



# Rocket Review

**May - June  
2008**

Published by **ROLD'S** Chapter - Oldsmobile Club of America

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## My Oldsmobile Story

*By John Siklosi  
Mooretown, Ontario, Canada*

**My** story begins back in 1965. At a mere 11 years old, while viewing television, an ad came up from GM promoting the new Oldsmobile Toronado. I was awestruck with what was in front of me and fell for these cars instantly...vowing one day to own one.

At the time, I had no interest in automobiles, simply enjoying life playing as youngsters do. It's no secret that advertisers come up with their wares for the purposes of luring buyers to their market place, and gave little thought that their campaign was going to last a lifetime. In short...it worked. Suddenly, playtime was no

longer just going to the park, fishing in puddles, and the stuff of young boys. Instead, my mates had to also endure my constant ramblings on and on about these magnificent cars I had seen on the television.

For the longest time, my love affair was confined to ads in magazines and television as none of these cars seemed to ever make their presence known in our area, perhaps due to the outlandish price tag of something like \$5,000.00... a king's ransom at the time. Not only that, but at around 12 miles to a gallon and gasoline at a whopping .25 cents a gallon who could ever afford to drive one....?

Well, finally one did show up in our neighborhood and like romancing a first love, I visited her virtually every day as she sat outside in the snow, sleet, rain, and sunshine. Stricken with these cars, I



Inside John's garage

Continued page 4 | see Olds

**2008 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.

Oldsmobile Homecoming Car Show committee meetings are held periodically through out the year. Please contact Don Cooper at: OLDSHOMECOMING@aol.com for more information.

# Greetings from Your President



**SPRING IS IN THE AIR.....**and the notices for car shows are filtering in from everywhere. Speaking of car shows, we have the two biggest all-Oldsmobile shows in the country coming up: Our own Lansing Homecoming (world's largest!) in June, and the Oldsmobile National Meet in Dearborn in July. Add to that the many other opportunities to enjoy our Oldsmobiles and fellow enthusiasts, we shouldn't be bored this summer..... That is unless you consider all that cleaning and polishing something other than an act of love. Now, we know we'll be seeing each other at the two biggies; I'd like to suggest that the Chapter members plan to attend more events together. We

had a small group at the 28th Street Cruise in Grand Rapids last year, and we had a great time. We had a small group attend the Fall Cruise in Traverse City put on by our friends at the Motor City Rockets. It was an awesome time! We had a nice group at our own Fall Poker Run, and it was a blast. The point of this is.....sometimes it take a little extra effort to plan the time to join in on these activities. I guarantee you that it is well worth the effort. Our newsletter and website are great places to see scheduled events. Chapter members have access to the Chapter roster and all those phone numbers and email addresses. Pick an event that sounds interesting and give a few members a call to invite them to join you. It's a great way to enhance your membership in the Chapter and build lasting relationships. Here's to a great summer.....

Enjoy the journey.....Vicki

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## Notes from the Editor



**E**very year, our chapter must justify our

membership roster with OCA to ensure that all Chapter members are indeed OCA members, as required. I happened to be assisting with this effort this year and sent out emails to those members who needed a reminder to join or renew with OCA.

In the process, I found one member who told me he would not be joining OCA or renewing his Chapter dues, with no explanation given. After a couple of months had elapsed, a close friend of this member contacted the member to find out why they chose to drop out.

The member's explanation - they were promised something by the Chapter that didn't happened. As it

turned out, the promised event was an over-sight, and not something done intentionally.

Folks, all Chapter officers, and committee chair people of this Chapter are VOLUNTEERS! There is no pay for any of these positions. There is, however, all the overtime we want!

If something has gone amiss, and one of us has forgotten to do something, PLEASE speak up and remind us. We are human; we all have other things in our lives to juggle, in addition to our Chapter responsibilities.

Remaining silent is counter-productive. Do your part and speak up if something is wrong. **We don't bite (usually!)**

Wayne

## R.E. Olds Chapter Membership Application

New \_\_\_\_\_ Renewal \_\_\_\_\_ Application Date \_\_\_\_/\_\_\_\_/\_\_\_\_  
 OCA Number \_\_\_\_\_ Birthday - Month \_\_\_\_\_ Day \_\_\_\_\_  
 Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_ - \_\_\_\_\_  
 Home Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ Work Phone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_  
 E-Mail address \_\_\_\_\_  
 Spouse Name \_\_\_\_\_ Birthday - Month \_\_\_\_\_ Day \_\_\_\_\_  
 List of all Oldsmobiles owned:  
 \_\_\_\_\_  
 \_\_\_\_\_



You must be a member of the Oldsmobile Club of America to join this Chapter.

Chapter dues are \$10.00 a year or 3 years for \$25.00.

