt it into the 4-4-2, add a facelift in the shape of a jutting scoop on the hood, free-standing air foil on the trunk lid, big tires at each corner, gold-on-white paint and it's ready to go.

The bookkeeping is more complicated. The two surgeons split the fee in self defense. Oldsmobile Division can't put the 455 engine into the 4-4-2 by themselves. General Motors policy forbids use of more than 400 cubic inches in the A-body cars. Even Hurst can't make something from nothing. The components come from Oldsmobile, and the completed cars come from Hurst. The dealer pays the factory for the car and Hurst for his treatment. Who holds the bear and who skins it is a professional secret.

No matter. The operation is a resounding success and the result is Supercar performance without the more common Supercar penalties. The engine is the police-pursuit version—special cylinder heads, valve springs, camshaft, recalibrated ignition advance curve, modified intake manifold and new exhaust manifolds, to let the exhaust out and give the engine clearance in the chassis. The 455 isn't heavier than the 400 cid it replaces. They use the same block. Moving up from 400 to 455 cid in the H/O doesn't bring the weight and balance penalties that come when a Chevelle jumps from 350 to 396, or a Mustang from 351 to 428.

The H/O goes. Shifting at 5500 rpm, the test car covered the standing quarter-mile consistently in 14.1 sec., at 100 mph, with a best E.T. of 14.06 at 100.55. It's hard to do much worse.

With the transmission shifting automatically at 5200 rpm the car turned 14.33 at 99.22. Winding to 5800 brought a 14.21 at 100.33.

Several lessons here: The H/O comes with either Turbo Hydra-Matic or four-speed manual in close- or wide-ratio form. All, naturally, with Hurst shifters. The automatic test car had the Hurst dual-gate, with the usual shift pattern on the left and a segmented 1-2-3 pattern on the right, available only when the driver slides a lockout plate out of the way. It seemed a little elaborate, most of the time, but it does let the driver push, not ease, the lever from gear to gear on the strip. The transmission is a Turbo Hydra-Matic. Constant readers know what that means. Newcomers are advised that it means the transmission shifts quickly and firmly under power, softly the rest of the time,

has been faultlessly tailored to match the engine it accompanies and is about the best automatic on the market. Every time we test a Turbo Hydra-Matic, we say the same thing. We may get a rubber stamp.

The second lesson is that Oldsmobile scores again with its hydraulic lifters. Rated power peak is at 5000 rpm. Power doesn't fall off until 5500. The testers ran the engine up to 5800 because it felt so strong. A nice, fat power curve then, and an astonishing rpm range for an engine that's about as big as engines get.

The tires were Goodyear's new Polyglas GTs, belted/bias tires in the 60 series, with sidewalls only 60% as high as the tire is wide. The tires require a 7-in. wheel rim, which comes as part of the H/O package. They're two inches wider than a 70 series tire of the same letter designation. A very sticky tire. The 455's torque was too

much for them if the engine was loaded against the brakes on the line, but the car needed only to get rolling and the tires would transmit full power from there.

The tires get some, but not all, of the credit for the H/O's braking demonstration. The cars all come with power-assisted disc/drum brakes. (The brakes, a limited-slip differential and a heavy-duty radiator are listed by the factory as mandatory options. They're not listed that way on our data panel because to us wordsmiths, a mandatory option sounds like a low-priced gift. Gifts don't cost and mandatory means it's no option.)

So Oldsmobile doesn't know words. The factory does know brakes. The first stop from 80 mph recorded 32 ft./sec./sec., a fraction less than one G. Top of the class. Then a 30, and another 30, and a second 32, and so on, to the eighth and last stop at 30.



The tires helped. So did the front discs. But the test proved that all four wheels were working well and equally. There was no skidding or locking. Olds engineers have matched the lining materials and front/rear proportioning so that a good system in the-

**MASSIVE** twin air scoops show the world that the H/O means business. Wide gold stripe is surprisingly tasteful.



**OLDS' BIGGEST**, the 455-cid engine, finds way into 4-4-2 because Hurst did it. One way around GM's bhp/weight rule.



**SURE ENOUGH**, they just butchered a hole in original hood, then covered it with fiberglass scoops. Works, though.



**HURST Dual-Gate shifter** for Turbo Hydra-Matic is drag racer's delight (and saves the transmission).



PHOTOS BY DAVID GOOLEY

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continued

ory works on the road. (They said we haven't seen anything yet, that they have built an experimental Delmont 88 that pulls one-G stops 50 times in a row.)

