



Rocket Review

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2012



New members Jamie and Sherrill Cox's beautiful Starfires. They are from British Columbia, a mere 2500 miles from Lansing, hometown of Oldsmobile. See their story on pages 4 and 5.

2011 R. E. Olds Chapter

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Board members are elected for a one-year period of time at the Annual Banquet Meeting. Officers assume their office beginning January 1st of the subsequent year in which they are elected.

General Club meetings are held on the 1st Tuesday of the month at various locations, but usually at the R. E. Olds Museum in Lansing. Contact Vicki May at the number shown above for more information.

Editor's message.....

HAPPY NEW YEAR to all..... As we begin 2012, I want to extend a thank you to Troy Collins for doing a good job as Treasurer these past 2 years and keeping us on track with our finances. I would also like to welcome Jerry Garfield as the new Treasurer. Thanks for stepping up, Jerry.

I have mentioned previously that I have had a LOT of help with the newsletter. Wayne Mason, Ed Shand, Doug Badgley, Don & Eva Cooper continue to make this job easier. I would also like to thank Ashley Jones for his "glowing accolade" of my work and his confidence that I will continue! Terry Pinkney and Jerry Garfield consistently submit informative articles and I appreciate their work, as do you the membership, who benefit from reading their articles. And to those of you that have sent articles about your car or experiences with your car, you all make the newsletter something we all want to read. If you have sent an article and haven't seen it in print yet, don't worry, I have several waiting "in the wings". That way I know you will keep reading! Thanks again to all of you, I couldn't do it with out you.

Although I enjoy assembling the newsletter for you to read, I would gladly hand over the reins to any of you that would like to volunteer to do the newsletter or even a single issue will be welcomed. I would be glad to help you get your feet wet. Operators are standing by 517-645-7438. Judy

**Send newsletter info to Judy Badgley at djbadgley@gmail.com
or 4631 Doane Hwy., Potterville, MI 48876**

The Chapter is still looking for someone to volunteer to be the full-time Editor of the *Rocket Review*. This newsletter is a major resource for staying in touch with our members. Many do not live near enough to attend the monthly meetings. Communication is very important to keeping our Club going. Please volunteer to help. If you don't want to commit to doing ALL of the issues please step up to do maybe a single issue. The newsletters are scheduled to be mailed near the first of January, March, May, July, September, November.

For additional information contact President Vicki May and tell her you will do an issue and which one you would like to do.

President's message.....

I hope you all
had a
Happy Holiday
and
I wish you a
Healthy 2012
Vicki

NEWSWORTHY CHAPTER "STUFF"

Calendar of Events

Chapter meetings- Join other Olds friends, attend our meetings, held the first Tuesday of each month, 7pm at the R. E. Olds Museum in Lansing, Michigan.

February-

4-5 Kalamazoo Swap Meet
Fairgrounds

May-

1 Chapter Meeting, 7 PM
Guest speaker, Dick Gratz
GM Tire & Wheel, Manager @
Milford Proving Grounds

June-



15 Olds Homecoming Set-up
Cruise-in to Dimondale

16 Olds Homecoming car show
Cruise-in to Eaton Rapids

20-23 National Antique Olds Club
Annual Car Show & Swap
Columbus, IN
www.antiqueolds.org

July-

4-7 Olds Club of America
Annual Car Show & Swap
DesMoines, IA
www.oldsclubofiowa.com

28 Car Capital Car Show
Lansing, MI
www.reoldsmuseum.org

**Mark your calendar to participate
with Olds friends**

WELCOME NEW MEMBERS

David & Diane Grist - Lansing, MI
1980 Cutlass Supreme Brougham

Mike & Sue Walters – Grand Ledge, MI
1905 Curved Dash Olds Model B

Proposed Bylaw Changes

Due to being unable to find a new permanent Newsletter Editor the following changes to our current Bylaws has been proposed by President, Vickie May

1. Article IV - R. E. Olds Chapter Board

Current Bylaws- Items underlined are to be removed. Items in bold type are to be added.

4.2 The Board shall consist of the President, Vice President, Treasure, Secretary, OCA Chapter Representative, Newsletter Editor, Membership Coordinate, and the Bylaws Coordinator **and any other position deemed necessary by the Board**. The Immediate Past President shall be an ex-officio member of the board.

New Bylaw

4.2 The Board shall consist of the President, Vice President, Treasure, Secretary, OCA Chapter Representative, Membership Coordinate, Bylaws Coordinator and any other position deemed necessary by the Board. The Immediate Past President shall be an ex-officio member of the board.

2. Article V - Duties and Responsibilities

Current Bylaws- Items underlined are to be removed. Items in bold type are to be added.

