

OLDS FAITHFUL

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This photo of a 1969 Oldsmobile Cutlass is on the Voyager 1 space probe that launched on September 5, 1977, 49 years ago. It is currently about 22 light hours from Earth. A light hour is how long it takes light to travel in 1 hour which is 670,616,629 miles (or 1,079,252,848 km). The moon is 1.3 light seconds away and the sun is 8.3 light minutes. In November 2026 this photo, along with Voyager will be 1 light day away from Earth. The closest star to us, other than our sun, is Proxima Centauri, a dwarf star, 4.25 light YEARS away. That means with current technology it would take Voyager, 77,105 years to reach that star, and this Rocket is setting the pace... again. God speed Olds Cutlass. First star on the right and straight on 'till morning.

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WINTER 2026



Volume 34, Number 4 – Quarterly 26 Page Newsmagazine of the Northern Lights Oldsmobile Club
[Facebook:](#) [Website:](#) Editor: Ken Pilidis – president@oldclub.ca – Sherwood Park, AB



The concept for the Northern Lights Oldsmobile Club came to light in the summer of 1991 at Jasper National Park, AB. The founding of the club was on October 23rd, 1991 at Competition Chevrolet Oldsmobile in Stony Plain, AB.

Olds Faithful is the club magazine, first published in January 1992 as a 16-page quarterly production. It is currently 26 pages.

Our Annual Oldsmobile Show, "Rocket Round Up", was first held at Hildebrand Chev-Olds in the Town of Olds, Alberta on July 23rd, 1994. Today, the club holds its annual Rocket Round Up at Hildebrand Motors in Olds, AB. on the third Saturday in July.

Club Website Addresses: www.oldsclub.ca , www.oldsmobileclub.ca and www.oldsnorthernlights.com or join the conversation on Facebook: <https://www.facebook.com/groups/204974969532272/>

Membership fees are from Feb 1-Jan 31 each year. 2026 dues are \$25/yr. (Apr-Jan). Sign up online or mail cheque/money order to:

Oldsmobile Northern Lights Chapter

Club Contact:

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780-267-8959

All members receive their membership number on their card.

Board members receive a complimentary membership.

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- Editor:** Cole Irving #0849 – St. Albert, AB.
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- Photographer:** Ted Branton #0563 - Calgary, AB.
- Webmaster:** Samantha Trociuk – Calgary, AB.

Club members are encouraged to send in a story about their Oldsmobile or anything that is Oldsmobile related.



WELCOME TO THE CLUB

WELCOME BACK

IS YOUR MEMBERSHIP EXPIRING SOON?

If your name is here, your membership expires this month.

- You can rejoin for \$25 until Jan 2027 or
- You can rejoin for \$40 until Jan 2028.

Go to www.oldsclub.ca and sign up

The \$40 deal is only for the 36 members below and only until the end of this month.

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0459 NICHOLS, JOEY

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0149 COX, JAMIE

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0535 PENMAN, ANDY
0873 PROSSER, ROB

0698 DRIEDGER, ALBERT

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0767 GENGGE, SHAWN
0255 GUITTON, RICK

0118 SCOTT, VAUGHN
0877 SIMPSON, CLIFF
0871 SEVERTSON, GERRY

0553 HART, RICHARD
0759 HARRIS, STEVE
0672 HEIT, DON
0793 HURT, WILLIAM
0872 HUTCHINSON, RANDY

0186 SMITKE, BARRY
0132 SMITKE, RAY
0716 STALLKNECHT, COLIN
0875 SULLIVAN, GARRY

0804 THOMPSON, JASON

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0040 VALOIS, DAN

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0756 MILLARD, GORD
0606 MILLER, ALLAN

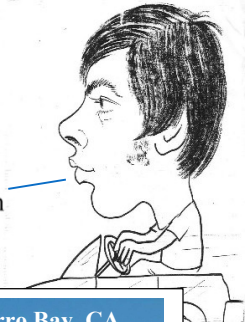
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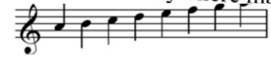
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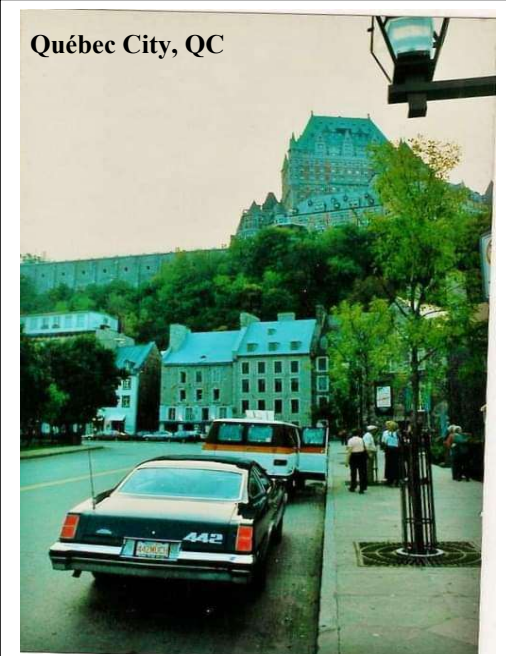
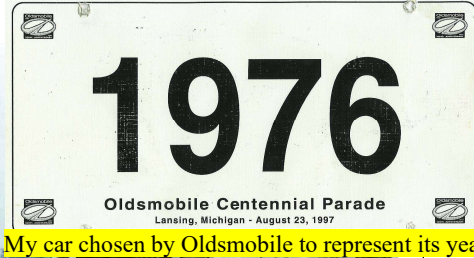
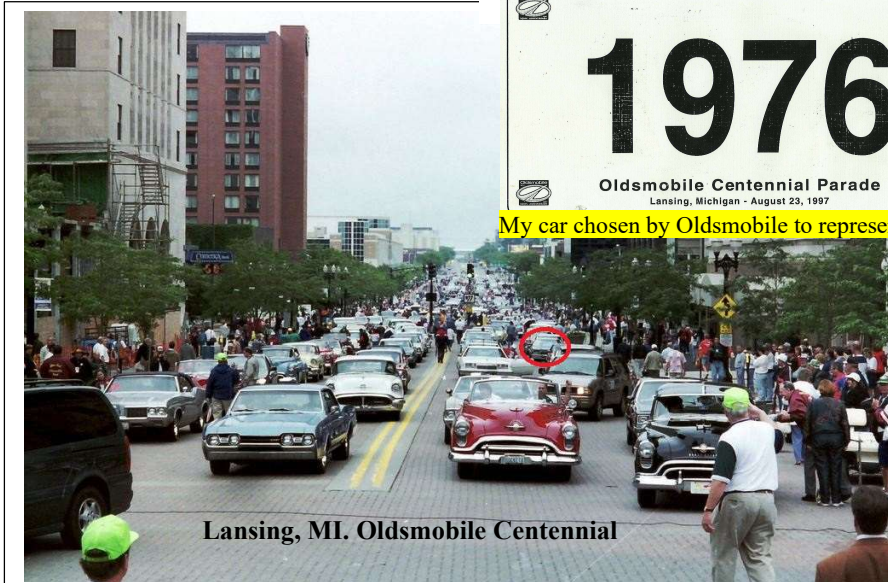