The weight distribution of the H/O isn't as unequal as several Supercars we've mentioned in the past, but neither is it ideal. The H/O compensates for it. Suspension is standard 4-4-2, with stiffer springs and firmer shock absorbers and beefy anti-roll bars front and rear. There was no deviation from course on the highway or at top speed. In daily traffic, it was just another car. Driven briskly, there's moderate understeer. Put to the wall

on the test track, the front end plowed. The H/O still keeps the family name unmuddied. Its ragged edge is very wide. With steady throttle and more steering lock, the H/O could be bulled around the Orange County International Raceway road course at higher than sporting velocity. Neutral steer proved elusive, but the suspension and tires allowed the testers to achieve power oversteer coming out of corners wide enough to hold an Oldsmobile pointed 45° inside the direction it was moving. Judged by performance, Oldsmobile's performance-image 4-4-2 has been bracketed: The W-31 is just as quick and handles better, and the



**TIRES** share glory with disc brake system—test results were phenomenal.

H/O handles as well and it is quicker.

Inside, the test H/O was standard 4-4-2. Bucket seats, with some lateral support and enough comfort to win a rating of merely not as good as Corvette seats. The tachometer is still hiding behind the clock. The steering wheel was higher than we liked, giving rise to what we hope are groundless fears that everybody else will copy Chrysler Corp.

Outside, could we cop out with something like "controversial?" The rear air foil bears resemblance to the one on Pontiac's Judge. We tested *that* spoiler in the June issue and weren't impressed. The Olds guys say theirs is

## HURST/OLDS

4-4-2



### DIMENSIONS

Wheelbase, in.	112
Track, f/r, in.	61/60
Overall length, in.	202
width	76
height	53
Front seat hip room, in.	25 x 2
shoulder room	58
head room	38
pedal-seatback, max.	40
Rear seat hip room, in.	52
shoulder room	57
leg room	34
head room	36
Door opening width, in.	43
Trunk liftover height, in.	28

### PRICES

List, FOB factory	\$4376
Equipped as tested	\$4760
Options included: (Hurst/Olds pkg. includes: 455 H/O V-8; Turbo Hydra-Matic; 4-4-2 suspension; limited slip; power disc brakes; F60-15 Polyglas tires on 7-in. rims) power-assisted steering, \$100.	

### CAPACITIES

No. of passengers	5
Luggage space, cu. ft.	17
Fuel tank, gal.	20
Crankcase, qt.	4
Transmission/dif., pt.	8/3.7
Radiator coolant, qt.	16.2

### CHASSIS/SUSPENSION

Frame type: Unit body with perimeter frame.	
Front suspension type: Independent by short and long arms, coil springs, and antiroll bar.	
ride rate at wheel, lb./in.	158
antiroll bar dia., in.	0.937
Rear suspension type: Live axle with control arms, coil springs and antiroll bar.	
ride rate at wheel, lb./in.	109.4
antiroll bar dia., in.	0.875
Steering system: Recirculating ball with integral assist.	
overall ratio	20.7:1
turns, lock to lock	4.3
turning circle ft. curb-curb	40
Curb weight, lb.	3885
Test weight	4205
Distribution (driver), % f/r	55.6/44.4

### BRAKES

Type: Disc front/drum rear with power assist.	
Front rotor, dia.	11
Rear drum, dia. x width	9.5 x 2
total swept area, sq. in.	338
Power assist	
line psi at 100 lb. pedal	960

### WHEELS/TIRES

Wheel rim size	15 x 7JJ
optional size	n.a.
bolt no./circle dia. in.	5/4.75
Tires: Goodyear Polyglas GT.	
size	F60 x 15
normal inflation, psi f/r	26/26

### ENGINE

Type, no. of cyl.	V-8
Bore x stroke, in.	4.125 x 4.250
Displacement, cu. in.	455
Compression ratio	10.5
Fuel required	premium
Rated bhp @ rpm	380 @ 5000
equivalent mph	108
Rated torque @ rpm	500 @ 3200
equivalent mph	69
Carburetion: Rochester 1x4.	
throttle dia., pri./sec.	1.375/2.25
Valve train: Hydraulic lifters, pushrods and overhead rocker arms.	
cam timing	
deg., int./exh.	24-81/74-33
duration, int./exh.	285/287
Exhaust system: Dual, with 2 straight-through mufflers and resonator.	
pipe dia., exh./tail	2.25/2.25
Normal oil press. @ rpm	35-50 @ 1500
Electrical supply. V./amp.	12/37
Battery, plates/amp. hr.	90/74

### DRIVE TRAIN

Transmission type: Three-speed automatic with torque converter "Turbo Hydra-Matic"	
Gear ratio 3rd (1.00:1) overall	3.42:1
2nd (1.48:1)	4.04:1
1st (2.48:1)	8.46:1
1st x t. c. stall (2.30:1)	19.46:1
Shift lever location: Console.	
Differential type: Hypoid with limited slip.	
axle ratio	3.42:1



THE 455 is no heavier than 400-cid engine, and didn't spoil excellent handling of basic Olds 4-4-2. In fact, combination helped H/O make child's play of mountain roads (demonstrating slight understeer as on test circuit above).