5.7 The Newsletter Editor shall be responsible for collecting articles, assembling, publishing and distributing the Chapter newsletter on a periodic basis to be determined by the Board

New Bylaw

5.7 Deleted
5.8 Renumbered to 5.7
5.9 Renumbered to 5.8
5.10 Renumbered to 5.9

3. Article VI - Elections

Current Bylaws- Items underlined are to be removed. Items in bold type are to be added.

6.2 The Newsletter Editor, Membership Coordinator, and Bylaws Coordinator board members shall be elected **and any other position deemed necessary by the Board** shall be elected by a simple majority vote of the newly elected Chapter Officers and OCA Chapter Representative at the first regularly scheduled Board meeting.

New Bylaw

6.2 The Membership Coordinator, Bylaws Coordinator and any other position deemed necessary by the Board shall be elected by a simple majority vote of the newly elected Chapter Officers and OCA Chapter Representative, at the first regularly scheduled Board meeting.

The above changes will be reviewed and discussed at a general meeting thirty days from its publication. The final proposals will then be voted on thirty days from their publications.

Troy Collins, Bylaws Coordinator



Starfire Adventures in Los Angeles... Summer of 2011

by Jamie & Sherrill Cox, B.C. Canada

Having two 1963 Oldsmobile Starfire Convertibles, just means double trouble for finding restoration items, like those elusive NOS parts that each car needs. Time and money, coupled with perseverance and a wonderful network of fellow Oldsmobile collectors are just the recipe for getting the job done.

Our Diplomat Blue Starfire Convertible was recently acquired from a collector in Eastern Canada. He did a nice job restoring the car, but parked it in 1992 and left several things unfinished. Little by little, we've been finding parts and fine tuning this 18-year old restoration which had 2340 miles on it. Most recently, we installed new period correct radial tires and aligned the front end. The car's first road trip was shown at the OCA 2011 National event in Reno and brought home a 1st place award. We also attended the Puget Sound Zone meet on the way down to Reno via L.A. It now has 6,600 miles on it.

The other '63 Starfire wears the Saddle Mist paint color and was basically an original car found in Calgary in 1997. Purchased from the original owner's neighbor, we treated it to a professional re-paint which included nine coats of primer, five coats of color, three coats of clear-coat during a period of three and a half months. Following the re-paint, another 160 man-hours of labor was invested to assemble and install the myriad of trim that Oldsmobile engineers conjured up to make an Eighty-Eight into a Starfire.

My Cousin Grant, from Toronto, flew out to Calgary to help complete the assembly phase of the restoration...and without his help I think I would still be installing chrome today. Since then, we've enjoyed over 20,000 pleasurable miles in this car attending OCA and NAOC events in both Canada and the U.S. This car took Best of Class at NAOC's 2009 meet at Prescott, AZ.

Fast forward to the summer of 2011...as mentioned earlier, the blue Starfire took us to Los Angeles, then to the OCA Nationals in Reno, then back home to Victoria B.C. What a great trip

and a pleasure to drive a fine automobile. Feeling guilty about leaving the brown Starfire at home, we decided to treat it to some overdue, routine maintenance at a local service station where we had a \$100 Lube Oil & Filter certificate won from a Scouting silent auction. The engine oil and transmission fluid was changed and the chassis was given a complete inspection and lube. Wheels were pulled, brakes were measured, front-end parts got a dose of "shake, rattle and roll" to determine "play", and the exhaust system got "poked and prodded". As one might expect, after 48 years on the road, a few parts accumulated some wear. The brakes were tired and needed a *break*, the vacuum booster needed a *boost*, the exhaust system was *exhausted* and there was so much *shake, rattle and roll* in the front end that Elvis would have been envious.



The exhaust system and brakes were quickly and easily handled by local mechanics near our home on the Island. The front-end work was a different situation altogether. We didn't have a good source for parts nor did we have a solid referral for someone to do the work. Enter Mike Izzo from Los Angeles. We had just visited Mike and Charlene and caravanned with them to Reno a month earlier while driving the blue Starfire. While in Los Angeles, Mike and I took the blue car to Jim Simpson of Simpson's Frame for a long overdue alignment. A Hollywood landmark since

(oddly enough) 1963, Simpson's Frame is a one-family, one-man shop started by dad, Joe, and turned over to Jim. These guys cut their teeth on cars of this vintage. No better place to take the brown Starfire. Can you say, "**ROAD TRIP**"? **YES!**...our second trip to LA this summer, a 2.5 day drive one way South on I-5.