The Driver's Seat

Well, this is it. My final submission as president/editor. This year marks our 35th year as a club. What a run! During that run, I've had the opportunity to take my 442 all over North America for some interesting adventures. It has been a great ride. Come with me as I remember a few interesting trips and moments.



I've been everywhere man




That's me (red circle) in the caravan. 2200 Oldsmobiles final count. From 1900 to 1998



So many photos and memories of driving across Canada and the US with my girlfriend Karen (now wife) and even my kids. The 442 drove like a two-ton Swiss watch everywhere. My plans for driving to the US southeast to visit my last 10 states, is now off, but we have a big country. Perhaps Quebec City needs another visit. Thank you all for your support and encouragement over the years. Cole Irving will be taking over as President and Editor. Please support him as you have me. Take care all. Ken



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7 Easy Ways to Tell if You Need to Buy New Tires



Do you need to [buy new tires](#) for your car? Here are 7 easy ways to tell.

Maybe you got a flat tire that one time, or maybe you wondered if winter tires are *really* necessary (they are, depending on where you live). Often, though, with the exception of situations like these, many drivers forget about their tires until there's an obvious issue.

Considering how important the condition of your tires is, you would seriously benefit from keeping an eye on your tires and knowing when you need to replace them. Below we look at 7 ways to tell if the time has come for you to buy [new tires](#) for your ride.

1. They're Worn Out

It doesn't take a ton of detective work to determine if your tires are worn out. Essentially all of today's tires actually have tread-wear indicators. These raised bars that live in the indentations between tread blocks let you know when you've reached the generally recognized legal wear minimum for your tires (1.6mm or 2/32"). Once these bars are level with the tread of your tires, you know it's time to replace them.

Why, you ask? Basically, at the point the tread depth is at 1.6mm, a tire's ability to maintain traction in wet (not to mention snowy) conditions has been seriously undermined. In fact, many companies recommend replacement at closer to 3-3.2mm for summer/all season tires and 4-5mm for winter tires. [Winter tires](#) often have a second set of indicators to show if your tires have the grip to truly qualify as winter tires, or if they are worn down to the level where they have essentially become all-season tires and are less effective in the snow.

Hot Tip: To figure out where indicators are on your tires, there are usually arrows, logos or "TWI" molded into the tire's sidewall.

2. They're Cracked



These tires with center wear are also cracked — definitely time for to buy new tires.

Like people, rubber hardens and dries out as it ages. New tires have oils and chemicals meant to slow this process, but over time, they tend to evaporate, leak out or just break down. Things like UV exposure, repeated tire dressing or excessive heat-cycling (from under-inflation or track use) help to speed up the deterioration of tires.

Try getting down close to your tires and looking for tiny cracks in either the sidewall or tread blocks as well as bigger cracks between the treads. Also, check for cracks in the sidewall near the tire bead. Very minor/cosmetic cracking is typically allowed, from a safety standpoint, but could be a sign of things to come. If you're seeing anything deeper, it's time to buy new tires.

3. They're Old



These old tires display what's known as patch wear, clearly a sign they need to be replaced.

In Canada (and the U.S.), all street-legal tires are required to have a production date code, showing the week and the year, stamped into their sidewall. This 4-digit code is usually included in the DOT serial code on one side of the sidewall (keep in mind: the DOT serial code is often on both sides of the sidewall, but the production date code is usually only on one side). A code that reads “3615” would mean the tire was made in the 36th week of 2015. Fun!

As discussed above, a certain amount of breakdown happens over time with tires, and even if you can't see it, it's happening and it's compromising your tires' effectiveness. Auto industry experts tend to recommend replacing your tires every 6 to 10 years, and getting routine inspections to monitor their wear in that timeframe.

4. Their Traction is Diminished



Camber wear can result in greatly diminished traction. These ones here look like they've never been rotated.

You might think we already covered this in the tread depth section, but a vehicle's tires may appear to be A-OK in terms of tread depth, age, and rubber dryness, but still have compromised traction. This is especially common in light-duty truck and passenger car tires with high tread-life indexes, particularly in wet conditions.

What happens is, the tread compound hardens from either heat cycling or simply tire design or construction. This hardening undermines the grip of the tire. If you're noticing your tires look fine but don't feel as though they're gripping the road like they once were, you should probably ditch 'em.

5. You or a Mechanic Find Out-of-Round/Shifted Belts

If you feel a vibration or shimmy/shake as you drive, it's easy to assume it's just a balance issue, but that may not be the case. Not all tires are created equal or perfect. Individual tires may have issues such as manufacturing defects or perhaps they've suffered damage from rogue road debris or shoddy streets/potholes.

