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**DYNO DON'S
351 PINTO**



By Steve Kelly ■ Following the command "gentlemen, start your engines," at the 1972 Indianapolis 500, a specially built Hurst/Olds convertible will guide the way for the 33 Championship cars. And after a couple of laps of pacing the super-quick race machines, the Hurst/Olds will enter the pits in plenty of time for the racers to have a clear shot at the 2½-mile track when the green flag is waved. Ironically, the majority of spectators won't be watching the cars when the green waves this year. Thanks to an Indianapolis car dealer who was driving the pace car in 1971, and who missed his shutoff point and wound up with the nose of his car embedded in a photo stand at the end of the pits, the 1972 Indy pace car will receive an unusual amount of "visibility." From Hurst's standpoint, that's perfectly all right. And since a very qualified former race driver has been named to pace car duties, neither Hurst

or Olds has any fear about a repeat performance of a pace car in an embarrassing stopping position.

The Hurst/Olds convertible being named the Indianapolis 500 pace car was like icing on the cake. It's just possible that this car will be the last Detroit-originated muscle car ever built. Emission and safety laws are becoming more stringent (with good reason), and the high dollar value of performance cars as we have known them for the past eight or ten years causes them to be high-risk ventures for both a buyer and an insurance underwriter. However, there are still buyers who want such a car and can afford the price. Long before production had begun on the Hurst/Olds, each of the 500 cars was sold. The final production order reached 620, 42 of them convertibles (for use at the "500"), one a station wagon for use by the doctor at the Indy 500, and the rest Cutlass Supreme-based hardtops. A total of 70 Hurst/Olds will be at the '72 "500", and two of this number will be the "special built" official pace cars. Whenever a manufacturer is dubbed the "official" pace car representative at the Indy 500, they are requested to have two cars available, just in case one develops trouble. The winner of the "500" is entitled to keep one of the two official cars, but usually he takes a nonofficial model because the ones built for the track-running duty aren't all that well suited for use on the street.

There is really nothing secret or trick about turning a street Hurst/Olds into an Indy 500 pace car Hurst/Olds. Naturally, the engine was removed and checked for accuracy, but the parts and pieces used on

the car are all available over the parts counter. According to one of the Olds engineers who took part in this project, braking is the most important function of an Indy pace car. As a result, this car was fitted with a tandem vacuum booster just like the one that comes stock on the current 88 and 98 Oldsmobiles. It ensures maximum vacuum power assist at very high speeds and, incidentally, will be original equipment on the '73 Cutlasses. The master cylinder came from an 88 Olds and carries parts No. 1238256 (Bendix). The front disc pads are heavy-duty metallic, and parts Nos. are: (right) 5471646 and (left) 5471647. The larger-diameter rear brake drums (parts No. 1368329) are from an 88 Olds and accommodate the larger rear brake assembly (right: 5470470; left: 5470471). The plumbing needed for them is listed under parts Nos. 406523 and 406522. In order to get the proper front-to-rear braking relationship, a combination valve (parts No. 1237944) was "borrowed" from a Toronado. The rear springs on the pace car have a 160-pound rating and can be found under parts No. 9792801, and the 450-pound-per-inch-rate front springs carry parts No. 407698. The rear stabilizer bar has a one-inch diameter and is stocked under parts No. 401194. The stock rear control arm bushings have been replaced with ones having less compliance and more durability, and these carry parts No. 388266. These bushings are recommended for reducing wheel hop on drag racing cars. The handling and stopping ability of the Hurst/Olds were upgraded in a matter of a few days, due to the use of off-the-shelf parts. One of the considerations to re-

BUILD YOUR OWN

INDY PACE CAR



No matter who qualifies fastest at the Indy 500, he will have to follow the Hurst/Olds pace car to the green flag

member when putting a package like this together is *total* vehicle weight. While the car may tip in at around 4000 pounds, close to 1000 additional pounds are onboard during race day as the result of five passengers. We took it around the track alone and drove it on an interstate highway with only two other passengers, and the difference between driving alone and with passengers is very noticeable.