Following hours of research on front end parts & brake boosters, much advice and emails from other Oldsmobile friends, discussions with local parts suppliers and flipping through catalogues like Hemmings Motor News, we purchased a front end kit. It was ordered from Performance Suspension Technology, came directly to Mike's house, packaged in a box from... Kanter?? It contained some ball joints and upper bushings of very questionable lineage. More discussions. Mike then ordered front shocks and additional

upper bushings from Freed Sales in Canoga Park, CA in case the Kanter bushings were incorrect. In addition, We found four NOS upper ball joints in our 'stash', collected over the years and stored them in the car for the L.A. trip.

The calendar was consulted, more emails were exchanged, plans were rearranged, and we were off to Mike's place September 13th to arrive in time for the So. Cal. Olds Club picnic on September 17th. The car was booked to arrive on

Monday, September 19th at Simpson's for front end and alignment work with an estimated finish date of Friday, September 23rd. The trip to L.A. went smoothly and we arrived in time to attend the So. Cal. Club picnic. Everything had to work smoothly because I had to be back in Canada in time for a very important, post-surgery follow-up eye appointment on September 30th. Now the fun begins:

Sunday, September 18th - Jim Simpson calls: injured his eye finishing a customer's car on Sat., has doctor's

appointment for Monday, can't take my car until Tues.

Tuesday, September 19th- Mike & Al Allande deliver the Starfire to Simpson's while Jamie and Paul McGill head for a Starfire parts-car in Monrovia, CA. Jim begins removing power brake booster before tackling front-end work.

Wednesday, Sept. 20th -- Jamie & Mike pick up power brake booster and master cylinder from Jim and deliver to B-1 Exchange for rebuilding. M/C corroded inside.

Thursday, Sept. 21st----- Jamie and Mike pick up rebuilt booster and master cylinder from B-1. Also pick up rear shocks from Freed Sales. Deliver all to Simpson's. Later that same day----- Rebuilt M/C still leaks--- too corroded to seal properly. Back to Simpson's to pick up M/C and return it to B-1. They can't repair it. Next stop...Valley Friction Materials to buy new M/C. Not in Stock.

"Chief" at VFM finds one across town. His reward: an ice cold Coke. On to Boulevard Brake in Canoga Park. Have one, "Made in China."

Friday, September 23rd - Jim finishes all front-end work and re-installs M/C-oops no vacuum sealing between M/C and booster. China part has incorrect rubber seal at rear of M/C. Jamie & Mike stop at B-1 to get a different seal then drive to Simpson's. Jim solved this problem before our arrival, by using an "O" ring and it appears to work perfectly.

Saturday, Sept. 24th ----- Jamie & Mike pick up the Starfire from Simpson's. It drives & handles like a NEW CAR. Tight and firm, no more squeaky shock noises. **Yahoooooooo!!!**

It now looked like things were finally coming together for this car. Jim had spent about 28 hours on the Starfire...it became a "love-hate" relationship for him. He had rebuilt the chassis after 48 years and 78,000 miles of driving. The rear shock installation was a nightmare of ¼ turns on the bolts, all the way out to the very end! It drove like new, handled like new, stopped, and steered like new. So with the new tires, brakes, brake booster, master cylinder, mufflers, ball joints, bushings and alignment, we

essentially had a new chassis under its beautiful body. We also ordered & had shipped by Fed-Ex, a period correct new battery – an easy installation at Mike's place.

With an early Tuesday (Sept. 27th) departure at 6 am and 1360 miles of driving ahead of us, our only concern was the "heat" over the Grapevine section of Interstate 5. The temperature



gauge topped out at 230 deg. F but the Starfire handled it well without boiling over. However, we do have a 4 core original Oldsmobile 98 radiator at home and that will be another story for another day.

So for now, we are extremely happy & grateful for all the help, running around, and taxi service by Mike. After all, it is our retirement hobby and it is fun. The car hobby puts you in so many complex situations, which help you to meet so many interesting people. Yes, we are still going to continue additional restoration work on this solid gem...its time & money well spent. We are now making a new list of things to do to get ready for **2012 !!**

Sincerely, Jamie & Sherrill Cox
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Our email: jamiecox2@shaw.ca

OCA Member-011798
So. Cal. Member
Puget Sound Member
Northern Lights Olds Club member
R. E. Olds Chapter member
NAOC Member-6039
The Starfire Exclusive Club

Our Supplier Connections on this latest adventure:

1. Simpson's Frame & Alignment Inc., 959 N. Gower St. Hollywood, CA, 90038 Jim Simpson at tel. 323-464-0572; very reasonable prices, excellent work.
2. B-1 Exchange Co: 11263 San Fernando Rd. San Fernando, CA. 91340 Luis at tel. 818-834-4834 (excellent work)
3. Boulevard Brake Supply, 21301 Deering Ct., Canoga Park, CA, 91340 Rick Glaze at tel. 818-703-6122 (a nice find for old car people)
4. Valley Friction Materials, 1187 Sherman Way, North Hollywood, CA, 91605 "Chief" at tel. 818-765-5174 (most helpful)
5. Freed Sales Co. 19743 Sherman Way, Canoga Park, CA, 91306 Dale at tel. 818-998-0976 (very good service)
6. Pacific Radiator Sales-Service, 450 W. Colorado St. Glendale, CA, 91204-1504 Darrin Gomez, tel. 818-241-5132
7. Lordco Auto Parts, Sidney, BC, Canada; Lou @ tel. 250-655-9311
8. Restoration Battery, 5484 Race Rd. Cincinnati, OH, 45247 tel. 513-574-4481

Other visits (courtesy of Mike), were to:

1. California Car Cover Co. 9525 De Soto Ave. Chatsworth, CA, 91311 .tel 818-998-2100.(lots of neat & nice stuff !!)
2. Tampa Auto Parts, 7623 Winnetka Ave. Canoga Park, CA, 91306 Tom at tel. 818-718-9880 (very helpful)
3. Rydell Chevrolet Northridge, 18600 Devonshire St. Northridge, CA, 91324 Nick at tel. 818-832-1616 Engine Oil Supplement (E.O.S.) available at all GM dealers. (Nick was Mike's Student – small world)
4. Collectors Auto Supply: Jim Carpenter at 1-800-414-4462 : period correct radial tires, 235-75R- 14 inch with 1 inch white wall. Interior of BC location.
5. Hydro-E-Lectric, 5530 Independence Ct., Punta Gorda, FL. 33982, tel 1-800-343-4261, Convertible Top Motor for the car.

ANNUAL BANQUET STATISTICS and PHOTOGRAPHS

There were 61 total attending the annual banquet.



FIRST TO REGISTER-Jerry Garfield won an Aurora pace car model for his quick response.



MODEL CAR SHOW TROPHY WINNERS:

1. Best Full-size Olds-Judy Badgley, Diorama of Doug's Ohio ticket incident in his 57 98



2. Best Cutlass, 442 H/O display- Andy Gilbert with his display of Linda Vaughn signed memorabilia



3. Best model car display- Tom Hummer for his 1957 Service garage with multiple 57 Oldsmobiles



4. Most original display-Jan Hummer who set place settings with Olds china, silverware and place cards for Ransom & Metta Olds



5. Most Colorful display- Ashley Jones and his collection of specialty license plates



6. Representing Olds History- Jill Gilbert with a display of Fisher Body memorabilia with items related to her family's 3 generations of Fisher Body employees



7. Oldsmobile Spirit- Bruce Powelson



8. Most unusual- Andy Gilbert for his antique toy of an auto assembly line with Olds promos on the line

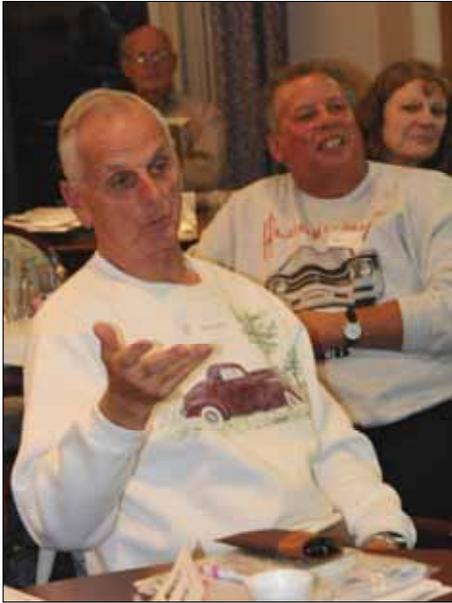


GAMES:

1. Cars movie trivia- Betty VanderTuin, won a DVD of the CARS movie for 16 of 20 answers correct
2. Oldsmobiles in TV and movies went to Mary Goebel and she won a copy of the Olds centennial video

FASHION SHOW:

1. Jill Gilbert for her many items of jewelry AND a Fisher Body tattoo
2. Max Hineman for his sweatshirt with a hand-painted picture of his 1935 Olds



MEMBER OF THE YEAR: Dave Violetta was honored for his years of service to the Chapter as Treasurer, Historian and as a Homecoming Committee member.



Members in attendance that did not have a copy of the book *Setting the Pace* were presented with one. Many asked co-author Jim Walkinshaw to sign their copy.

Hinemans, Hummers and Badgleys were introduced as founding members and Harold Leeman was welcomed as having joined in the last year.

Jim Walkinshaw challenged us with a game to identify various Oldsmobile "figures of importance" and then proceeded to share background information about each of them. Jim also presented all of those in attendance with a copy of his book *Oldsmobile the Final Chapter*.