If your tires *are* out of balance, the result can be reduced stability and unnecessary component wear and tear, which is a pain in and of itself. But if you feel those vibrations when you drive, especially at very low speeds, you should ask that a mechanic inspect for shifted belts when checking/realigning the balance.

The "shimmy/shake" at very low speeds can be a sign of a shifted belt, which is a structural failure within the tire. If this issue isn't dealt with in a timely manner, you risk tire failure, especially in high-speed situations like highway driving. This could mean not only damage to your car, but danger to you and your passengers as well, since you could potentially experience loss of control while driving.

If you or your mechanic find major out-of-round conditions or shifted belts, [buy new tires](#) immediately.

6. They're Damaged



Tires with cup wear like these should really just be turned into swings

Obviously, a tire that can't hold its air is grounds for replacement, but there are other, less obvious, offenders to look out for as well. Gouges, abrasions/scuffing to the tread or sidewall and deep cuts that don't create an *actual* hole in the tire may still mean you need to replace it. Internal damage to the tire(s) from being driven while low on air (or even while flat) or a puncture to the tire in an area that can't be patched may also be cause for replacement. Think of this as a preventative measure to avoid getting a flat or even worse, experiencing truly dangerous tire failure.

7. You're Just Jonesing For an Upgrade

Don't feel obligated to wait for something bad to happen to your rubber before you buy new tires. Your current tires may be fine, but if you want more handsome wheels or tires to give your ride a sharper look or higher performance potential, go for it! Between high-end tires and stylish replacement wheels (don't even get us started on [wheels and rims](#)) you have a ton of options that will result in a more personalized and, frankly, better ride.



Authentic Muscle Car Tires

A Solution for Period Correct Rubber for Muscle Cars



Sponsored By:

Words and Photos by Tommy Lee Byrd

With the immense amount of classic cars and muscle cars being dragged out of storage and put back into service, it's important to know the right way to tackle the tire and wheel situation. Some enthusiasts want the ride quality of radial tires, while others want the ultimate authenticity of bias ply tires. We're going to show you an example of a 1967 Chevrolet Camaro convertible, and the process of getting it ready for the road with new tires from Coker Tire.

When Do You Need to Replace Tires?



Classic dry-rotted carcass

The first step is to evaluate the tires on a car that has been in storage. More than likely, you will notice dry-rot, a condition in which the rubber begins to crack and separate. Dry-rot is easily spotted on the sidewall, but often affects the tread area as well. If your tires are to the point of dry-rotting, that means they are no longer safe to use, and should be replaced. Regardless of dry-rot, an aged tire surface may also feel extremely hard, which is also a sign that the tires need to be replaced. In these cases, the tire no longer has the necessary traction to be safe on today's roads. To be perfectly clear, if the rubber has changed consistency or has begun to crack, the aged tire may also have deteriorated cord material. It's a disaster waiting to happen.

Another common problem with a car that has not been driven in many years is flat-spotting. The weight of a car sitting on a concrete floor can put a tremendous amount of stress on the tire's contact area, and this can permanently damage the tire. Bias ply and radial tires are susceptible to this condition, with radial tires actually being the worse of the two, thanks to the steel belting that runs beneath the tread surface. It is nearly impossible to remedy a flat-spot condition without purchasing new tires.

If your tires are showing uneven wear patterns, but do not have any dry-rot, flat spots or other damage, you may be able to continue using them if the worn area of the tread is not too far gone. Uneven tread wear is often caused by misaligned or worn out suspension parts, and these aspects need to be covered before you buy new tires. Otherwise, the new tires are going to wear out in the same pattern. Worn ball joints, control arm bushings and steering linkages can produce some interesting wear patterns, so even when your car is in tip-top running condition, keep an eye on tread wear.