Send application and make check payable to:

**R.E. OLDS CHAPTER  
 OLDSMOBILE CLUB OF AMERICA  
 P.O. BOX 80101  
 LANSING, MICHIGAN 48908-0101**

R.E. Olds Chapter is a regional chapter of the Oldsmobile Club of America, based in the Mid-Michigan area. The Chapter received its charter in 1984, and has served Olds enthusiasts in the area since then. A bi-monthly publication, ROCKET REVIEW is sent to members and offers a variety of member stories, technical information and a classified ad section. As a member of the chapter you are invited to join the group at various car show around the state and enjoy family oriented car club activities.

### How to Join the Oldsmobile Club of America

Visit the Oldsmobile Club of America's web site: [www.oldsclub.org](http://www.oldsclub.org) for an application form, dues schedule and other club information and benefits.

### RE Olds Chapter Dues

Dues are \$10 for 1 year or \$25 for three years, renewable each June for all members and payable to R.E. Olds Chapter. Mail to: RE Olds Chapter OCA, %Joe Pohl, P.O. Box 80101, Lansing, MI 48908-0101. A renewal form is not necessary. Your address label contains the year in which you need to renew your membership. For example, if the "RN" code after your name is "RN07", then your dues are renewable and due in June 2007. No additional renewal reminder will be sent to you.

### Upcoming Chapter Meetings

**Club Meetings for 2008** are usually scheduled for the first Tuesday of the month at the R.E. Olds Transportation Museum at 7 PM . Scheduled meeting dates for this year are: **May 6<sup>th</sup>, June 3<sup>rd</sup>, July 1<sup>st</sup>, Aug. 5<sup>th</sup>, Sept. 2<sup>nd</sup>, Oct. 7<sup>th</sup>, Nov - TBD, Dec 2<sup>nd</sup>.**

### 2008 OCA NATIONAL'S DATE CHANGE

The 2008 OCA National meet will be held in Detroit from **July 30<sup>th</sup> thru August 3<sup>rd</sup>**, which is one week earlier than originally advertised. Visit the Motor City Rocket's **w e b s i t e** , <http://www.motorcityrockets.com/2008oldsnat.htm> , for more information.

## Welcome New Members

We welcome the following new members who joined our Chapter in February 2008: **John & Chris Gross** of Grand Ledge, MI.

We look forward to seeing you at one of our upcoming Chapter events or monthly meetings.

## Happy Birthday



**May Birthdays** - Patricia Lueder - 5<sup>th</sup>, Gary Armitage - 6<sup>th</sup>, Dick Harrington - 7<sup>th</sup>, Barry Lott & Stacy Taft - 8<sup>th</sup>, Jeff Farber - 11<sup>th</sup>, Floyd Meerman - 18<sup>th</sup>, Norman Witte - 21<sup>st</sup>.

**June Birthdays** - Vicki May - 1<sup>st</sup>, Scott Whittaker - 3<sup>rd</sup>, Marilyn Riess - 4<sup>th</sup>, Robert Bagby - 6<sup>th</sup>, Sharon Rethalmel - 9<sup>th</sup>, Glenna Tillman - 16<sup>th</sup>, Sandy Bagby - 17<sup>th</sup>, Peg Lehnen - 21<sup>st</sup>, Don Cooper 23<sup>rd</sup>, Bob Zimmerman, John Gross & Arlene Jones & - 26<sup>th</sup>, Sharon Severance - 27<sup>th</sup>.

If we don't list your birthday, send yours/spouses birthday information (month and day only) to [wemas@comcast.net](mailto:wemas@comcast.net) . In the subject line put R.E. OLDS. Or snail mail to:

Wayne Mason  
 2713 W. Clark Rd.  
 Lansing, MI 48906



**Olds | Cont. from page 1**

followed her lines and curves with an intensity only otherwise found in a fellow's first girlfriend. Seeing her dirty was a terrible thing equate able to human abuses, so I approached the owner and made a deal to bathe and wax her on a regular basis, in exchange for a ride or two here and there. The deal was struck and intimate courtship began.

Two years later, she and the owner vanished, leaving me heartbroken. Other than the odd one coming on the dealership lot, glimpses of my true love were rare indeed for many years.

During the years between 1966 and 1967, it was indeed a rarity to see these cars as I believe the public was a bit gun shy of buying into the technology of front wheel drive, and even fewer had the extra money to fork out for one in our area at least. It wasn't until the end of '69 when these Oldsmobile's got more seen around town, and more so during the mid seventy years when they ballooned to the "land yacht" status rivaling their sister cars the Eldorado.

As adolescence descended, my puppy love affair with Toro dwindled here and there, but was still cherished in my heart. At 15 years old, behold, a beauty showed up on the local car lot where she sat neglected for weeks. Again, my sickness took hold, and I visited her faithfully almost every day. Undaunted by not being of age to drive, no license, no insurance and worst of all no money, and the salesman who did everything he could to forget about her, I frantically sought any possible way of making her mine. Obviously, all my attempts failed and again, heartbroken, my love affair went into hibernation.

