



Serving Mid-Michigan

Rocket Review

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My Love Affair with the Incomparable 1979 Oldsmobile Toronado Diesel

INSIDE THIS ISSUE:

<i>Editor's Notes</i>	2
<i>Membership</i>	3
<i>Cover story continued</i>	4-5
<i>Annual Banquet Registration</i>	6
<i>Homecoming 2009</i>	7
<i>Annual Banquet, 28th St. Car Show</i>	8, 9
<i>Olds Parting</i>	10, 11
<i>Secretary's Report</i>	12, 14
<i>Chapter Merchandise</i>	13
<i>Life in the Family Lane</i>	15

My love affair with Diesel engines began when I was a boy growing up on the farm. My father was a manager for a very large farming concern northeast of Lansing. I became involved early, working the fields in different ways with many different tractors, small to large.

The gasoline tractors had their own sounds and smells, and the Diesels had

a less disturbing noise and better smells. Of course, then ear sound protection was not common and the ringing in my ears today is one result.

I worked on the farms during the summers saving money for college. Green and White fight! Go State!

In early 1973, through my Uncle, an Oldsmobile test driver and mechanic, I was able to purchase a new Oldsmobile convertible, a Delta 88 Royale with 455, 4-v, and duals. Shortly after, if you remember, gasoline increased in price to (GASP!) over fifty cents per gallon!

About 1977 or so, General Motors announced its vehicles would have Diesel engines available. When the newly designed "full size" automobiles for 1978 had a

5.7 litre Diesel engine available, my interest was piqued. Promises of 30 miles per gallon sounded interesting. The bad part was the limited availability of the engine, and dealers wanting sometimes a premium above sticker; this was problematical.

I did not think my teaching salary would be able to cross the hurdle.

And then - the 1979 Toronado models were unveiled. Love at first sight! I was chomping at the bit. How many toes, fingers, and other appendages would I have to sell - my soul, perhaps? - to make the purchase? Plus - the Diesel engine was available! The biggest roadblock - the approximately \$13,500.00 price of admission.

When I finally stepped up to the plate and inquired at my local Oldsmobile dealership [Backhuus -



Continued page 4 | see Diesel

**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.

Saturday, June 20, 2009

Oldsmobile Homecoming Car Show & Swap Meet

*Plan now to attend the 2009 Edition of the
Oldsmobile Homecoming*



Notes from the Editor

Part of what keeps this newsletter interesting are articles written by Chapter members like you. Member's stories are the life blood of your Chapter newsletter.

It makes the editor's job much easier when there are several stories on file and waiting to be printed. The only task then is to choose which story or stories will be published in the next newsletter.

Currently, the cupboard is bare. That means we need each of you to put on your writer's hat and crank out a story about your car renovation project, your experience attending a car show, or your

experiences searching for that hard-to-find part needed to complete your Olds renovation, or tell everyone about the top award you just won at a car show.

Don't worry about how well written your article will be. You put down the thoughts and I'll review it and, if needed, will make necessary changes (if you wish) to make your article more reader-friendly.

I'm sure there are many stories floating around in our membership's heads, so put those thoughts on paper and share your story with everyone else in the RE Olds Chapter.

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 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 "RN09", then your dues are renewable and due in June 2009. 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: **Nov - Annual meeting and banquet on November 8th. Details on page 6 and 8, Dec 2nd - general mtg.**



Welcome New Members

We welcome the following new members who joined our Chapter since our last newsletter: **Jim & Kit Murphy** of DeWitt, MI., **Don Smith** of Stanton, MI., **John & Betty** Vander Tuin of Delaware, Ontario, Canada, and **Don Vetter** of Middleville, MI.

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

Happy Birthday



November Birthdays - Lori Lyon 1st, Leonard Lueder 4th, Martha Pregler 7th, Douglas Johnston 11th, Carol Mitchell 19th, Michelle Brochu 21st, Robert Shorman 23rd, Barb Pohl 25th.

December Birthdays - Dixie Sanders 7th, Rickie Rethamel 8th, Charles Ostrander 11th, Annette Morse 14th, Bruce Powelson 17th, Jim Harsant 20th, Joe Place 21st, Dave Violetta 28th, Marianne Harrington & Tamara Wenzel 30th, Cindy Thayer and Karen Wilcox 31st.

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

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

Diesel | Cont. from page 1

Ebert Oldsmobile - Chevrolet in Fowlerville], I was told that I would have to order a 1980 model.

Heartbroken, I called Uncle, who at that time was an Oldsmobile mechanic at the Milford Proving Grounds. He checked, and VOILA! - a 1979 Toro-nado with a Diesel with about 6-8 thousand miles (remember, this was nearly 30 years ago) was available, and would I like it? You bet! Arrangements were made, and in October, 1979 I took possession of a (gently) used beautiful Charcoal FireMist with silver pin-stripes Toronado Diesel. I was on top of the world!