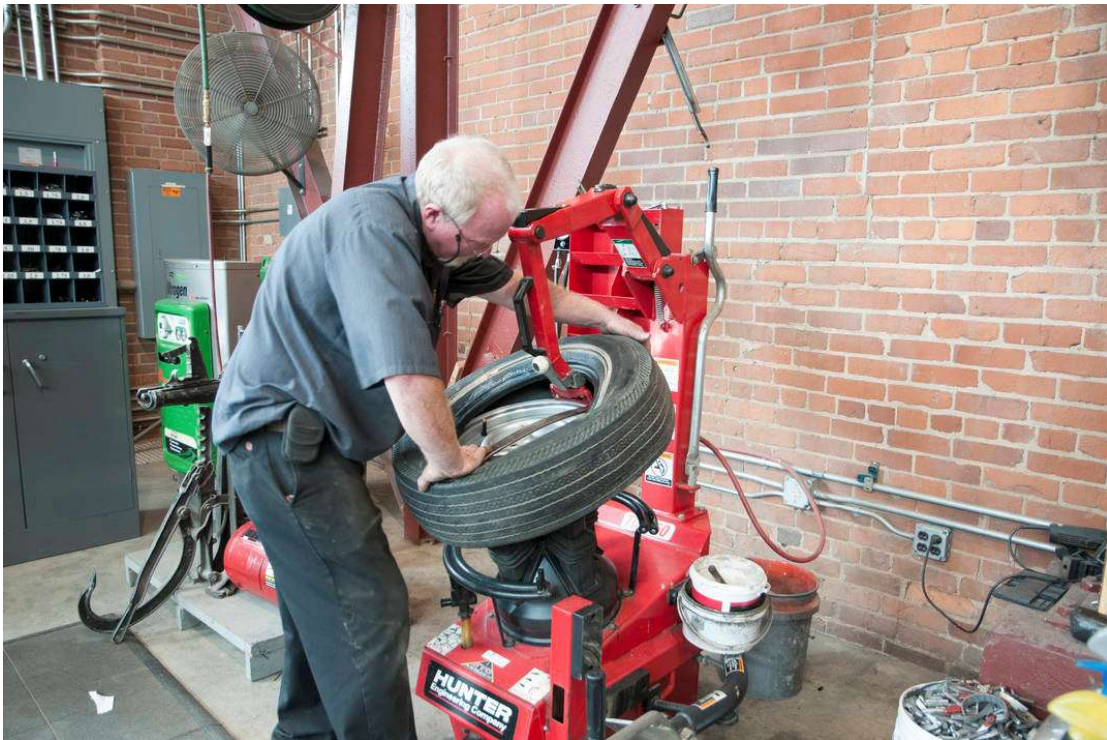
Installing New Tires



The subject in this case is a 1967 Camaro Rally Sport convertible. Several tire, wheel and hubcap options were available for the '67 Camaro, and our example featured the new-for-'67 Rallye wheels with redline tires as a factory option. When it came out of storage, it had a set of crusty whitewall tires, which were the correct size, but had seen better days. Luckily, the correct "DA" code Rallye wheels were in great shape, and only needed to be sandblasted and re-painted to be ready for the road. As an interesting note, the DA code Rallye wheels (the code is found near the valve stem hole) feature a more bulged center and they were designed specifically to clear

Chevrolet's new disc brake system. The DA code wheels measure 14X5 inches. The excellent condition of the wheels, as well as the year-specific design, inspired us to restore the original

Rallye wheels, even though Coker Tire offers great-looking reproductions in a bunch of different sizes.



Removing the rotted original tires

The tires were completely rotten, so Coker Tire provided new rubber for the Camaro refreshing project. In 1967, most Camaros featured 7.35-14 tires, but customers had the option for a D70-14 redline tire, so we flipped through the Coker Tire catalog to see what would best fit the application. Our choice was the Firestone Wide Oval D70-14 redline tire, which features the original-style polyester/fiberglass cord construction, and Firestone's famous Sup-R-Belt tread design. Coker Tire informed us that they are manufactured in refurbished original molds to maintain authenticity. That means this Camaro will have the same tire and wheel combination that would have been ordered in 1967. We certainly could've upgraded to one of Coker's radial tire offerings (205/70R14 is the P-metric radial equivalent), but we opted for the original styling and driving characteristics of a bias ply tire for this build.

When the old tires were removed from the wheels, they instantly went into the scrap pile, as they were badly damaged. After the tires were tossed, it was time to mount the wheels to the balancing machine to check the trueness and roundness of the original wheels. All four wheels checked out fine, and the new tires could be installed. Adding a soapy lubrication to the tire's bead allowed the tire to slide over the wheel easily, and also helped the bead seat against the wheel when it was time to inflate the tires. Coker Tire suggests using nitrogen for inflation, as it resists moisture better than air, and it keeps pressure consistent throughout various temperature ranges.



Mounting and balancing period-correct replacement tires

Balancing the tires was an easy task, as tire tires required very little weight to balance out properly. We balanced the tires and wheels using a hub-centric attachment, but Coker Tire suggests using a lug-centric balancing attachment to get more accurate measurements. Standard hammer-on lead weights were used, but if you don't like the looks of the weights, you can always request the use of stick-on weights that attach to the inner portion of the rim.



Wheels and tires are installed on the car

We installed the new tires and restored wheels with new lug nuts and popped a set of GM Disc Brake center caps in place for a nice finishing touch. With all of the other updates complete, the car was ready for road testing. The bias ply construction of the Firestone redline tires makes this Camaro drive and handle like it would have in 1967.

If you want it to handle like a 1967 Camaro, then you may not appreciate the ride quality as much as we did. It does tend to wander around and follow the ruts and grooves in the road, which is a normal characteristic of bias ply tires, but it's perfectly safe and comfortable. Radial tires would be the remedy for that sensation, but it's hard to argue with the authenticity of the Firestones in this case. It's a matter of personal preference, but there is always a trade-off of authenticity versus ride quality when it comes to bias ply and radial tires. The combination of new tires and refurbished wheels (along with a number of other repairs and updates) gave this '67 Camaro Rally Sport convertible new life, and put it back on the road, where it belongs.



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Pre-War GM Delicacy – 1940 Oldsmobile Custom Cruiser Eight

A strong 1940 Oldsmobile, ready to drive away



Words and Photography by Jim Donnelly

Oh, yeah. Even though it comes out of a production year that saw a substantial increase in build numbers to a little shy of 200,000, it's unusual to run into a 1940 Oldsmobile in 2011. It's even more unusual to see a Series 90 Custom Cruiser, much more so with three-passenger convertible Fisher bodywork. Just 290 were ever constructed. Here's one of them.

We nearly squished right past it after it had been rolled onto the field that was serving as the car corral during last Labor Day's sale by Worldwide Auction Group in Auburn, Indiana. Geez. There's no denying that WWG served up some yummy offerings, but this was really fetching, if not immediately obvious. Finished in a light, sweet apple green with a saddle-colored fabric top, this Custom Cruiser convertible represented the kind of car that somebody who'd finally wormed his or her way out of the Depression might have selected just before the war. Other than its amazingly appealing styling, with perpendicular frontal bars intersecting beneath the headlamps, the biggest news for Oldsmobile in 1940 (besides building its one millionth car) was its offering the new Hydra-Matic transmission that General Motors had developed.

Here, however, we had a case of a three-speed manual. Eventually, you noticed it. That's because you stood alongside this Oldsmobile at length, lingering over the deliciousness of its intricate dashboard and the patina thereon. A walkaround proved it equally lovely, from the strakes on its long front fenders to the skirts at the rear. By 1940 standards, the bigger Oldsmobiles were decently powerful cars. They were powered by a 257-cu.in. L-head straight-eight with 110hp, mushroom valve lifters and five main bearings. All that said, this Custom Cruiser convertible showed wonderfully, and was bid to \$55,000 during the auction. The only sensible reason why it didn't sell, other than economics, is the sheer volume of really good stuff that Auburn pulls every Labor Day. We say so with the firm understanding that this rare Oldsmobile later ended up in a dealer's inventory--the worn-out Ohio registration sticker from 1943 was the giveaway--with an asking price of \$72,500.