Steve Zaban did an outstanding job of swearing in the new officers. The 2012 elected officers are: President, Vicki May; Vice President, Chris Heminger; Secretary, Ed Shand; Treasurer, Jerry Garfield; and OCA Representative, Eva Cooper.



The evening was a lot of fun. We had great food, enjoyed visiting and talking about Oldsmobiles. If you didn't attend this year, hopefully you will attend next year. Thanks to Bruce Powelson for providing the photos for this article.

HAPPY BIRTHDAY TO YOU



January:

- 4 Mary Nordbeck
- 5 Chris Heminger
- 7 Ron Reichle
- 9 Abel Gonzales
- 9 Katherine Johnson
- 19 Reginald Riddle
- Doug Songer
- 22 Donald Greiner
- Betty Burnett
- 28 Jerry Garfield
- Wayne May
- Pennie Vance
- 29 Roger Andrzejewski
- 30 Alan Wilcox

February:

- 2 Richard Carlton
- Jill Gilbert
- Kris Kuerbitz
- 5 Jan Hummer
- 10 James Spalding
- 11 Maria Klein
- Janet Shand
- 12 Betty Mroccka
- 15 Cindy Songer
- 16 Patricia Walker
- 22 Eva Cooper
- 23 Willis Dennis

CLASSIFIED AD.....

LEAD FROM DAN MROCZKA:
FOR SALE-1967-70 Olds Cutlass/442
 Original 12 bolt O-Type Posi. Rear-end...(GM No. 402227 OFD2) ...It has original 3:91 GM gears....New brake shoes and turned brake drums...ALL internal gears look really GOOD ...Will fit all 1966-72 GM Chevelle/ Olds /Pontiac Le Mans- GTO /Buick Skylark... all A-Body Frames... Asking \$900 or OBO....Call John... 517-782-2905 anytime...Location....Jackson, Mich...49201 Photos available contact jjzee@sbcglobal.net

OCA Nationals in Reno Nevada 2011 by Scott Whittaker

When I first heard the Oldsmobile Nationals were to be held in Reno Nevada. I thought that would be a cool road trip. So my wife and I discussed it and we were in agreement to make plans for this road trip.



The only problem is I had not found a car that I planned on making the trip in. In March of 2011, I came across a 1965 442, 2-door post Coupe, by all the pictures I saw and talking to the dealership that had the car. It seemed to fit what I was looking for. In the price range I was willing to spend. I made arrangement to fly to New Hampshire, and look at the car. I actually found 2 in this area so I looked at both. The first was a Holiday Coupe with an automatic transmission. Nice car, body needed some rust repair all in all about a 6 or 7 on my scale. I proceeded to look at the second car in Enfield New Hampshire The car was solid Arizona car, was restored about 10 to 15 years ago. The motor had 10,000 miles since it was rebuilt. So I purchased the car. I made arrangements to have it shipped back to Michigan. After about a month of waiting to have a hauler pick it up I decided to go get it. So on Mother's day weekend the wife and I made a trip to New Hampshire.

Shortly after I got the car home I started to make a list of thing it needed to make the long trip. New tires were the first priority. Changing the gears in the rear end is going to be the second. Tires were easy, the rear end took a little research. I was able to find a Posi rear end with 278 gear ratio. I made the swap from my 355 gears to the 278. It made a big difference in the RPMs the car ran. The whole car was gone thru

mechanically. It appeared to be solid in all ways.

As the date to depart for Reno grew closer I was a little surprised that no one else from the area was going to make the trip with their old car. So we decided to make it a longer trip and do some sightseeing on the way out.

The day had come, it was time to load the car. Sue was getting off work at 5 PM, we were to leave as soon as she got home. I finished the last minute polishing and checking of the car. I was just about loaded when I noticed a slight gas odor. After about 10 minutes I found the problem! The gas line in front of the tank was dripping on the ground. With 30 minutes before we were to leave, this was not a good sign. I took the car back to the garage and jacked it up, replaced the short section of gas line - a quick and easy fix.

Everything was packed and loaded. The car was ready to head west. The

first couple of hours of the trip every noise made me nervous. After awhile I started to relax. The car was running fine. When we got close to southern Michigan and noticed ahead, a huge thunderstorm. The light show from it was pretty spectacular. It seemed like we watched it for an hour or so. It seemed to be moving east as we were headed at it. Luck was with us as the storm missed us.

Unfortunately the same luck was not with us as the storms approached in western Illinois and eastern Iowa. It seemed like one right after the other. The old 65 did not come with many options. A 2-speed wiper motor was not one that it came with. So the one speed wiper motor got its work out the first night. Thankfully that was the only rain we hit the rest of the trip.