But - there is always a but - reality sat in. The engine had good low-end torque, and more than once I surprised my passengers and myself by squealing tires and leaving rubber.

I owned the vehicle until 1987, at which time I donated the Toro to the Auburn - Cord - Duesenberg Museum, where for at least a couple of years it was used as the Director's vehicle. Looking over some records, I did achieve 30 mpg a few times on longer trips.

Various problems along the way....

Either the Christmas season of 1979 or 1980, I was heading to my mother's after a cold, heavy snow-



Stories about the 5.7 Diesel engine from the General are legendary and mostly true. Some engines ran well, seemingly forever, but at about 90,000 miles my Toro's engine was replaced, with minimal cost from me. One indication was a quickly overheating and poorly starting

engine. Except... storm. On the way to Fowlerville from Howell, my Toro stalled about eleven times. Pre-cell phone time, I called Unc from a pay phone. He said probably the fuel was gelling. He graciously lent me his mid '70 Cutlass, we reloaded gifts, and I was on my way.

After Unc had the Toro at his place and warmed up, the car ran fine. After that, during the cold season I always made sure to use #1 diesel fuel, or in a pinch, winterized #2. When the Toro was parked, it was always plugged in from late October to late March.

Another time, heading to Mom's for Mother's Day, the car would go a few miles and then lose power. Somehow the trip was completed. The car then had the fuel injection pump replaced. Another problem solved.

One time driving through the city, I heard this loud engine exhaust. I thought it was the old pickup beside me. The light changed. The truck went forward, I turned the corner, and the noise followed me. Embarrassment!

The paint was not good. At about three years I had a local body shop touch up the doors. They did a fine job, but within two years the Toro needed a complete repainting. All of the trim, etc. was removed, and the car was professionally repainted. That took care of my income tax refund for that year, but the car looked like new.

engine. Except...

Immediately when I started the Toro with that new engine, I heard a very high frequency squeak. I commented on this, but the mechanics heard nothing out of the ordinary. I had several other Olds mechanics "check it out", but no one noticed anything.

I was returning from a fine dinner with the then current lady friend. A terrible noise similar to a large shop vacuum was very noticeable. The lady was dropped at her residence and I then drove to my Unc's place. I told Unc I was fed up with the car - he could have it. He again lent me a vehicle.

The next morning, a Saturday, Unc called and told me the vehicle was towed to the Brighton dealership. It seems that on the way something "exploded."

Come to find out, when the new engine was installed, the flywheel had been damaged [I still have the evidence]. Cracked at a critical weld, flexing was causing the high-pitched squeaking I had heard. Over time, the flywheel flew apart and wrecked the torque converter.

That repair I had to pay. I protested, stating that I had mentioned a problem when the engine had been replaced. That argument fell on deaf ears. "They" said it was too far apart in terms of time to be conclusive, and therefore I was out of luck.



Continued page 5 | see Diesel

Diesel | Cont. from page 4

Another adventure occurred on west bound I-96 between Brighton and Howell. I was approaching a loud flatbed eighteen wheeler. Loud bang bang sound emanating. I passed the flatbed, but again the sound followed. One of the fuel injectors had loosened, and the hot exhaust gases were eating away at the head. This too, was replaced at the owner's expense and I was looking for a new vehicle.

I ordered a 1987 Ford Bronco II. I had spoken with the A-C-D museum director earlier. [I think his name was Skip Marketti, and he later went to the left coast to a major automobile museum.] He had expressed an interest in acquiring the Toro for the museum. Part of the reasoning was the front wheel drive Cord, and another was that at one time A-C-D had actually created a prototype Diesel-powered vehicle. Also at the time, it seemed the R. E. Olds Museum, where I had volunteered, was on tenuous footing, and it did not seem the appropriate place to make such a donation.

I had planned to take the Toro to Auburn in early Summer, but an incident prevented that. In late Spring, my less-than-3,000 mile Bronco II was T-boned at an intersection. I can still see the glass falling in slow motion. My new vehicle was pocket change from being totaled. It took quite a while to have it repaired and returned.

In October, 1987 with about 120,000 miles, the Toro made its last journey with me at the helm. With heavy, but relieved heart, keys and title were turned over. The museum director used this fine vehicle as his personal vehicle for about two years as far as I can tell. I do not know if the vehicle is still in the A-C-D's collection.

At times when mechanical items would be replaced, parts would come off that had special markings

On Re-setting Odometers . . .

Jerry Garfield passes on this information. The question arose at the 2008 OCA Nationals in Dearborn, where Jerry was head judge, about whether or not a car's odometer could/should be reset to zero upon completion of a complete restoration.

Per the Michigan Department of State: ***"The odometer cannot be set at 0 for a restored vehicle.***

If the mileage exceeds mechanical limits, or the vehicle is 10 years or older, the mileage on the title can be marked 'not actual'.