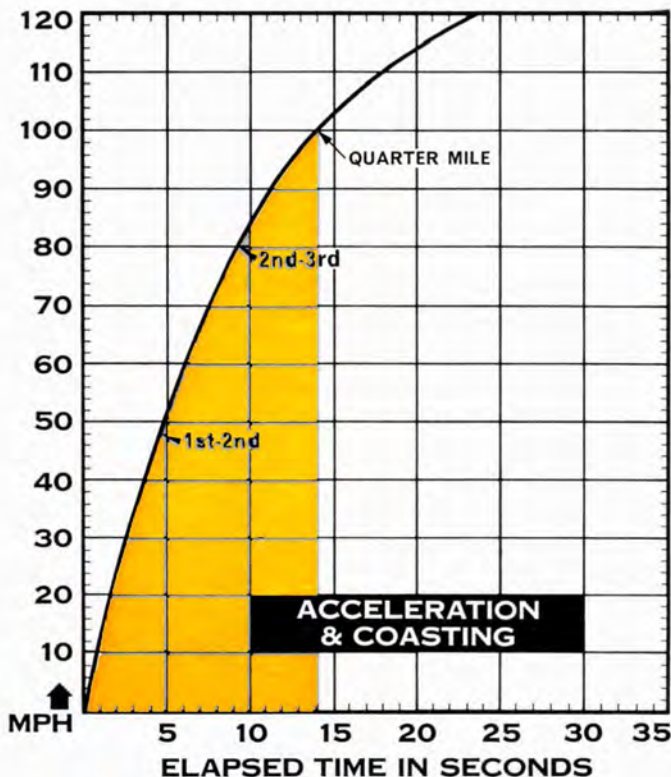
different, that Pontiac doesn't know where it's at. (Was that a cry of GM is a monolith and stifles economic competition? You're out of your gourd. Go away and take your Davis Playboy with you.)

What's wrong with the W-30 cold-air system, except that people don't gawk at it? Is the theory something along the lines of How-You-Gonna-Lure-'Em-Away-From-The-Farm-Unless-You-Show-'Em-Parree?

Ah, well. The Hurst/Olds is a first-cabin Supercar. It goes, stops and turns in a manner befitting its stripes and scoops. A tiger surely has a right to go around looking like a tiger. ■



## CAR LIFE ROAD TEST



### CALCULATED DATA

Lb./bhp (test weight).....	11.1
Cu. ft./ton mile.....	173
Mph/1000 rpm (high gear).....	21.7
Engine revs/mile (60 mph).....	2765
Piston travel, ft./mile.....	1960
CAR LIFE wear index.....	54.2

### PERFORMANCE

Top speed (6100), mph.....	132
Test shift points (rpm) @ mph	
2nd to 3rd (5500).....	.80
1st to 2nd (5500).....	.48

### SPEEDOMETER ERROR

Indicated	Actual
30 mph, actual.....	31.3
40 mph.....	40.3
50 mph.....	49.7
60 mph.....	58.8
70 mph.....	67.8
80 mph.....	77.2
90 mph.....	86.0

### ACCELERATION

0-30 mph, sec.....	2.7
0-40 mph.....	3.8
0-50 mph.....	5.0
0-60 mph.....	6.2
0-70 mph.....	7.6
0-80 mph.....	9.3
0-90 mph.....	11.4
0-100 mph.....	14.0
Standing 1/4-mile, sec.....	14.1
speed at end, mph.....	100.1
Passing, 30-70 mph, sec.....	4.9

### MAINTENANCE

Engine oil, miles/days.....	6000/120
oil filter, miles/days.....	12,000/240
Chassis lubrication, miles.....	12,000
Antismog servicing, type/miles.....	tune engine, replace PCV valve/12,000
Air cleaner, miles.....	replace/24,000
Spark plugs: AC 44S.....	
gap, (in.).....	0.030
Basic timing, deg./rpm.....	10/850
max. cent. adv., deg./rpm.....	22/3800
max. vac. adv., deg./in. Hg.....	18/17.6
Ignition point gap, in.....	0.016
cam dwell angle, deg.....	20-31
arm tension, oz.....	19-32
Tappet clearance, int./exh.....	0/0
Fuel pressure at idle, psi.....	5.5
Radiator cap relief press., psi.....	15

### BRAKING

Max. deceleration rate from 80 mph	
ft./sec./sec.....	32
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate..9% loss after 8 stops	
Control loss? None.	
Overall brake performance.....	excellent

### FUEL CONSUMPTION

Test conditions, mpg.....	11.5
Normal cond., mpg.....	9-13.3
Cruising range, miles.....	153-225