Fast forwarding almost 30 years, after fighting the good fight with houses, mortgages, wife and kids, I realized that maybe, just maybe, the time had come where obligations and common sense would finally allow the love of my life to happen.



Surfing the net one night, I came across a rather bland advertisement for a 67 Toro for sale in Minnesota and the pictorial showed a pretty nice looking machine. Quite confident in her ability to be restored after getting a few pics and several discussions about her, I decided to make her mine.

Being in Ontario Canada, Minnesota was a reasonable jaunt, so getting her here was going to be a significant task - not as significant a task as justifying the whole thing to my wife, as even then, we still had pressing obligations and "man toys" were not part of her goals to say the least. After a nail biting discussion over the issue, my wife agreed that I should bring this neglected beauty home - damn, I love that woman!

We got one way tickets and flew out to get her. The owner met us at the airport just after midnight, and took us to where she was. All the paperwork was done, and we paid him in full...as well as an extra \$100.00 I had promised him if he would keep her warm till I arrived to view her. Driving to a local hotel, we checked in for the night and prepared for a long drive home.

And what a drive it was...

The Toro was badly out of tune, had multiple exhaust and fluid leaks, and the wipers were not functioning. Being at the onset of winter, driving without wipers and a heating system that did not work either was going to be a test of luck indeed. Just after setting out on our trek home, about 20 miles down the highway, smoke began billowing out from the engine bay. Glancing down at the dash, no idiot lights were on as I pulled her to the side of the road. When the smoke cleared, it was the air compressor clutch that had seized and the belt was burning. Grabbing it foolishly with bare hands, I ripped it off and flung it in the ditch... continuing our journey with rubber impregnated burned hands.

Gagging on exhaust fumes, regular stops to refuel and add fluids, we left a trail from Minnesota to the Canadian border after a further hold up when the battery cable broke apart. But eventually, we made it home and there she stood in all her glory...the love of my life...home at last.

Our Olds 98, and 88 had come and gone, and in appreciation for my wife's kindness in this whole matter, we bought her a 1996 Aurora which

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**Olds | Cont. from page 4**

she just loved when test-driven. So in the span of just a few months, we both had begun our other love affair with Oldsmobile's - my Toro and her Aurora.

Everyone knows that a good relationship means a bit of heartache from time to time, careful attention, pampering, dedication and hard work. The next seven years would put all that to the ultimate test as the restoration of the Toro began and endured for seven years. Almost instantly, the Toro also got her nick name "Sharky" after her distinctive front fender area and cornering lights that, with a bit of imagination, look similar to the nose end of a shark. Fitting enough I guess, as like love affairs, pet names also go hand in hand in many cases.

Getting parts for Sharky began, as I knew full well that this was going to be difficult as well as expensive, and to even think about sending her to a shop was premature without restoration parts on hand prior.

Realizing very quickly that I had something here that was not real popular, visiting dealer after dealer, shop after shop, part store after part store, waiting in line after line till my turn to approach the counter and inquire about parts for her, I was almost immediately put down as salesman after salesman shunned me away and looked over my shoulder at the Camaro and Corvette, buyers waiting in line behind me.

Enough was enough, and it was obvious, that in order for my dream to become reality, I was going to have to look elsewhere for not just parts, but true enthusiasts of these cars...and where else but the country where car business is king...the good ole' USA.

Making contact via the internet with supplies there, following up on leads and suggestions, my lists of wants and needs began to take shape, and the shelves got piled up. I was

also impressed by just how many folks in virtually every state of the union wanted to help me, in stark contrast to the many folks on my own soil who figured I was nothing short of a lunatic.

A parts car in Ohio came up for sale, and I sent a tow truck down to retrieve her. Now with two Toro's on my hands, and only a single car garage, I decided the time was ripe for my other dream to take hold... building a nice garage.

That dream too soon became a nightmare, as our local legislature at the time refused my building permit citing that the garage was much too big to conform to "their" plans. Undaunted, and more determined than ever, I soon severed ties with our community and relocated to the country where dreams are allowed to flourish. We bought an old house that needed a ton of work but had land enough to build the dream garage as well. Now, not only did I have Sharky that needed restoration, I also had a house to restore as well and garage to build.

Another parts car from Georgia way came up, and we hauled her home as well. Another Toro was found on Canadian soil, jut outside Toronto way. Neither was fitting for restoration, but both had lots of useable parts and items to store for future consideration.

I managed to strike a deal with a local shop that specializes in restoring old cars to take Sharky in and work on her when business slowed up, but peck away at her in proper order of operations - ground up. Parts were stripped off and sent for re-chroming in advance, and we made her virtually naked ready for blasting and repair. Dedicated to keeping her totally original or original correct parts, it turned out to be the longest seven years of my life. When done however, she stands proud of being 99% stock as the rear brake connecting line is virtually the only

thing not native to this car.