1940 Oldsmobile Custom Cruiser Eight

Asking price: Bid to \$55,000

Known issues: None that were obvious. Door and other panel fit seemed excellent throughout. No immediately visible rust, including under the body.

Seller description: No specific restoration history, but options included Guide fog lamps, turn signals, clock and radio. Good installation of an apparently recent top.

Why buy?: You can fall in love with this car's looks in a heartbeat. Its rarity is almost secondary. Presentation here was beautiful, with a striking red-leather interior. This was a driveaway offer on something of almost Full Classic desirability.

Original list price: \$1,222

Value today: Low, \$35,000; average, \$55,000; high, \$80,000 (add estimated 5 percent if equipped with Hydra-Matic transmission).

This article originally appeared in the June, 2011 issue of Hemmings Motor News.



The Doctor is



Question: Does a replacement battery have to be the same size as my old one?

Answer: No. If your old battery has reached the end of the road and needs to be replaced, or if you think you need a battery with a bigger amp capacity for easier cold weather starting or to handle added electrical accessories (such as a killer stereo system, driving lights, etc.), then there's no reason why you have to install a battery that's the same size as your old one.

The word "size" may be a bit confusing here because what we're really talking about is the battery's amp or power rating, not the physical dimensions of its case. A battery with a bigger case is not necessarily a more powerful battery. Battery manufacturers can cram a lot of amps into a relatively small box by varying the design of the cell plates and grids. So two batteries with identical exterior dimensions may have significantly different power ratings.

Batteries come in many different sizes and configurations (which are referred to as "group" sizes) because the vehicle manufacturers can't get together and standardize anything. So when you're choosing a battery, you have to consider three things: (1) the group size (height, width, length and post configuration), (2) whether your battery has top or side posts, and (3) how many amps will be needed for reliable cold starting and vehicle operation.

GROUP SIZES

Because there are 57 different group sizes, many aftermarket replacement battery suppliers consolidate group sizes to simplify inventory requirements. So some replacement batteries may not fit exactly the same as the original. The battery may be slightly shorter, taller, narrower or wider than the original. But as long as it fits the battery tray and there are no interference problems (too tall a battery may cause the cables to make contact with the hood causing a dangerous and damaging electrical short!), it should work fine. Some replacement batteries come with both side and top posts to further consolidate applications. Some also have folding handles to make handling and installation easier.

BATTERY RATINGS

Though many replacement batteries are marketed by the number of "months" of warranty coverage provided (36, 48, 60, etc.), what's more important in terms of performance is the battery's power rating which is usually specified in "Cold Cranking Amps" (CCA) rating. The CCA rating tells you how many amps the battery can deliver at 0 degree F. for 30 seconds and still maintain a minimum voltage of 1.2v. per cell. In the past, the rule of thumb was to always buy a battery with a rating of at least one CCA per cubic inch of engine displacement. But twice that is probably a better recommendation for reliable cold weather starting. At the very least, you should buy a replacement battery with the same or better CCA rating as your old battery or one that meets the vehicle manufacturer's requirements. For most small four-cylinder engines, this would be a 450 CCA or larger battery, for a six cylinder application, a 550 CCA or larger battery, and for a V8 a 650 CCA or larger battery. Bigger is usually better. Extra battery capacity is recommended if your vehicle has a lot of electrical accessories such as air conditioning, power windows, seats, electric rear defogger, etc.

BATTERY INSTALLATION

Most batteries are "dry charged" at the factory, which means they're activated as soon as acid is poured into the cells. Even so, the battery may require some charging to bring it all the way up to full charge. Most experts recommend charging the battery before it is installed regardless of whether it is dry charged or not. This will ensure the battery is at full charge and lessen the strain on your charging system. When the battery is installed, it must be locked down and held securely by a clamp, strap or bracket. This will not only keep the battery from sliding around on its tray (which might allow the positive cable to touch against something and short out the battery or start a fire!), but will also help to minimize vibration that can damage the battery. The battery cables should also be inspected to make sure they're in good condition, too. If the cables are badly corroded, don't fit the battery posts or terminals tightly, or have been "fixed" by installing temporary clamps on the ends, the cables should be replaced. At the very least, you should clean the cable clamps and battery posts with a post cleaner, sandpaper or a wire brush to ensure good electrical contact. A light coating of grease, petroleum jelly and/or installing chemically treated felt washers under the cable clamps will help prevent corrosion.

A Comfortable
Performance
Car That Tries



'84 HURST/OLDS

Text & Photography:
Kevin Boales

Performance Test



On the second floor of an aging brownstone in Lansing, Michigan, a tired accountant lights another cigarette and leans back in his Brooks Brothers' suit. It's late, he's rolled up his sleeves, and Lansing has gone to

sleep while he's been making calculations. He has just completed turning another performance car into a financial compromise.

□ □ □

In its sixteenth year, the Hurst/Olds is an enigmatic automobile. Its seats are not buckets, although they appear to be

at first. They are merely sections from a bench seat, bolted to either side of the console. The suspension is betrayed by nearly worthless shocks; the steering wheel has a thin, smooth rim that would be no help in a high-speed situation.

On the other hand, the car is a strong performer, with the 307 Olds producing a lusty note reminiscent of an early Stingray. The 85-mph speedo is only a token; a laughable concession to the Feds. The car will easily twist the needle into the 6 o'clock position.