"If you have other questions, feel free to contact us at 888 SOSMICH (888-767-6424)."

Bottom line - if you completely restore a vehicle, do not reset the odometer to zero.



placed on them by the Milford Proving Grounds Engineering Department.

In retrospect, I loved that car. It was well built, luxurious, comfortable, quiet, the CB worked well, it could go 600 miles on a tank of fuel, and many people made nice comments about it... but it did have its Diesel shortcomings. I also had to make sure the battery terminals were always well cleaned.

I still hope Diesels can make a substantial contribution to automotive society. The '73? I still have it, but it is up for sale.

R. E. Olds Chapter

2008 ANNUAL BANQUET & ELECTION OF OFFICERS

Saturday, November 8, 2008

Party starts at 5:30 p.m. * Dinner served at 6:30 p.m.

Great Lakes Christian Homes

2050 S. Washington Road, Holt

(intersection of S. Washington Rd. & Holt Rd.)

We will be having an "Indoor Oldsmobile Model Car Show" during the evening. Bring an Oldsmobile model or Oldsmobile display (hand-made or store bought) for the show. Display tables will be available, and there will be Peoples Choice judging. You are encouraged to wear Oldsmobile items. It's time to "shine and show" your small Oldsmobile. Annual meeting and election of officers will follow dinner.

BUFFET DINNER

- Sliced Turkey
- Sliced Roast Beef
- Mashed Potatos & Gravy
- Stuffing
- Redskin Potatoes
- Corn
- Green Bean Almandine
- Garden Salad
- Rolls
- Desserts
- Punch, Coffee or tea

Cost: \$10.00 per person



The Chapter has agreed to help with the cost of the meal by contributing \$2.00 per meal, and the price on the form has been reduced by this amount.

✂ ----- Cut here and mail with your check -----

Name _____ Phone No. _____

Would you prefer a diabetic dessert? Please check here. _____

Number attending _____ x \$10.00 = \$ _____

Make checks payable to: R.E. Olds Chapter

Mail to: Jan Hummer, 10379 Dimondale Hwy., Dimondale, MI 48821

Questions: call Jan Hummer 517 / 646-6633

Reservations Due by Saturday, November 1st, 2008

17th ANNUAL OLDSMOBILE HOMECOMING

JUNE 20, 2009

by Judy Badgley

The first organizational meeting for the 2009 Homecoming was held in September. Ken and Marsha Nicholas are chairing the event for next year. New faces in attendance from our Chapter include Chris Heminger, Ron Reichle, Mike Ross, John Gross, and Jim Brehm. All expressed a willingness to help where needed. Chapter members are invited to join this organizational committee as there are many areas where volunteers are needed. If you would like to help or need directions, contact Nicholas' at 517-663-2397. The next meeting will be held on Saturday, November 8, at the R.E. Olds Transportation Museum at 3:30 PM.

At the September meeting, various sub-committee "jobs" were discussed. The swap meet has been under the able leadership of Joe and Shirley Place for 16 years. They decided to take a break, but fortunately, new members John and Betty VanderTuin have stepped up to take on this job. John and Betty have been managing the OCA National swap meet for two years, and have done an outstanding job. We are looking forward to their help.

Ashley Jones has again secured our show site for us from the State of Michigan, and Marsha Nicholas has our insurance certificate. Those are two key items needed to begin working on next year's show.

Ron Reichle joined the Homecoming committee in May 2008 to organize the show field. He had helped set it up for many years, but last year he took on the task of organizing the layout as well. He did an amazing job and we are glad

he is returning. He has offered some new ideas about the show field layout that will help save manpower on show day.

Another key area is setting the budget for 2009. Dave Violetta has organized the budget format for easy reading and comprehension, and it makes year-to-year planning much easier. The proposed new budget was approved by the Chapter Board at the October Board Meeting, and we are now moving full speed ahead.

The feature car for next year was also discussed. We were planning to feature the Alero group that has been so faithful about attending our show. However, Coopers have been unable to get a response from anyone as to whether they would want to do this. It will be the 10th anniversary of the introduction of the Alero. Other possibilities were presented including the V8 cars. It will be the 60th anniversary of the introduction of the Kettering V8 engine. We will be making a decision on this soon,

as we need to deliver our flyer design to the printer soon.

Several suggestions were made to improve the show. These ideas will be reviewed and discussed at future meetings. We welcome all suggestions and comments as well as new members to the committee.

The Homecoming show is an amazing show. You realize how truly special it is when you hear comments about it at other shows. It is a show ALL Oldsmobile owners from around the world set as a goal to attend. We have had visitors from the Netherlands now two years in a row. They schedule their USA vacation so they can attend our show. Other Olds enthusiasts make a decision between attending the OCA Nationals or our Homecoming show. That is something for which we can all be proud! We ALL make it happen. It takes committee members AND event workers to achieve this kind of success.