As I mentioned earlier, after seven years of both looking after Sharky's restoration, building the garage to eventually house her and other Oldsmobiles and Oldsmobile paraphernalia, and also renovating the house, all the goals were finally achieved.

My dedication to Oldsmobile continues, and I now want to start collecting as much Olds memorabilia as I can. The garage plan is to utilize it as an Oldsmobile shrine to keep the memory of the finest car line-up in history alive and well for years to come. Hopefully, my boys will follow suite into the next century, and keep up what their Olds crazed father started.

During the same restoration time frame, a very nice 83 Cutlass came up for sale, and I bought her too, just as the owner was walking down his drive way to put the for sale sign on her. Now completed, the garage houses our '67 Toro, '83 Cutlass, and '96 Aurora...but it's not complete yet...a '69 - '72 442 or H/O car would really round out the collection - or maybe a ? or maybe a ?.

"Ahhhh honey...can I talk to you for a minute please?" Oh Oh! Here we go again. Damn, I love that woman!

Special thanks to a few folks and organizations that have significantly impacted my Oldsmobile dreams:

Toronado Club, Fusick Automotive, Olds Club of America, John Dorcey, Ebay Specialty Auto Body, USA Parts Supply, GM Motor Sports, Don Cooper, A-I Auto

Special thanks to the late Bill Crawford, a true Olds man and dedicated Toro guy...he'll be missed, but well remembered.

# Olds Parting

with Willis and Troy



**Now** that we have solved our technical difficulties, as discussed in our last issue, we will bring you up to date on our on-going activities. You remember the 1965 Vista Cruiser I bought at the auction this past June; it was time to do some work on it. At the time I bought the car, it was not running very well and Willis said it had a mushy accelerator (this translates to pressing on the accelerator in gear and waiting 30 seconds or so to actual move anywhere). This made loading it onto the car trailer lots of fun 'cause the brakes weren't up to par either. Another problem, that Batman indicated, was that it needed a valve job. So in the garage it went to await the correct alignment of the stars (a sign from someone) so that work could begin.

Well a couple of months ago (yes it's now 2008) a sign was received. The weather was forecast to hit a high of 40 degrees and more important than that, Harry Emmons was back from his getting-to-know-New Mexico train trip. After gathering various pieces of equipment, we pulled the plugs and started a dry compression test of the engine cylinders. They varied as expected, but were within (you can put off the valve job till later) limits. Next we oiled the cylinders and did a wet compression test to see how things held up. We got the results we were hoping for and confirmed what the dry test indicated, that the engine was within (you can put off the valve job till later) limits.

We still had to find out why we had a mushy accelerator (read second paragraph for explanation of mushy) that Willis had mentioned. When we removed the plugs to do the compression test, Harry mentioned that the gap of the plugs seem to be a bit on the wild side. I pulled out my manual for the 65 and it indicated that the gap was supposed to be .030. Would you believe that out of eight plugs only (suspense building) one was at .030. Harry got out his feeler gage to check out some (seven to be exact) of the other plugs. I added my gage to his and still had daylight showing above the two of them. Don't know where those plugs came from but they were gapped at somewhere between .060 and .080. After they were hammered back within recommended guidelines we replaced them in the engine. Harry had me put the plug wires back on because of my unorthodox method for keeping track of where they went (got you wondering now don't I). (Pause Pause) Okay here's what I did. I had some small self sticking labels about 1/4" w by 2" long. I numbered eight of them so that I had one each numbered 1 through 8. Then starting at the driver side fire wall and going to the radiator and then back to the fire wall on the passenger side labeled the wires as 1,2,3,4, (driver side) and 5,6,7,8 (passenger side). Did I tell you that I hate rocket science?

We now fired it up and went for a short drive to see if we had corrected the mushy response as stated in paragraph two above. When I put the car into gear in the direction that the gear indicated which also happened to be where the open garage door was. The response was so good in the subdivision that we braved the local main road for an acceleration test. I said brave because we had no license plates, insurance, or

registration in my name and limited braking (just a bunch of wild and crazy guys). Harry was so impressed he asked me to floor it (I think Harry didn't hear me say limited braking), but everything worked fine after deploying the drag chute. We turned around and headed back to garage knowing that Mr. Mushy had lost when I got back to the garage since I had already used the chute. We called it a day and said we have to check the brakes another day (if you stayed in Michigan you know that other day hasn't got here yet).

Next time up I'll tell you what was wrong with the brakes on the vista cruiser and how I pickled the 64's engine and stayed sober. It's now time for Willis' update on PROJECT WAGON.