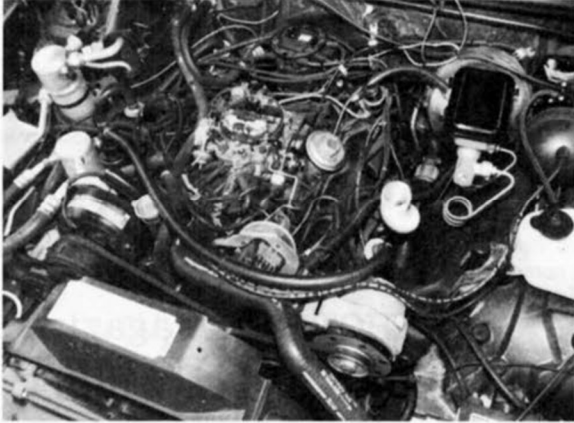
The marketing people have convinced the accountant to let them use Goodyear Eagles, stating they are a *visible* option, and can be justified easily to a customer. Too bad the *invisible* options aren't so easily understood by the bean-counting brigade. Adequate sway bars are cancelled effectively by the use of spaghetti shocks and too soft bushings. A great steering box is linked to a front end set up to understeer in the event someone should become over-



ZZZZZ . . . Replete with AIR, EGR, a catalytic converter, and a micro-processed-and-otherwise-strangled Q-jet, the Olds 307 only makes 140 net horsepower. It's a natural for towing airliners or large trailers, with maximum torque happening at a stump jerking 1600 rpm. The engine never even thought of running hot, and the oil pressure stayed pegged at 60-plus psi, leaving us wondering why. Plugs are easily accessible through the fender openings by jacking the frame up and allowing the tire to drop out of the way.

The Hurst/Olds was a real trooper on the skidpad, and did relatively well in the slalom course (standard Solo II), too, though not quite as well as the lighter Monte Carlo SS. The Olds turned a respectable .76G.

At the dragstrip, the Olds was a little slower than the Monte Carlo SS, mainly due to rear axle gearing and a lack of several horsepower. The Olds was a strong top ender on the other hand; if the track had been 50 feet longer, the story would have been different.



zealous in a corner. There is not enough caster in the front end geometry, making for quick yaw response, but with an attendant wiggly and nerve-racking high-speed instability.

In an act of defiance, the 307 repeatedly spits off the air pump belt. The connector for the air conditioning also disengages itself. It is as if the engine will not tolerate being wrapped in power accessories. Despite the accountant's copper-shaving mission in life, the car communicates a soul from years gone by—a time when the accountants had no choice but to understand the sales potential in performance.

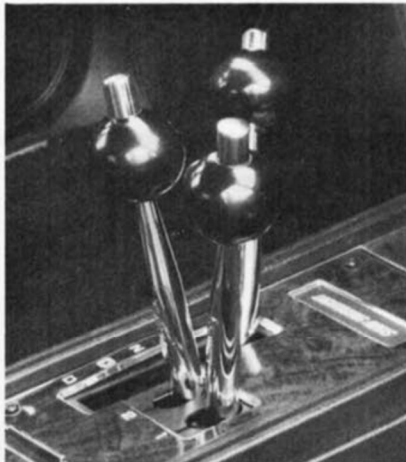
The car tries. An astute observer feels the weight move around in this car as he negotiates a tight series of corners. In this case, you have outstanding performance, the potential for outstanding cornering power, and the long-standing creature comforts found in any full-frame Fisher Body. On the other side of the ledger are seats offer-



It's a luxury coupe . . . no, it's a pseudo-musclecar . . . it's the Hurst/Olds! Big, quiet, and cushy as well as reasonably fast, the Olds has everything for the guy who just can't see sardining himself into a smaller car. The premium Delco tunes are right at home in this model.

HOT ROD APRIL 1984 35

'84 HURST/OLDS



Lightning Rods will probably inspire a comedy routine someday. We got pretty good at explaining their operation to novice shifter operators. The THM 2004R is so well programmed, it shifts faster by itself. They're fun to play with in traffic, though. We'd like to see Hurst eliminate the buttons on top of the "1" and "2" rods, leaving the internal detents so you could shift without pressing on the tops. There is an internal gate preventing you from shifting them out of sequence. The buttons lock the rods in gear. In real drag racing, that isn't the fast way to go.



We'd suggest swapping the locations of the oil pressure and fuel gauges. For the average driver, the oil pressure gauge is behind the rim of the steering wheel when you're in position, obscuring its face from view.

ing no lateral support, a steering wheel made for infant hands, and enough rubber suspension isolation to make you think the wheels and skins might be attached with rope. Why? Why? Why?

□ □ □

Our accountant friend snuffs his last cigarette for the evening and takes his coat from the hat tree in the corner of his office.

□ □ □

The Hurst/Olds is perhaps the best looking big coupe being made by GM. It's a solid, straightforward, objective vehicle designed without compound curves in the interest of Detroit chic. Its clean lines are augmented tastefully with a hood blister, a front air dam, and a rear deck spoiler. Cars & Concepts (the shop installing the Hurst package) in Brighton, Michigan, has done their job well; the car appears as a tight, muscular representative of the tradition begun 16 permutations ago.

Inside, the Hurst Lightning Rods bristle from the console, promising to keep you occupied as you shift your way to glory in their latest tarmac-eater. Actually, the shifter can intimidate novice drivers; the three levers are just a little too much machinery for some people. When you explain the simplicity of the arrangement, the looks of relief are sincere and predictable. The Olds uses a well-programmed 3-speed overdrive automatic with a lock-up converter. It shifts like it's been equipped with a trick valve body, sending the car a little to the left or right in the 1-2 and 2-3 shifts. We haven't had as much fun blasting onto an Interstate for a long time.

The Hurst/Olds draws looks. Starts conversations. Entices test ride subjects. You'll enjoy driving it if you like the feel of a solid, very comfortable mid-size with lots of low-end torque, reasonable handling traits, and dizzying top-end, thanks to its 2.56 rear axle gearing.

□ □ □

The accountant steps outside to the crisp Michigan air of late fall, when the trees are nude and the roads seem either battered from the plows or dangerously slick from glare ice. The accountant makes it to his car; he's proud of it because his son has helped him restore it. It's a factory fresh, 1968 4-4-2 with a 4-speed, 4.33s, and fresh air induction. He's not quite sure why, but when he's driving this car, he feels like a young man again. He feels like he got his money's worth. **MR**

Icing the cake...