COME FOR A FUN *Oldsmobile* EVENING!

It is time again for our fun and enjoyable R. E. Olds Chapter Annual Banquet along with the Election of Officers. Our Banquet will be held on Saturday, November 8th, 2008 beginning at 5:30 pm. We will be using the private and spacious dining room at Great Lakes Christian Homes located at 2050 S. Washington Road, Holt, MI (at the intersection of South Washington Rd. & Holt Rd.). Dinner will be served at 6:30 pm.

The cost of our catered buffet dinner will be only \$10.00 per member and \$10.00 per guest, because our Chapter is paying \$2.00 toward each dinner (a dinner for more than one guest

will cost \$12.00 each). Checks are payable to R. E. Olds Chapter, and mail reservations to Jan Hummer, 10379 Dimondale Hwy., Dimondale, MI 48821. All reservations are due by Saturday, Nov. 1st. **See page 6 for reservation form and dinner menu.**

We will be having games and an "Indoor Oldsmobile Model Car Show" with a large number of display tables available. There will be seven display categories, and you will be given a ballot, so you can vote for the best display in each category. The categories are:- BEST FULL-SIZE OLDS, BEST CUTLASS/442/HURST OLDS, BEST OLDS

CONVERTIBLE, BEST DISPLAY, BEST OLDS HAND-BUILT (INCLUDING KITS), OLDEST OLDS, and FAVORITE/BEST OF CLASS. So, now is the time for you to choose a category and start putting together a display of your favorite little Oldsmobile(s)! You are also encouraged to wear Oldsmobile items to the banquet.

The Chapter's annual meeting and the election of officers for 2009 will be held after dinner. If any member is interested in running for a club office, please contact Troy Collins. Current President Vicki May and Treasurer Dave Violetta will not be running for re-election.

MOYA

The **Member of the Year Award** will be given at the Chapter's annual banquet on November 8th. The board is looking for suggestions for the recipient of this award. This person should be an active Chapter member who continually shows a deep interest in the chapter and it's functions and the heritage of Oldsmobile. All names will be considered. Please send e-mail to Don Cooper at coopsledg@aol.com or call Don at (517-290-7455) with your thoughts. Please respond by October 24, 2008.

28th Street Car Show & Cruise

Wow!!! What a great day Saturday August 23rd turned out to be!

Those that convoyed over from the Lansing area were: Mike Ross, Wayne Mason & Michelle Ryder, Tom & Jan Hummer, Karen Papoi & Karen Fox, Don and Eva Cooper, Duane Cooper, Troy Collins and Lyle Patrick.

Meeting us at Harvey Cadillac from the Grand Rapids area were: Vicki & Wayne May. In addition some other folks from the G. R. area that were to meet us there were: Mike Henry, Jeff Taft and son(who drew pictures of the cars), Roger & Mary Lee Andrzejewski, Jake Hoover and Denny Wittenbach.

It was a good turn out for us as we had good weather and saw lots and lots of cars.

There was a Food Wagon available to us. There was a DJ playing classic oldies and rock'n'roll. We also had real bathrooms at Harvey Cadillac that we used all day.

Before leaving I talked to John Leese and he is already looking forward to us coming back in 2009. I'm starting the list now, so contact me. Pictures by Wayne Mason. (see page 9 for photos)

Thanks to all of you,

Mike Ross

28th Street Car Show & Cruise Photos



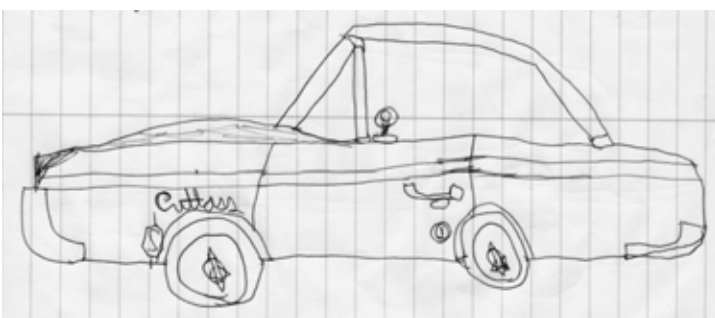
Lansing members gather at the McDonald's at M100 and Grand River north of Grand Ledge Saturday morning, and then caravanned to Grand Rapids led by Mike Ross, right.



Members parked at Harvey Cadillac along 28th Street In GR



Above - On display at Harvey Cadillac were some nice, old Cadillac's.



Left - Jason Taft's drawing of Troy Collins' Cutlass.

Olds Parting



Since last we talked the new car dolly still hasn't been put to use. The stars may have aligned but numerous activities have blocked the view to them. I just returned from a six day road trip to delivery some cars to New Jersey to be shipped over to Ken in Norway. I'll tell you all about this next month, because I haven't received all the hush money to keep various items out of print.