Till Later, Happy Oldsing Troy

Lets begin this segment with a definition. The term is "AIRBUILD" = To create or build anything using no blueprints or an existing model. This is the method that I am using to build this Tribute to Oldsmobile. I sometimes wonder if it isn't truly a metal statement of my mental state.

After finally getting the rear axle tube seals, the backing plates and rear axles were installed. This leaves just the rear brake shoes and hardware, wheel cylinders, brake drums, aluminum spacers and finally Toronado wheels to install. That should finish the "front" rear axle for now. Little things like brake lines and the drive shaft can come later. I have bigger concerns now. For instance, how do you reverse engineer the Toro front steering assembly. Olds did a great job of making the front suspension drive the front wheels and steer them at the same time. Two engines is quite enough, I don't need two steering wheels

Continued page 11 | see Olds Parting

## Friends We Miss

### Duane L. Allen

Our Chapter lost one of its Charter members. Duane Allen, known to his friends as "Big D", passed away February 25, 2008 in Lansing, Michigan, at the age of 75. Duane was a life-long resident of the Lansing area.

Duane started working at Oldsmobile in 1951 in the Oldsmobile apprentice program for die makers. He became active in the union in 1955, and held many top union positions in UAW Local #652, both in bargaining and administration, until 1965. In 1967, he was promoted to supervision and advanced to general supervisor, area manager and senior die engineer. He retired in 1991 after 40 years of loyal service.

Duane was always active in civic affairs. He spent 24 years as a very active and effective Lansing representative on the CATA Board. He helped lead the drive to build the CATA Transportation Center and was a driving force in getting it dedicated to R. E. Olds.

Duane became a trustee of the R. E. Olds Museum and served as board chair for three terms. It was a building period for the museum, and in 1997 it was named one of the top ten automobile museums of its size in the country. He also served as a board member of the Oldsmobile Heritage Center.

Duane was an avid and well known car collector; he was active in local car activities and shows as well as both the Oldsmobile Club of America (OCA) and National Antique Oldsmobile Club (NAOC). In 1984, Duane was part of a group that helped to host the OCA National Meet in Lansing.

That group became the founders of the R. E. Olds Chapter of the OCA, and Duane was charter member #11. Duane was always a member of the organizing committee whenever an Oldsmobile show was held in Lansing. He is also well known nationally as a writer for these clubs' periodicals and served as a national director for many years. Duane was President of the R. E. Olds Chapter from 1987-1988. He also hosted a Fall Chapter picnic at his home for several years.

Duane's cars have won numerous national awards over the years. Duane and his 1937 Olds were well known at area car shows. One of the best "Chapter" stories happened many years ago. Duane was known for buying original cars with VERY low mileage. One summer the Chapter went as a group to Utica, MI for a car show, Duane trailered his 1957 Olds. The judging at that show was "drive-through". That meant you waited in a line and

then when it was your turn you drove to a team of judges and they judged your car. While waiting in line Duane ran out of gas! Over the loud speaker system an announcement came "if anybody in the R. E. Olds Chapter has a can of gas please bring it to the judging lanes, Duane Allen has run out of gas". Needless to say, Duane was teased about that incident for quite awhile. At the annual banquet that year he was presented with a gas can. He took the kidding in good humor and his response to the presentation was....."if the judges hadn't taken so long to judge my car, I wouldn't have run out of the original gas in the car!" Duane will be missed.

The family requests anyone interested in making a memorial contribution, to please support the R.E. Olds Transportation Museum, 240 Museum Dr. Lansing, MI 48933, in honor of Duane Allen.

### **2008 HOMECOMING NEEDS YOU.**

Please call Judy at 517-645-7438 or

email [djbadgley@gmail.com](mailto:djbadgley@gmail.com)

to sign up to work.

There are jobs available from

Friday, June 13<sup>th</sup>, 5pm – 8pm

Saturday, June 14<sup>th</sup>, 6am- 5pm.

Most job assignments are in 2 hour shifts.

We need everybody's help.

Contact us soon before the

Good jobs are gone!!!!

## Secretary's Report



### R.E. Olds Chapter General Session Meeting February 5, 2008

President, Vicki May called the meeting to order at 7:00 PM.

There were 27 present at the meeting. There was one new member at the meeting. Welcome Jeff Farber

#### Presidents Report:

Vicki welcomed the members and guest for attending and thanked all for attending. All in attendance introduce themselves. This will be a shortened meeting in order to prepare the mailing for the 2008 Homecoming.

Board Meeting Items: there were no new items to bring forth to the membership

#### Vice Presidents Report:

Harry Emmons had no new information to report

#### Treasurers Report:

Dave Violetta was absent and Wayne Mason presented the Treasures Report. The balance on hand as of 12/31/2007 was \$16,532.14. Revenues for the month were \$210.00. Expenses for the month were \$2145.58. The balance on hand as of 01/26/2008 was \$14,596.56. Harry Emmons moved to accept the treasurers' report as read. Jim Harsant seconded the motion. The membership approved the motion.