Our impression of the Hurst/Olds was one of respect and appreciation for a job fairly well done. As mentioned in the text, however, it is equipped with what we felt were the worst OEM shock absorbers ever, period. The car is supplied with springs and sway bars of the correct rates, but the shocks leave you with quite another feeling.

If you decide to buy one of the 3000-3500 copies of this car, do yourself a favor and pick up a set of aftermarket gas shocks. We installed a set of Rancho Suspension gassers and felt far more comfortable when driving the car hard. We went one step further and replaced the front sway bar link bushings with polyurethane; both steps added up to a fine-handling 3520-pound ride.

HOT ROD Magazine SPEC SHEET

'84 Hurst/Olds

ENGINE:

Displacement	307-c.i.d. (5.0L) LV2 option V8
Bore & Stroke	3.800 x 3.385 inch
Compression Ratio	8:1
Horsepower	140 net @ 3600 rpm
Torque	240 lb./ft. @ 1600 rpm
Induction System	Rochester Quadrajel, computer-controlled mixture (feedback type)
Exhaust System	2-inch head pipes joining at entry to single converter; twin resonators and tailpipes
Maximum Engine Speed	5800 rpm as tested
Recommended Fuel	Unleaded regular

DRIVETRAIN:

Transmission	THM 200 4R Automatic
Axle Ratio and Type	2.56:1 open type

SUSPENSION:

Wheelbase	108.1 inches
Front Type	Unequal length control arms, 32mm SAE 5160 stabilizer bar
Rear Type	Four-link axle location, SAE 5160 22mm stabilizer bar
Shock Absorbers	Delco conventional front, air adjustable rear
Steering Ratio & Type	15:1 Saginaw recirculating ball
Wheels	15x7-inch stamped steel
Tires	Goodyear P215/65 R-15 Eagle GT

SPECIFICATIONS:

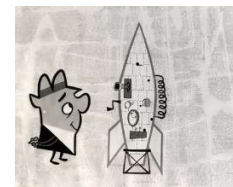
Curb Weight	3520 pounds as tested
EPA Estimates	City, 18 mpg; highway, 24 mpg
Observed Average	17.5 mpg
Price (As Tested)	\$12,259

PERFORMANCE:

Quarter-mile	15.84 @ 90.71 mph
Solo II Slalom Course	34.51 seconds
Skidpad	Left, .76G; right, .75G

OPTIONS ON TEST CAR:

Hurst/Olds package, including front air dam and rear deck lid foil; appearance group; Hurst Lightning Rods shifter. Also on test vehicle were: air conditioning, power steering, power brakes, power windows and locks, power driver's seat, tilt column, digital cassette/AM/FM Delco stereo.



Members are entitled to a free ad per issue (ad size dependent on space available). Ads must reach us at least two weeks before the next issue **Deadlines:** Dec 15, March 15, June 15, Sept 15. **Not all ads are from members. Please use discretion when purchasing. Buying in person is best. Buyer beware.** All prices are in CAD (Canadian Dollars) unless otherwise indicated.

CARS FOR SALE

1938 F38 Oldsmobile; \$41,000 Restoration took previous owner, a retired machinist, approx. 25 years to complete; multi trophy winner. Nice running vehicle. An original car with exception the transmission was updated with a 5 speed, so cruises closer to hi-way speeds. Last safety inspected in June 2020. Can drive home. Was appraised in 2018 at **\$56,000**. Owner lives in Olds, Alberta. Car was at the Rocket Round Up in 2024. Can phone and leave a message at 403-556-7686.

1950 Oldsmobile Eighty-Eight --- A rare piece of automotive history, this 1950 Oldsmobile Eighty-Eight has been meticulously prepared to vintage NASCAR specifications, making it a standout for collectors and racing enthusiasts alike. Finished in a striking blue exterior with a black interior, this classic combines timeless style with motorsport functionality. Safety and performance are enhanced with a roll cage and exhaust silencer, while extensive documentation chronicles its history and build, ensuring authenticity and provenance. This Oldsmobile Eighty-Eight is more than a classic car---it's a historic racing machine that captures the spirit of mid-century American motorsport. **\$29,900 825-806-9862 Sherwood Pk**

1961 Oldsmobile Super 88 Holiday, 4 dr. Hardtop, 394 ci 4 barrel V8, 3 speed automatic, power steering, power brakes. Car run and drives good, recent rebuilt motor, lots of new parts. Car needs some finishing touches to get it on the road, also comes with parts car. Asking **\$6,500** For more info call 780-445-4096

1964 Oldsmobile Cutlass 2 door by second owner. Car was purchased in 1968 and was in storage for 30 years under a car cover & was off the ground supported on blocks. This Black vinyl top Cutlass was brought back to life in 2010 with only a few minor tune up parts needed. Only 3000 miles have been put on the car since 1999. A few cool customs have been added to the car including amber fog lights, a stylish hood scoop; Crager S/S 5 spoke Rims, smoothed out hood & fenders.