Prior to leaving for that trip I was busy getting the Cutlass ready to participate in the thirty-fifth anniversary of the Crippen family being in the automobile business. They were looking for a 1973 Olds as a time piece for when they started in the business. Ray Debar had touched base with me this past July 4th at the Mason car show. As you all know, the Cutlass wasn't at the car show because it was still waiting for it's rebuilt water pump from Lubbock, Texas. I'll continue in a minute when the blood pressure returns to somewhat normal.

After the "after market" water pump finally was installed on the car, I was asked to bring the car over to Crippen so they could look at it. Jeff Crippen, President of the Crippen dealership, came out and looked the car over, and had his Detail Manager Thomas Hopkins see if he could help with some dress up. Somehow between Ken's stuff, the new bowling season, mowing at the airport, and other various items, I put the new hood liner in; brought the air cleaner back from the dead and did some painting. The car was schedule to be delivered to Crippen on August 22, so all the afore mention items were done on the 21st (I did tell you I was busy, didn't I).

I was invited to a VIP reception on August 26, great finger food and chocolate chip cookies and brownies, I had some chocolate because I knew Willis would for me if I wasn't somewhere where their was chocolate. I met most of the Crippen family and added Jeff's dad to the list of people wondering if the car was for sale (and that's the truth, Miss Daisy). I gave Wayne some of the Zillion pictures I took of the car and one of me with THE coach, Tom Izzo.

Next time I'll tell you about the New Jersey Trip (length of article to be determined by the amount of hush money received). Hopefully, other items may be worked on as Winter is not to

far away. It time for Willis to tell you more about Nationals.

Till Later, Happy Oldsing
Troy



Troy, right, with Coach Izzo.

When last we met, it was Nationals time. I was able to a catch my breath, take a well earned shower, and peel off the tee shirt and jeans that were saturated with welding smoke, grinding dust and bearing grease. After burning the afore mentioned garments, loading up the truck with stuff for the swap meet, I was off to Dearborn. The 1:00p.m. Wednesday departure time became a 6:30 p.m. departure due to events that I will not get into at this time.

The normal arrangement when towing a vehicle on a trailer is to load it with more weight at the tongue than the tail. That way the rear of the trailer doesn't sway. The project has never been weighed to see how much of the total weight is in the rear. My guess was about a 45/55-weight distribution front to back. That shouldn't pose any problems towing. WRONG! At 49 M.P.H. the trailer wanted to change places with the truck. So much for taking the expressway for an hour and a half trip. It's down Grand



Olds Parting | Continued from page 10

River Highway, the original two-lane road to Detroit, and a good three-hour trip including the customary road construction and detours.

Arriving at the Radison parking lot / swap area only to be told by the "BARNEY FIFE" Badgley's night security team, that they could not allow us to enter the swap area and drop the trailer. It would have to be left across the street in the trailer parking area until morning when the swap area opened. Well now, an open trailer with a chassis containing many last time seen NEVER parts left in the parking lot of a mall, was not what I had in mind. After covering things with a

car cover and being reassured by the security staff, it was a done deal. Anyway, I was too tired to resist.

Up early on Thursday, got some breakfast, moved the trailer into my swap spot, set up the canopies, set out the "truth shirts", uncovered the chassis and thought I would take a quick look around the swap area to see what I could see. That never happened. Just like at Homecoming, the minute the cover came off, inquiring minds wanted to know. "WHAT THE HECK IS THAT? It was like that all day until Saturday.

Dennis Mothershed of Hurst

Hairy Olds fame came over to confirm that I had really gone over the edge. Dennis and I had discussed the concept of such a project at the 2004 Nationals in Minnesota. He never thought that I would actually try to do it. Walt Stoll from New Jersey just walked around the trailer and nodded approvingly. Aaron Nance from Texas, wanted to know why I hadn't put anything in the JWO? The most encouraging thing was the number of people that wanted to know how it was done, not why it was done.

That's all the news that's fit to print for now, Willis

R.E. Olds Name Badge Order Form

Name: _____

Address: _____

City: _____ State: _____ Zip _____

Print Name(s) below exactly how you want it to appear on your name badge.

1. _____

2. _____

3. _____

I will pick up badge at monthly meeting. Or, Please mail badges to me.

Magnetic attachment is standard.

If you want pin attachment check box below.

Please send order form along with check or money order to:

Ron Severance
2233 Hampden Dr.
Lansing, MI 48911-1636

No. badges ordered _____ x \$5.00 = _____

Add shipping (\$1.50 per order) _____

Total _____

Please make checks payable to: R.E. Olds Chapter

OVERLOOKED Chapter Member's OCA Award

In addition to the Chapter Members listed in our last newsletter whose cars won an award at the OCA Nationals this year, Don and Mary Beth Greiner's one-owner 1986 Oldsmobile Custom Cruiser Station Wagon won second place in Class 11-A, Junior. A photo of their car is shown at right.