Our first scenic trip took us through the



Bad Land of South Dakota. The day was warm and beautiful sunshine. Our next destination was Rapid City South Dakota where we spent the night. The next destination was Mt. Rushmore. I have been there several times but never get tired of seeing it.

We drove through Custer National park where a herd of Buffalo had taken up residency in the middle of the road. They were in no hurry to move either. It stopped traffic for a half-hour or so. They finally meandered off so traffic could move through. The next drive took us to Cody, Wyoming. This was the hottest day of the trip yet. It hit 98 degrees. Another option this car does not have is air conditioning. It was not unbearable in the car. The windows were rolled down, vents were open. Our backs were sweating but it was not uncomfortable. Arrived in Cody, Wyoming, early afternoon and found a place to crash for the night. The room was not ready, so we found a car wash. I cannot believe how many bugs were plastered to the front of the car. It looked much better when it was all cleaned. We went to a rodeo that evening. I had never been to one before. It was pretty cool.



route through the park took us around the center loop.

There were way too many sights to see in too short a time lots of wonderful meadows, snow capped mountains, mountain lakes, waterfalls, lots and lots of hot springs. We then proceeded out of Yellowstone into the Grand Titans, then through Jackson Hole Wyoming. After Jackson Hole we headed to Idaho. This took us up some of the steepest grades we had encountered yet.



Day 4 took us up into Yellowstone National Park. The beauty is very hard to put into words. Unfortunately the time was not available as I would like to have spent more time there. Our

see what the front of the car looked like. We ended the day in Jackpot, Nevada. It had been a very long day, which took us through Wyoming and Idaho and into Nevada.

Day 5 took us across the state of Nevada. All I can say about Nevada is there is miles and miles of nothing. We finally arrived in Reno about 2 in the afternoon. The weather was hot with clear sunny skies. After our hotel registration was completed, which seemed like it took forever, Sue and I went to the store for some supplies. Then took the car to a car wash and tried to get a couple days of bugs and grime off it. The car was finally parked in its resting spot

for the next 4 days. The car ran great no problems at all. I got about 16 to 17 miles a gallon, which I did not consider was too bad for a car that was made to go fast.



Early Thursday I did a quick wax and shine on the car. By noon you could not stand the heat out in the show field. There were 6) 1965 442's in the class and 3 more in the modified class. There were 9) 1965 442's in total which is a large draw for any show. All in all it was a nice show. They did a good job with organization and keeping things running smoothly.

The return trip back to Michigan went smooth. Sue had to fly home so she could be back to work. So I drove back across country solo. The entire trip we traveled 4,900 miles. Other than a leaky valve stem no issues with the car at all. After I returned home I understood a little better why people were reluctant to make the trip.

WHAT THE HECK IS AN OLMS ?by Terry Pinkney



A few issues back, Dr. Jerry Garfield wrote an excellent article about the new GM oil classification. In there he mentioned OLMS which stands for oil-life monitoring system.

That got me to thinking; I wonder how many know what this is, what it does and perhaps more importantly, what it does not do. Most new cars built in the last decade come equipped with some type of OLMS. Oil-life monitor is a poor description of this device. It might better be called an oil life estimator. These systems do NOT monitor any physical or chemical property of used oil. An on-board system would cost about \$50,000 so the average cost of a new car would go from about \$25,000 to \$75,000 and few could afford one.

I saw one new and popular car offered now has 10 air bags. They used to say each air bag cost \$1,000 so does it raise the price of this car by \$10,000? What would a small fender-bender accident do to the cost of repairs or your premiums if it set off most or all of these air bags? But I digress.

These new OLMS devices gather operational data from your car's computer & attempts to predict how your driving habits have impacted your motor oil's viscosity, the TBN (which stands for total base number and is a measure of remaining detergency), and oxidation levels. Since these key properties are NOT actually measured by the OLMS, how can it know when there is only 10% life left in your oil? It can't. An OLMS provides only a gross estimate of the oil life based on a mathematical model developed using a specific type of oil.

An OLMS takes no direct measurement of oil viscosity, which is critical in estimating oil life, nor does it measure TBN to gauge how much detergent is left to fight acidic combustion byproducts. There is no way it can measure oxidation level of your oil. If the OLMS actually measured these properties, you would not be allowed to press a couple of buttons to reset it to 100%. If you are ever in Missouri and need an oil change, try resetting this system before and see what happens.

So is your OLMS useless, not exactly. These systems are getting better and do a decent job convincing drivers to extend

oil drain intervals as Dr Garfield mentioned. This helps to break the outdated and wasteful practice of changing oil every 3,000 miles for cars built in the last decade. For your old Oldsmobile, you are on your own without the OLMS.