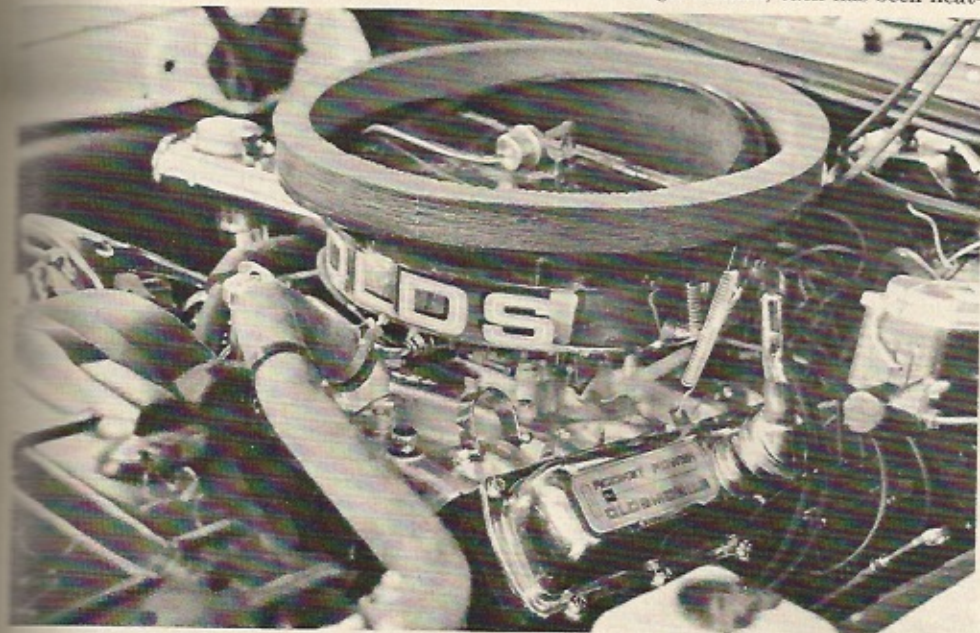
In any form, the Hurst/Olds pace car does handle. And it will accelerate from 80 to 110 mph with the greatest of ease. The 80-to-110-mph acceleration ability is critical, because just before the green is waved, the driver of the pace car has to get out of the way of the racers. The pace speed is around 80, and he must be safely behind the inside wall by the time the 33 cars enter the front stretch. This means

he enters the pits at speeds in excess of 100 mph. To ensure this kind of performance, the Hurst/Olds for Indy has received some help.