Secretary's Report



R.E. Olds Chapter General Session Meeting August 5, 2008

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

There were 28 present at the meeting and there were 3 guests attending the meeting

Presidents Report:

1. Vicki welcomed the members and guests for attending and thanked all for attending. Each in attendance introduced themselves.

2. We all need to be thinking of the annual banquet and election of officers as the November meeting is rapidly approaching.

Board Meeting Items: There was no board meeting this month and no items to bring forward to the membership.

Vice Presidents Report:

1. Harry Emmons Reported on the national meet and the trip to the Museum and other facilities in Lansing.

Treasurers Report:

1. Dave Violetta The balance on hand as of June 30, 2008 was \$21,142.05. Revenues for the month were \$300.00. Expenses for the month were \$1,062.86. The balance on hand as of July 31, 2008 was \$20,379.19. Harry Emmons moved to accept the treasurers' report as read. Jim Brehm seconded the motion. The membership approved the motion.

Special Events Budget: Homecoming has one outstanding bill for the lift and there was another \$200+ added income from umbrella sales.

Secretaries Report:

The minutes of the general session meeting for July 2008 were presented to the membership and opened for discussion. Troy Collins motioned to accept the minutes as read. Jim Brehm seconded the motion. The membership

approved the motion.

Newsletter Report: Wayne Mason Reported: Reports and articles are due this Thursday for the upcoming newsletter. Also let Wayne know of any shows coming up and he will include the list in the newsletter. Birthdays will be added to the newsletter in the next issue. They were dropped in the last issue due to space confinement. Homecoming date for 2009 will be listed in all newsletters for the next year. The pictures for the 2007 Homecoming have not been added to the web site at this time.

Membership Chairman Report: Don was unable to attend and there was no report

1. New Applications:
2. Member retention letters/calls 3 people dropped from the membership for not renewing their dues and 7 additional members will send in their registration and dues. There are an additional 7 that have not responded (Harry Emmons call)
3. Social Events/outings
 - a. 28th street cruise 12 cars attending
 - b. Beekman show September 7th
 - c. Sunday August 31st at Uncle Johns Cider mill
 - d. Car Capitol show this coming Saturday August 9th from noon to dusk.
 - e. August 14,15,16 in Flint Back to the Brick car show.

OCA Chapter Representative Report:

- Eva Cooper:
1. Ken Nicholas Reported: OCA has changed the rules for the National Show in the event we would hold the nationals. There would be \$5,000.00 provided to the hosting club and it would not have to be refunded to OCA. It's in PA next year and Massachusetts the following year.
 2. Ken and Marsha volunteered to be chair people for Homecoming in 2009.
 3. Send description of processes and procedures to Marsha
 4. The first Homecoming meeting is on September 10th at 7:00 at Ken and Marsha's house in Eaton Rapids Marsha's email address is MJN442@sbcglobal.net.
 5. Those attending the tour from the Nationals to the museum provided many compliments on Helen's portrait.

Old Business:

No new information on the archive material

New Business:

1. Ron Wiles had eye surgery and there is a need to send a card. Ed sent a card.
2. Wayne Mason reported, All the people were very friendly and accommodating. At the nationals
3. Some members provided their experience with the nationals.
4. Finds at the swap meet
5. The Milan race had 13 cars that raced.

Joe Pohl won first in class for his Toronado at Meadowbrook

Motion to Adjourn:

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

Respectfully submitted: Ed. Shand,
Secretary.

There were no expenditures approved at this meeting.

R.E. Olds Chapter General Session Meeting September 2, 2008

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

There were present 29 at the meeting.

There were no guests in attendance.

Presidents Report:

1. Vicki welcomed the members and guests for attending and thanked all for attending. The membership showed any memorabilia that they brought and wanted to share with the group. Joe Pohl showed his awards from the Meadowbrook show.

Board Meeting Items: Vicki advised: We had a board meeting this evening. The Board approved a donation of \$100 to Beekman Center for their car show.

R.E. Olds Chapter Polo Shirt / Jacket Order Form

Your Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____

Note: If you plan to pick up your shirt or jacket from Judy, you do not need to include shipping costs in your order.

If you plan to pick up your order from Judy, Check here

Shirt Orders

Available sizes: S M L XL 2X 3X (specify below)

<u>Quantity</u>	<u>Item</u>	<u>Amount</u>	<u>Size</u>
	White shirt (\$25)		
	Maroon shirt (\$25)		
	Add \$2 for 2X		
	Add \$3 for 3X		
	Add shipping (\$5 per order)		
	Shirt Total		

Polo Shirt Specs

- Quality Polo shirt (white or maroon) with Chapter logo, approx. 3" high, embroidered on top left chest.
- Jerzees brand, 2-button, 50/50 poly cotton with stain resistant finish offered at Chapter cost in men's sizes below.