The OLMS cannot tell the difference between a high quality (read expensive) oil and a run-of-the-mill conventional (read cheap) oil. Some of the older (say 5 or more years old) have OLMS that are strictly mileage based and often indicate oil needs to be changed at 4,000 to 5,000 miles.

Algorithm based monitoring systems are engineered with an understanding of how load and temperature affect oil integrity. Extreme temperatures and loads are known to shorten oil life. For example, GM OLMS penalizes estimated oil life when the engine is driven in very cold conditions or when the engine is extremely hot. GM claims most drivers will be able achieve between 7,500 and 8,500-mile intervals, however, some drivers could go longer if their driving conditions permit. GM says the GM OLMS automatically adjusts the interval based on engine characteristics, driving habits and climate.

Many 2011 Ford / Lincoln Mercury use an algorithm based system called *Intelligent Oil Life Monitor* or IOLM. Ford claims this system will provide intervals up to 10,000 miles, depending on driving conditions. The Ford IOLM monitors driving conditions such engine speed and load, oil and coolant temperature, hours of operation, hours of idle time, and for diesels, the cleaning cycle of the particulate filter, if equipped. The Ford IOLF is entirely software based meaning it does NOT monitor the oil's direct chemical or physical quality. Older Ford vehicles may use the OLMS that is mileage based which signals to change the oil every 10,000 miles or one year.

If the auto manufacturers really want to help us, they would put a sampling valve on the side of the oil pan so that we could draw a small vial of oil and send it in for chemical analysis. Have you ever seen a detailed chemical report? You would be amazed at the amount of information available. Not only do they tell you oil condition such as silica (dirt from perhaps a poor fitting or defective air

filter), water (from condensation), fuel (perhaps from blow-by from worn piston rings), coolant (from a defective head gasket or crack), etc. but they also list any metal content and where it may have come from such as piston rings or bearings. I would highly recommend a complete analysis for your old Oldsmobile at least once every two or three years and also for any vehicle that may soon go off warranty. You never know when something is starting to go bad and it is easier to correct the problem early rather than later.

You should keep in mind that despite the technological advances and sophistication of newer on-board oil monitoring systems, they are still a predictive model and cannot directly measure key used oil properties nor differentiate between the high quality or low quality of the oil you use. Now you know more than the average driver does about your OLMS.

Additional info from "Dr. Jerry".....

GM's system has been in use since 1987. The system then and now does require the use of at least the recommended oil for that time. Today's engine oils are far superior to what we had just 10 ten years ago. It is true GM's Oil Life system is based on software but that software has been extensively tested against oil samples and engine parts inspection. Viscosity breakdown either thinning or thickening is part of the software model but this should not occur with the recommended engine oil changes when the system signals a change is needed.

Oil Analysis

Oil analysis is a quick, nondestructive way to know the health of an engine by looking at what's in the oil. You can use oil analysis for different reasons: to see if there are any problems developing, to see if their oil is working well in the engine, and to see if you can run longer oil changes. I have the family fleet engine oil analyzed every 12 - 18 months. Since we use synthetic engine oil that is just about every oil change. Saw a short promotional paragraph in a hot rod type magazine for Blackstone Labs and requested a test kit from them.

I recently did it for all the above reasons. I use the engine oil from the "dirty" side of a spin-on type oil filter but you don't have to. I had the results in an e-mail in less than a week. The analysis was as detailed as I ever had. They can also analyze other lubricants. Blackstone Labs website address is www.blackstone-labs.com



**R.E. Olds
Chapter
General
Session
Meeting
October 4,
2011**

President, Vicki May called the meeting to order at 7:10 PM. There were 32 present at the meeting. There were 5 guests present.

Presidents Report: Vicki welcomed and thanked the members and guests for attending. The group introduced themselves.

Board Meeting Items: No items were brought forth from the Board to the General session meeting.

Vice Presidents Report: Chris Heminger introduced our guest speaker Tom Erb. Tom was part of the racing team at Oldsmobile before he retired. Tom had a wonderful presentation and kept the interest of the group for more than an hour. The Chapter thanks Tom for his fine and interesting presentation. At the conclusion of Tom's presentation the meeting was adjourned

Motion to Adjourn: A motion to adjourn the meeting was made by Steve Zaban and supported by Chris Heminger. The motion was carried.

Respectfully submitted: Ed. Shand, Secretary.

**2011 R.E.Olds Chapter Annual
Meeting & Banquet
October 29, 2011**

President's welcome: Vicki May welcomed the members and guests for attending the annual business meeting and banquet. There were 61 people registered for the dinner.