Exterior steel trim has added red pin stripes. A modern high rise performance air cleaner has been added as well as new four barrel Holley demon carburetor. Green LED Lights are added around the trunk bumper for a stylish effect. Antennae moved to rear quarter panel. 3 Spoke wood wheel added, dual exhaust & GM 10 bolt Diff with 3.08 ratio. Front Drum & Rear Disk brakes. Car was owned by Olds Club member Cec Dreger. Contact dj.je.dreger@gmail.com for photos and price

CARS FOR SALE

1969 Oldsmobile Delta 88 Sedan Numbers matching, 455 engine Waskatenau, AB 780-656-5808 **\$29,250**

1971 442 W30 by original owner. Body restored in 1990 at 100,000 miles but has been properly stored and driven sparingly since then. Now shows 125,000 miles Engine rebuilt by Bel Engines about 5000 miles ago. A different block (same casting #), but has the original intake and exhaust manifolds. Aluminum heads, roller cam, electric fuel pump, HEI Engine was dyno'd at 450 hp and 525 ft lb torque, and have the documentation. Stock interior and body in very good condition. 17" Foose wheels. Can provide photos on request. Contact Eldon Siemens (780) 916-9417 edon@xplornet.com

1975 Oldsmobile Delta 88 Royale hardtop. 455 engine, THM 400 transmission, dark green. Runs well. Power Steering, Power Brakes, all original, clean, no rust, Ziebart treated, 85,500 original miles. Original owner Steve Fukushima 780-464-1197 or email markiert@telus.net

1977 Oldsmobile Omega SX FULL FRAME OFF/NUT & BOLT RESTORATION using only top of the line replacement parts Small Block Chevrolet 350 c.i.d. Performer 8.5:1 Crate Engine from Edelbrock Corporation 310 HP & 375 FT/LBS B&M Turbo Hydromatic 350 Transmission Power steering, Power brakes, Custom exhaust, Premium vinyl bucket seats and counsel Powder coated unibody frame, suspension control arms, front and rear stabilizer bars, spring anchor plates, front spindles and front disc backing plates. DEH P800 RPS Pioneer stereo deck, Morel and Pioneer speakers, Alpine amplifier. Cragar Eliminator Series C500 wheels NEW FROM FRONT TO BACK with approximately 450 test kms since rebuild. **\$39,900** 780-905-5283

1978 Oldsmobile Delta 88 Royale Diesel coupe. Camel (gold) with tan interior. Original paint and interior, original drivetrain. Many new parts. Runs and drives. Comes with several boxes of spare parts. **\$3,200 obo.** Contact Kevin (780) 984-8892.

PARTS FOR SALE

1930-'80 Oldsobilete has a large inventory of GM NOS parts from the 1930's to the 1980's. 100,000 parts shelved by part no. Ph 406-777-3221 (P.M. Montana time) e-mail - parts@oldsobilete.com. Browse stock at <https://oldsobilete.com/product-category/oldsmobile-parts-for-sale/#gsc.tab=0>

Oldsmobile Heads for 215 cubic inch engine (3 pair) all excellent - \$300/pr. 1961 Cutlass auto transmission / Misc. 215 engine parts (no blocks) / Mallory Mini Mag for 371-394 cubic inch engine, great for rod. Rick 306-679-7888 SK

~~1970 E heads. Big Valve Good condition. Will require rebuild. \$250 Ken, Sherwood Park, AB 825-439-1976~~

1973-77 Rallye Gauges - \$100
Ken, Sherwood Park, AB 825-439-1976

Oldsmobile Intrigue Repair Manual (3 books). \$30
Ken 825-439-1976 AB.

1959 Oldsmobile Dynamic 88 Emblems \$80 pair CALL OR TEXT ONLY Call 780-953-5688 Edmonton

1950's & 60's Oldsmobile Dealership Sales Brochures \$20 780-434-2813

GIVE AWAY (Last Chance)

2001 Oldsmobile 3.5 V6 "Short Star" Great engine for any project. Torque 230 ft-lbs. @ 4400 rpm, Base engine size 3.5 L, Horsepower 215 NET hp @ 5600 rpm, Valves 24, Base engine type Gas, Cam type Double overhead cam (DOHC), Cylinders V6 Bring truck and take it away. Ken-Sherwood Park, AB. 825-439-1976 **FREE**



PARTS FOR SALE

Rick Schick 780-908-8851 [schickster @msn.com](mailto:schickster@msn.com)

- 1965-72 "A" body A arms (full set new bushings ball joints) \$500
- 1973-76 455 "J" heads \$500
- 1972 455 "Ga" heads \$300
- 1970 350 #6 heads \$300
- 1972 Cutlass "S" grills (nice condition) \$280
- 1971 Cutlass "S" grills (beautifully restored) \$320
- 1970 Trunk lid (minimal rust) \$300
- 1970-72 Cutlass Supreme rear glass \$150
- 1968-72 rear glass \$150
- 1970-72 hood hinges (nice condition) \$80/set
- 1971-72 Sport mirrors depending on condition \$150-\$250/set
- 1973-77 Sport mirrors, depending on condition \$150-\$250/set
- 1970-72 dashes (complete \$250, pad or bottom part only \$100)
- 1972 Rally pac dash (with seat belt alarm) \$250
- 14" X 7" SS11 Bolt on centre cap Rally rim \$100
- SS11 bolt on and SS11/SS111 snap on centre caps
- SS1 bolt on centre caps
- 1969-72 seat belt sets
- 1971-72 Front bumper with bumperettes (driver condition) \$250
- 1971-72 Front bumper \$200
- 1971-72 rear bumper (driver condition) \$250
- 1969-70 442 hood chrome grills (nice condition) \$120/set
- 1971-72 Rally hood chrome grills \$80/set
- 1970-72 gauge sets (standard sets only) (console and floor shift speedos)
- 1970-72 clock gauge \$100
- Visors
- Emblems, stainless and chrome trim
- Rocker and wheel opening stainless trim
- Switches, knobs et
- 1970-72 floor shift steering columns \$350
- Brand new OLDS TRW camshafts (TM 590 and TP 189) \$100/each

1958 Oldsmobile 88 Parts cars - One is a super 88, 4BBL engine and transmission are out, car is not complete (missing pieces) engine and Trans are included. This is a two door the other is an 88, 4 door, mostly complete car, both bodies are badly rotted. Asking \$3500.00 for both cars. Not willing to separate, must take both. Contact Ryan @ 780-993-3119 58rocket88@gmail.com

WANTED

Dash Pad For 1968 Cutlass/442, in good condition and **Quadra jet carb** # 7028251 or # 7028253 email Nichols@platinum.ca or telephone 403 938-1855.

The Last Page