#### Secretaries Report:

The minutes of the general session meeting for January 8, 2008 were presented to the membership and opened for discussion. Wayne Mason motioned to accept the minutes as read. Jim Harsant seconded the motion. The membership approved the motion. Newsletter Report: Wayne Mason reported the next Newsletter will come out in two weeks. There are no additional articles after this newsletter and please send some new articles to Wayne.

Vicki added that in the Newsletter there will be job descriptions for positions available for members to assume. The positions are Newsletter editor, OCA and Membership Coordinator.

Membership Chairman Report: There was no report

#### OCA Chapter Representative Report:

Compliance Report: Thank you to Marsha Nicholas and Wayne Mason for their work taking care of the compliance report to OCA. At this time two renewed and the other five were dropped from the roster. At this time we are in compliance with OCA.

#### Member Retention letters/calls

No additional information on the Chapter History.

#### Old Business:

1. Homecoming:
  - The flyers are ready to go.
  - Posters are printed
  - Insurance certificate for this years show was received
  - The registration gifts are received
  - Ashley Jones is working on a DJ for the show
  - Ken Nicholas is working on the dash plaque and Tee Shirts
  - Shroyer is providing a car for the engine blow-up event
  - The next meeting is Wednesday February 13th.
  - We are in need of golf carts for the event
  - There will be a special trophy in honor of Chuck Mitchell for this year. Then we are planning a RE Olds Memorial Trophy in subsequent years.
  - There is a need for additional help as the Scouts did for last years show
2. After the next two years there is no one stepping up to host the Nationals.

#### New Business:

1. Friday-Saturday, August 22-23 2008  
28th Street Metro Cruise

2. Judy Badgley motioned to have Duane Allen an honorary member of the RE Olds Club as he was a charter member. Max Hinemen seconded the motion. The motion was opened for discussion. Ken Nicholas is recommending support for this motion. There was no other discussion. The motion was carried unanimously by the membership. The criteria will need to be established by the board for future recommendations of this nature.
3. Ken Nicholas attended the last meeting with the Motor City Rockets for the national show in 2008. There are plenty of rooms available at the hotel. The judging is filling up very quickly and it's recommended to register early. The motor City Rockets are in need of volunteers to help during the event. Ken has a list of positions and will be listing them in the next newsletter.
4. Vicki has an award to present to Willis for his writing ability. The award was Dr. Chocolate for fast relief.

#### Motion to Adjourn:

A motion to adjourn the meeting was made by Harry Emmons and supported by Troy Collins. The motion was carried.

Respectfully submitted: Ed. Shand,  
Secretary.

There were no expenditures approved at this meeting.

The minutes were approved at the March meeting

### R.E. Olds Chapter Annual Meeting & Banquet March 4, 2008

President, Vicki May called the meeting to order at 7:00 PM.

There were 23 present at the meeting.

#### Presidents Report:

Vicki welcomed the members and guests for attending and thanked all for attending. As we introduced ourselves we were to tell the group why we were not in Florida.

Board Meeting Items:



## Minutes - continued from page 8

The Board elected Don Cooper as Membership Chairman and Eva as the OCA Chapter Representative.

### Vice Presidents Report:

Harry Emmons No club activities to report

### Treasurers Report:

Wayne Mason reported for Dave Violetta which was not in attendance, a general financial report and that the club is in good financial stability.

### Secretaries Report:

The minutes of the general session meeting were presented to the membership and opened for discussion. Chris Heminger motioned to accept the minutes as read. Ashley Jones seconded the motion. The membership approved the motion.

### Newsletter Report:

Wayne Mason reported that he still needs additional articles for the newsletter. Ashley Jones will send a list of events to Wayne for the newsletter. If there are any items that need to be in the last newsletter before the homecoming event, send them quickly.

Vicki cleared up the reason for having the newsletter editor [article] in the newsletter.

### Membership Chairman Report:

There is no report this month

New Applications:

Member retention letters/calls

Social Events/outings

### OCA Chapter Representative Report:

Compliance Report:

### Member Retention letters/calls

There was nothing to report on chapter history – Dave Violetta has a list of the item in storage and will recap the items in the future.

### Old Business:

Homecoming:

- Poster are out
- Alan resigned from the Homecoming position due to personal conflicts
- The insurance from OCA is incorrectly worded and is being corrected

- Craig Parrish will be our D.J. and is looking very much to being "the D.J." Craig has rescheduled his downtown Lansing Cruising the Gut show so it would not be in competition with "Homecoming 2008".

- Craig has all new equipment and felt that he had enough volume to not use the speakers on the poles, but if decided that would work better, can accommodate that as well, the hook up would still be necessary for Scott to assist. Craig's rate is very competitive and under budget!