**See Chapter web site,
www.reolds.org for photos
 of available shirts and
 jackets.**

Link: Chapter Merchandise

Jacket Orders

Available sizes: S M L XL 2X 3X 4X (specify below)

Print Name below exactly how you want it to appear on your jacket front.

Check here if you do NOT want your name embroidered on the jacket front.

<u>Quantity</u>	<u>Item</u>	<u>Amount</u>	<u>Size</u>
	Lightweight Lined (\$80)		
	Heavyweight Lined (\$90)		
	Add \$5 for 2X, 3X, 4X		
	Add shipping (\$5 per order)		
	Jacket Total		

Jacket Specs

- 100% NYLON TASLAN
- ZIPPER FRONT
- SET-IN SLEEVES
- FLEECE-LINED COLLAR
- MADE IN USA

***Please make checks payable to:
 R.E. Olds Chapter***

**Please send order form along with
 check or money order to:**

**R.E. Olds Chapter
 Attn: Judy Badgley
 4631 Doane Hwy
 Pottersville, MI 48876-8744**

Grand Total for Shirts/Jackets \$

Minutes - continued from page 12

Vice Presidents Report:

Harry Emmons: There was no new information to report.

Treasurers Report:

1. Dave Violetta Reported: The balance on hand as of 7/31/08 was \$20,379.19. Revenues for the month were \$366.52. Expenses for the month were \$197.29. The balance on hand as of 8/31/08 was \$20,548.42. Joe Pohl moved to accept the treasurers' report as read. Chris Hemminger seconded the motion. The membership approved the motion.

2. Operating Budget: Through August 31, 2008 the Chapter budget is at a loss of \$754.03.

Special Events Budget: The Actual net income for the 2008 Homecoming is \$2,115.57.

Secretaries Report:

The minutes of the general session meeting were presented to the membership and opened for discussion. Troy Collins motioned to accept the minutes as read. Mike Ross seconded the motion. The membership approved the

motion.

Newsletter Report: The Homecoming photos are on the web site. The next newsletter is in the process and will be the last one prior to the annual meeting.

Membership Chairman Report: Don Cooper

New Applications: 2 new members were added in August.

OCA Chapter Representative

Report: Eva Cooper

Compliance Report: Eva Cooper reported that there were no changes in compliance since the last meeting.

Old Business:

1. Homecoming: The contract for 2009 site at the complex was finalized and given to Marsha.

2. Next meeting is on the 10 at the ice cream factory in Eaton Rapids. The meeting will establish the budget and the feature car. Other items will be discussed as time permits.

New Business:

Next meeting we will have an abbreviated meeting and then a tour of the museum.

It's time to plan the annual banquet in November. Jan Hummer will check on the availability of the same location as last year.

The meeting and banquet will be scheduled for the 8th of November if the facility was available.

If you have nominations for officers please advise Troy Collins with your recommendations.

Mike Ross provided an update on the 28th Street Cruise

Motion to Adjourn:

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

Respectfully submitted: Ed. Shand, Secretary.

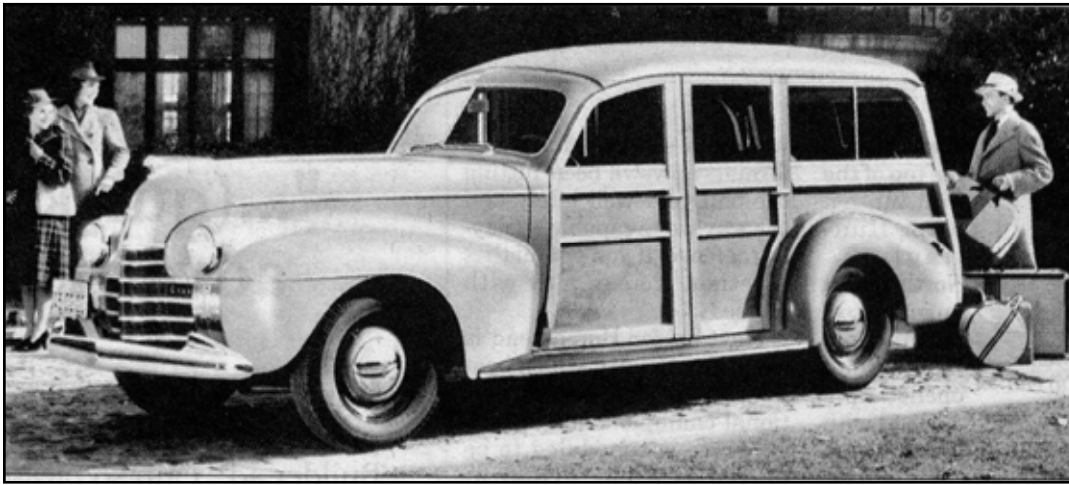
The following expenditures were approved at this meeting. \$100 Donation for Beekman Center.