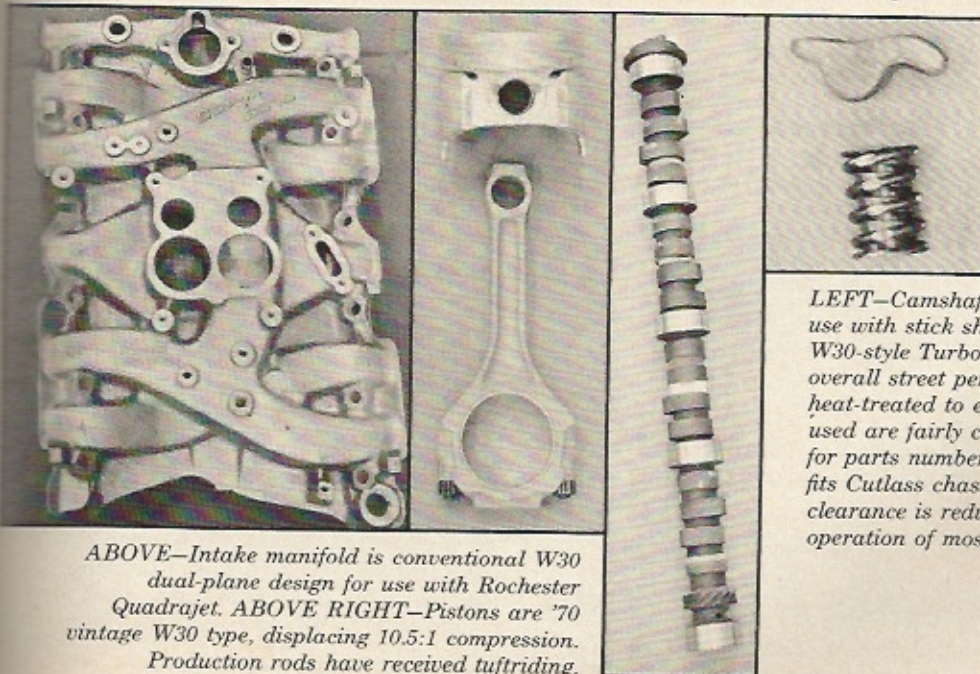
The automatic transmission (with a Hurst Dual/Gate shifter, of course) has been fitted with a W30 converter (8627282). The cam is a W30 manual-transmission type (406768) which has .4720-inch lift, 294° intake duration, 296° exhaust duration and 68° overlap. The valve springs have 125 pounds pressure (325 psi on the seat) and carry parts No. 404729. The pistons are 10.5:1 compression ratio design from the '70 W30 Olds 4-4-2 and can still be ordered under parts No. 400563. The stock connecting rods have been retained, although they have been tufrided. The stock rocker arms have also been retained, but to toughen them, each has been heat-

treated for one hour at 750 degrees. The oil pan used (parts No. 398438) is from a Toronado and fits the Cutlass without any trouble, although it does reduce ground clearance by one inch. A front oil pan baffle (parts No. 391448) is taken from a 4-4-2 Toronado design, as is the rear baffle (parts No. 390980). The baffles were added to preclude chances of oil running up the walls of the engine during its tours of the relatively flat Indianapolis Motor Speedway. To secure the baffles in place, four nuts (parts No. 103026) and four bolts (parts No. 587589) had to be included. More positive oiling is accomplished by use of a Toronado oil pump (parts No. 401356). Better spark advance is gained by using a W30 model distributor (parts No. 1112036) which has been rigged with a set of Corvette ignition points (parts No. 1966294). For those of you who can appreciate front-end geometry, here's the way the front end will be set on those pace laps: 1½° positive caster, minus ½-inch camber and ½-inch toe-in.

Should you care to duplicate the Hurst/Olds Indy pace car, following the above will get you there. Nothing else was done to the 455-cubic-inch-V8-powered car. It is basically a W30 engine with refinements. An option with all Hurst/Olds cars is the W46 package that includes the W30 455 engine. All of the Hurst/Olds cars will be delivered with Goodyear's new Polysteel tires, a tire not slated for use on any other car in the near future. All dealers who have ordered Hurst/Olds performers will have them no later than May 15. If you really want to have a genuine replica of the Hurst/Olds pace car, Hurst is offering a "Pace Car decal package." This means that all the cars may not be the real thing, but they'll at least look like they are. ■■



The '72 455 W30 engine in the pace car uses Oldsmobile's optional fiberglass hood with fresh-air intake scoops that feed the drumlike air filter. Pace car engine has been liberally chrome-plated and trimmed in black crackle-finish paint.



ABOVE—Intake manifold is conventional W30 dual-plane design for use with Rochester Quadrajets. ABOVE RIGHT—Pistons are '70 vintage W30 type, displacing 10.5:1 compression. Production rods have received tufriding.

LEFT—Camshaft for the pace car is a W30 model for use with stick shift cars, but it works well against W30-style Turbo Hydro. It's recommended for improving overall street performance. ABOVE—Rocker arms were heat-treated to ensure reliability, and valve springs used are fairly close to production items. See text for parts numbers. ABOVE RIGHT—Toronado oil pan fits Cutlass chassis and prevents oil slosh. Ground clearance is reduced by one inch, which doesn't bother operation of most street- and/or strip-driven cars.