- Registration Report as of 3/3/2008:

- There are 71 cars registered

- There are 20 Swap Meet Spaces reserved

- There are 70 shirts ordered

### New Business:

- Ashley Jones provided some show information of upcoming shows

- Fold up calendars on car shows will be available next month

- Ashley Jones asked if there is any interest of doing a trophy for Duane. There is a general trophy planned in remembrance for deceased members.

- Harry Emmons motioned for the club to make an honorary donation in remembrance of Duane Allen to the Olds Museum.

- Jan Hummer requested information on the honorary membership position of the club. Vicki explained that the Board is in the process of developing the policies and procedures for this recognition.

### Motion to Adjourn:

A motion to adjourn the meeting was made by Harry Emmons and supported by Jim Harsant. The motion was carried. Respectfully submitted: Ed. Shand, Secretary.

A \$25.00 donation in honor of Duane Allen to the museum was approved at this meeting.

## 28th Street Cruise

Hello fellow R.E. Olds Club members:

The **28th Street Metro Cruise in Grand Rapids, Michigan** is Friday, August 22<sup>nd</sup> and Saturday, August 23<sup>rd</sup>, 2008. Again John Leese, the owner of HARVEY CADILLAC has invited us to join the party on Saturday August 23<sup>rd</sup>. We need to arrive at the dealership between 9:00a.m. and 10:30a.m.

This year we can bring friends with Classic Cars as long as they are **GM cars**.

Please contact me with names and vehicle information **starting now** so they can plan space requirements.

So far it's Wayne Mason and me; you can reach me at 517-676-5630. Thank you.

Mike Ross

For more info, check the Metro Cruise web site at:  
[www.metrocruise.org](http://www.metrocruise.org)

## COMING JUNE 14, 2008

### TO THE

## OLDSMOBILE HOMECOMING

### CAR SHOW & SWAP MEET

### LINDA VAUGHN

## MISS HURST GOLDEN SHIFTER



## The Discovery . . .

By Judy Badgley

**A** couple of months ago when Michigan was cold and buried in snow, we took advantage of our new retirement. We headed south with the flock of birds known as “snowbirds”! Our first destination was Daytona for race week. The big week before the Daytona 500 was the opening of the NASCAR season. We saw some racing, met some drivers and made a discovery.

We spent race week in an Ormond Beach condo with relatives. Ormond Beach is a suburb of Daytona Beach. The year 2008 was special for the Daytona 500; it was the 50<sup>th</sup> anniversary of the race. The race is a fascinating phenomenon to watch. We attended the Thursday Gatorade Duals. This is the day they run two 250-mile races. The cars are divided between the two races and their finishing positions are used to set the race field for Sunday’s Daytona 500 race. There are a lot of activities and parties you can “buy” into, but we just did the races. The sun was shining, it was warm, and the cars went fast. Life is good!

Wednesday we decided we needed a GPS to guide us during our travels. We went to the mall across from the track. While making our purchase, we were told that some of the NASCAR drivers were expected in about 45 minutes. We went to the stage area where the drivers were to greet fans. It was actually a live interview radio program, with fans as the audience. We saw Kyle Petty, Jimmy Johnson, Jeff Gordon and Carl Edwards. They handed out door prize tickets to the

crowd and Doug had the first number they drew. He won a Carl Edwards commemorative coin. OK, we know he drives a Ford, but if he wins the championship it will make a great Ebay item!

Now for the discovery . . . We typically went for an evening walk along the beach. One night we changed our routine and went for a walk on the sidewalk. One block from the condo we found a small park named “Birth of Speed Park”. There were stone markers explaining the history of the area. This was the site of the first official auto race held on March 28, 1903, at which a Winton raced an Olds. The one mile race was called the Hotel Ormond Challenge Cup, and the race was run on the sandy beach. This area of Florida’s East Coast has hard-packed sand. For a fee, you can still drive on this section of beach. In 1903 the beach road was probably smoother than the regular roads. This sandy racecourse is well known for the world speed records that have been set there.

OK, back to the first race.

Winton’s car was called the “Red Bullet”, and the Olds was known as the “Pirate”. The Winton was a heavier car and barely won the race. The recorded time was 75 seconds, or 48MPH. That same year, the “Pirate” set the first speed record traveling five miles in 5:49 minutes or 52MPH.

Oldsmobile built a working replica of the “Pirate” in 2000. In 2003, as a celebration of the 100-year anniversary, the “Pirate” again raced on Ormond Beach.

The park has a full-sized replica on display of the “Pirate”. It has a plaque on it saying “Olds Motor Works Lansing, MI”. A company in Vancouver, WA made the replica. We looked it all over, but you can’t touch it or sit on this historic vehicle. This is yet another reminder of the impact Oldsmobile had on automotive history.

So that was our Oldsmobile portion of escaping from Michigan’s snow and cold. The rest of the month we just layed out on the beaches in 80+ degree weather!