Classified Ads

Classified ads must be received by the editor on or before the first Tuesday of publication month's (February, April, June, August, October, December) Cost of ad is "0" for members and \$6.00 for non-members. Photos welcome. Ads will be run once unless you call the Editor and request that it be run again!

Spaces now available for storage. Heated, unheated and RV spaces available. Contact: Badgley's Garage, weekdays at 517-337-0444.





The station wagon was designed to take people and luggage to the train station. Shown is a 1940 Oldsmobile.

Life in the Family Lane

Take a trip down memory lane with a brief history of classic station wagons

By Larry Printz of *The Virginia-Pilot*

NORFOLK, Va. — Most of us remember driving, or being driven, in a station wagon, a cargo-friendly land yacht accented with fake wood-grain siding. Entertainment consisted of car games, fights with your siblings and conversation with your folks.

So get in and settle down. It's time for a trip down memory lane in the family truckster.

- 1940 Oldsmobile Series 60 Passengers: Six, Price: \$1,042. Of note: Oldsmobile's first wagon used wood for the roof and doors. A 95-horsepower six-cylinder was standard. GM's first automatic transmission was a \$100 option. Last word: Elegant motoring.
- 1957 Chevrolet Nomad Passengers: Six, Price: \$2,307-\$2,857. Of note: Between 1955 and 1958, Chevy offered stylish, but impractical, two-door wagons. Ford's four-door wag-

ons easily outsold them. Last word: Mid-century modern motoring.

- 1972 Chevrolet Caprice Kingswood Estate Passengers: Six or nine, Price: \$4,314-\$4,423. Of note: Redesigned for 1970, Chevy's wagons featured a tailgate that dropped down into the body. But alas, the car's wood trim was merely a decal. Last word: The equivalent of avocado appliances.
- 1984 Dodge Caravan Passengers: Five or seven, Price: \$8,280-\$9,105. Of note: Minivans have become so ubiquitous, it's hard to appreciate what a breakthrough this vehicle represents. Last word: Unloved, but important.
- 1996 Buick Roadmaster Estate Passengers: Eight Price: \$27,575-\$29,445. Of note: The last of the full-sized wagons could really haul: it had the Chevrolet Corvette's 5.7-liter V8. Last word: Hot rod wagon.

- 1997 Ford Explorer Passengers: Five, Price: \$20,610-\$23,930. Of note: Along with the mini-van, the four-wheel-drive SUV killed wagons. And Ford's Explorer was king of the hill. Last word: '90s chic.
- 2001 Toyota Highlander Passengers: Five, Price: \$23,515-\$26,495. Of note: Asian automakers pioneered the crossover SUV, an SUV body on a car platform. In the case of the Highlander, that was the Camry. Last word: Dull but practical.
- 2009 Ford Flex Passengers: Six or seven, Price: To be announced. Of note: A 260+ horsepower V6, front or all-wheel-drive will be offered. Look for it this summer. Last word: What's old is new.

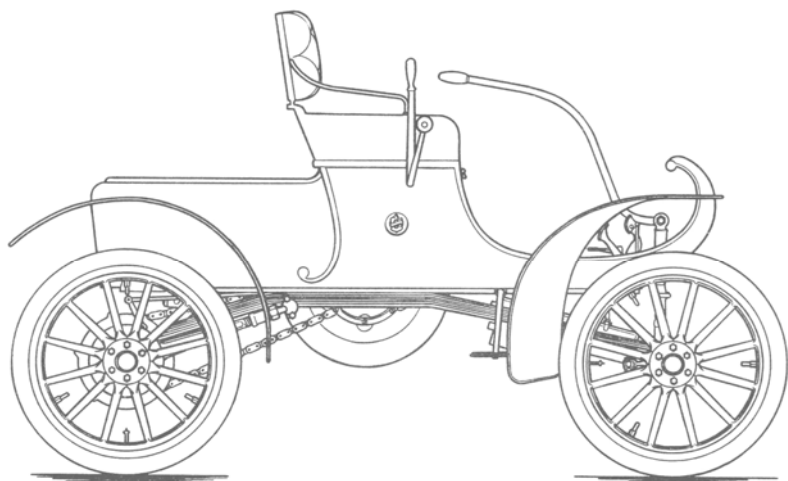
Why the funny name?

The station wagon's function dates back as far as the automobile. Originally designed to transport people and their luggage to the train station, station wagons were made of wood bodies, the vestige of which survived decades later as wood-grain decals on the sides of wagons and minivans.

(news article submitted by member, Mark Shank)

**R.E. OLDS CHAPTER
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<http://www.reolds.org>



Rocket Review

November - December 2008

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