- Vicki thanked the banquet committee, caterer and others that assisted with the event for putting on a first class banquet.
- Oldsmobile viewing/voting: All those in attendance viewed the many displays of Oldsmobile objects and cast a vote for their favorite display.
- There were 15 displays set up in the area for voting.
- Tom Hummer gave the invocation for the event and dinner.

- **Guest Speaker:** Jim Walkinshaw had a presentation of the general managers and other executive positions in Oldsmobile citing their roles and contributions for the success of Oldsmobile.
- Ron Reichle thanked the membership for their prayers and cards during his recent illness.
- Bob Shorman showed the membership his concept of the mural for the outside of the museum. He will be presenting it to the museum board in the near future. The chapter will be assisting with this project once it is approved. Once approved by the museum board a proposal will be made to the membership detailing the scope of the project and the costs associated with it.
- Games Judy Badgley prepared numerous games for all in attendance to participate.
 1. Cars the movie trivia 20 questions the winner is Betty Vandertuin with 14 correct answers.
 2. Oldsmobile's in the spotlight, 20 questions. The winner is Mary Goebel
 3. Lady wearing Oldsmobile items. The winner is Jill Gilbert.
 4. Men wearing Oldsmobile items. The winner is Max Hineman.
- Thank to the charter members in attendance. Max and Jo Hineman, Tom and Jan Hummer, Doug and Judy Badgley.
- Harold Leeman was the newest member in attendance.

Business meeting :

Secretary Report: Ed Shand read the Minutes of the October General Session Meeting They were read and approved by the membership.

Vice president report: Chris Heminger had no new information to report.

Membership Coordinator: Don Cooper had no new information to report.

OCA Representative Eva Cooper covered the Chapters compliance report and encouraged those whose OCA membership expires at the end of the year to renew it on time so we remain in compliance. Eva is also the email coordinator for the chapter.

Presentation of Trophies:

- Best full-sized car model Doug and Judy Badgley
- Best Cutlass 442, Hurst Andy Gilbert
- Best model Car display Tom Hummer
- Most original display Jan Hummer
- Most colorful display Ashley Jones
- Most historical display Jill Gilbert
- Most represents Olds spirit Bruce Powelson
- Most unusual display Andy Gilbert
- Early registration award to Jerry Garfield

Member of the Year Presentation: Dave Violetta

A special thank you: for the members and those that help with the activities of the chapter throughout the year.

- Bruce Powelson always takes many photos at our activities.
- We are looking to have special speakers at our meetings throughout the year.

Elections/ ballots : Troy Collins

- There were no new nominations made for any office coming through the membership.
 - Troy Collins will not be running for the office of treasurer for 2012.
 - Vicki for President
 - Chris Heminger for Vice President
 - Jerry Garfield Nominated for Treasurer
 - Ed Shand for Secretary
 - Eva Cooper for OCA Representative
- Mike Ross motioned to close the nominations and have a unanimous vote for the officers nominated. Harry Emmons seconded the motion.

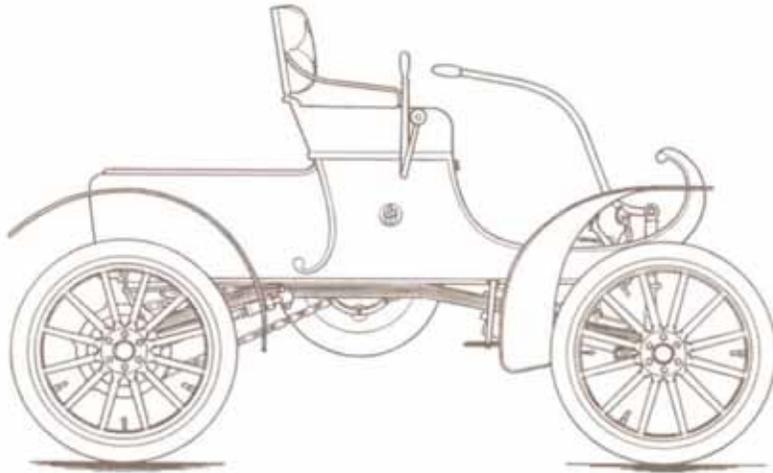
- Vicki thanked Troy for his fine job as Treasurer and his service to the club over the past many years.
- Ashley Jones requested that Judy Badgley remain as the newsletter editor. There was no comment regarding this position.
- Jill Gilbert thanked the club for the donation to the Beekman Center.
- Steve Zaban performed the swearing in of the officers.

A special thank you to Jan and Tom Hummer, Eva and Don Cooper, Judy and Doug Badgley for making this annual banquet a very pleasurable event.

Respectfully submitted Ed Shand

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Rocket Review

January - February 2012

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