**The Oldsmobile Pirate**

## Olds Parting | Continued from page 6

to add to the chaos. To the untrained eye (I have two of them) placing a solid link between the steering knuckle and the lower control arm should do the trick and not let the steering knuckle turn. That way the drive wheels would only go straight. Just like a regular rear wheel and axle. Not so my friends. The different length control arms used in the front suspension, when they traveled up and down, caused the wheels to point out like a slew-foot girl I went to school with. After consulting with the Saturday morning retired engineers breakfast group, it was determined that removing the lower ball joints and replacing them with a solid plate as wide as possible should keep the knuckle from turning. Built it, tried it and it worked like a charm until we tried to put a wheel on the axle hub. In my haste to stop the steering, I failed to note that the Toro wheel rim gets narrower the closer you get

to the spyder or plate that has the holes for the hub / studs. The wide plate that was now attached to the steering knuckle, was too wide to allow the studs to go through the holes in the wheel and tighten the lug nuts. Two weeks later the steering knuckle plates had been re-machined and welded back together with enough clearance to mount the wheels on the knuckle. Now when the wheels go up and down, they remain straight. Except, the remaining upper ball joint was hitting the upper control arm and keeping the tire almost  $\frac{1}{4}$  ' of the ground. It was like having the tire jacked up to change a flat.

Now remember this is an AIRBUILD. There are no errors. Just air and when you run into a problem, you just reach up in the air and pull down a solution. Like relocating the upper ball joint inboard 1-13/16 inches and grinding some clearance on the steering knuckle. This little maneuver also corrected a slight tire alignment issue.

The 1958 front suspension tread width is 59 inches. The rear is 58 inches. The Toro is 63 inches. When I used my untrained eyes (remember them) to measure the tread width on the Fiesta, I only measured the front and then ordered 2" wide aluminum spacers to make up the difference between the Fiesta front tread width and the Toro front tread width. Can you see where this is heading?  $59" + \text{two } 2" \text{ spacers} = 63"$ . Same as the Toro and everybody is happy. Not only is the Fiesta rear axle tread one inch shorter, (58") the Newmatic ride rear axle is shorter yet by  $\frac{3}{4}$  inch.

Remaking the upper and lower control arms for the Toro suspension made everything ok again. The four rear tires all line up. Remember this is an "AIRBUILD". The fact that the Toro drive axles are now almost two inches too long is not an error. Just another opportunity

Until, Willis



### June

**14th** - Oldsmobile Homecoming Car Show and Swap Meet, Lansing, MI. hosted by the RE Olds Chapter, OCA. Info and registration forms at [www.reolds.org](http://www.reolds.org).

### July

**11th & 12th** - A Tribute to Oldsmobile, York, PA. info in March 2008 issue of JWO, page 6.

**20th** - Flint GM 100th Anniversary Celebration, Flint, MI. Celebrating the 100th anniversary of General Motors, includes a parade

## Car Shows & Swap Meets

of GM show vehicles & show grounds site. Detailed info and application forms at [www.reolds.org](http://www.reolds.org), click on Events Calendar link and then select the GM 100th Anniversary link in the table.

### September

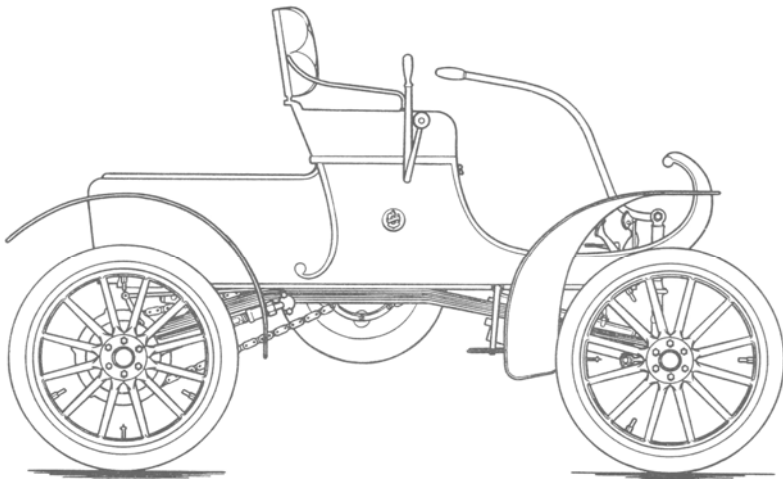
**7th** - Special Cars & Bikes for Special Kids, Lansing, MI. 9am - 4pm. Contact Jill Gilbert (517) 755-5720.

If you have car shows and events you would like listed in this space, please send all details to [wemas@comcast.net](mailto:wemas@comcast.net) or Wayne Mason, 2713 W. Clark Rd., Lansing, MI 48906.



R.E. OLDS CHAPTER  
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Rocket Review

May - June 2008

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