

Rocket Review

Nov ~ Dec
2010

Published by **REOLDS** Chapter - Oldsmobile Club of America
Serving Mid-Michigan

Troy's Projects

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When we last left you we were waiting (you bet) for winter to arrive. That's winter of 2009 – Yep it's been awhile. Just prior to the snows arriving I shipped one of my '40 engines off to the Badgley's to be rebuilt for my 1940 black 70 series 2 door. This is just like Harry Emmons with two less doors. Work continued on this through the winter and into the fall of this year (2010). I have had some limiting factors going on that has slowed down the process of getting things that were needed for the rebuilt. More on this later – for now lets go back to this summer, Norway Ken and his family came over for Homecoming and stayed for three weeks taking them up to the first day of NAOC, which was here in Lansing this year. Prior to him coming over he had me look over some cars for him. One was a 1958 4 door Supper 88 located up in Fowlerville and a 1958 4 door 98 located up in St. Johns. He indicated that he was more interested in the 98 than the Supper 88 since he had other 98's that he was looking for parts for. The other big difference was that the 98 was a J2 former air ride car with the air ride compressor still in it.

we had to get a Michigan title for it. On Friday (June 18) Ken and I went up and picked up the Supper 88 in Fowlerville. We picked up the 98 a little over a week after Homecoming. For the next few days, after getting the cars, Ken and I worked on getting both cars running. The 98 had been sitting for about 6 years and the Supper 88 would run if you put gas directly into the carburetor. First thing we had to do was to get some batteries. We then brought some fuel line and plumbing supplies to bypass the gas tank fuel line to the engine's fuel pump. Ken's car had an inline fuel pump on it and at some time in its life was plumbed directly to the carburetor bypassing the fuel pump.

Continued page 4

Toronado: The Fourth and Final Generation



Pictures on page 7

Toronado The Fourth Generation

The fourth and, as it proved, final generation Toronado was on the market from 1986 to 1992. It was even smaller than the previous models, lost its body-on-frame construction in favor of a [uni-body](#) platform, and was the first Toronado since 1969 to feature hidden headlights. V8 engines were replaced with the fuel-injected version of the Buick 231 3.8 L engine, now the only power plant available. It was a good powerful engine and it was well-suited to this much smaller and lighter car. Inside was a new digital instrument panel and optional voice alert system supporting the same luxury items being offered as standard equipment and optional accessories as before. Standard seating was a cloth 60/40 bench with center armrest. For the first time since 1970, Strato bucket seats were offered as an option, and they included a

Continued on page 4 | See Toronado

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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.

Notes from the Editor



As all of you know by now, there is no editor for the Rocket Review. However, it's time for the release of the final issue for 2010. For this issue I will compile some articles coming from "You" the membership, and attempt to publish the Rocket Review that is worthy of the fine Chapter that we are. *We are still open and ready to accept volunteers to take up the challenge of the Newsletter Editor. Will it be you?* If you are interested in becoming editor of the Rocket Review, or perhaps provide some help with the newsletter, we will be available to get you started, and teach you what you need to know. The Newsletter can take any shape that you would be comfortable doing. The purpose is to "COMMUNICATE" information to the membership and the fancy publication we are used to is not a necessity. Thank you for your support and contributions.

Ed Shand

A few years ago I started restoring a 1970 Rallye 350 for my son Carl. He purchased the car many years ago with most of it disassembled and the parts thrown into boxes. This year was the year to put it back together and open a space in my barn to work on other projects. I got a lot of it finished but a few weeks ago the project came to a halt due to health issues. Here are a few pictures showing the progress being made. Perhaps next year we'll take it to Homecoming. Ed Shand



Happy Birthday

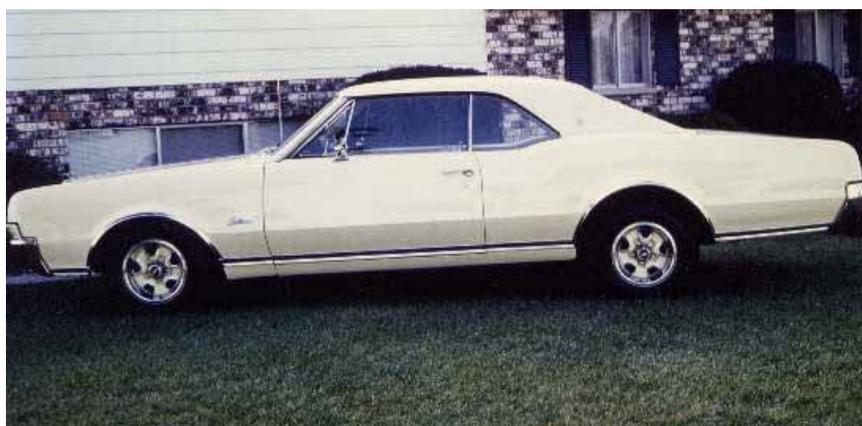
Scott Bishoff	October, 5
Sheridan Morse	October, 3
Abel Anzaldua	October, 20
Ken Nicholas	October, 16
Ashley Jones	October, 11
David Lehnen	October, 1
David James	October 3
Jim Lyon	October 16
William Babcock	October 15
Charles Goebel	November, 16
Robert Shorman	November, 23
Tom Robinson	November, 14
Douglas Johnston	November, 11
Leonard Lueder	November 4
Aaron Irvine	December, 29
Melanie Masso	December, 12
Karen Wilcox	December, 31
David Violetta	December, 28
Jim Harsant	December, 20
Brruce Powelson	December, 17
Jack Nelson	December 8
Rickie Rethamel	December 8
Jack McNutt	December 15
Charles Ostrander	December 11
Terry Friar	September, 22
Tom Hummer	September, 25
Dwain Hilliard	September, 16
Joseph Pohl	September, 11
Jeffrey Pregler	September 30
Randy Thayer	September 25
Dennis Weglarz	September 22
Paul Armbrustmacher	September 17
Wayne Mason	September 16
Michael Ross	September 14
Wayne Jacobs	September 13
Karl Kimball	September 06

Welcome New Members

We welcome the following new members who joined our Chapter since our last newsletter: Harry Cotterill Jr. from Kalamazoo, MI. Harry owns a 1975 Delta Convertible. We look forward to seeing you at one of our upcoming Chapter events or monthly meetings.



Ed and Janet Shand 1966 Toronado Deluxe



Fred Pirochta 1967 Olds Cutlass Supreme Holiday Coupe



Rick & Tamara Wenzel 1974 Cutlass Salon

Members Beautiful Oldsmobiles

Troy's Projects Cont from pg 1

Once we plumbed gas directly from a gas can to the fuel pump both cars fired up and ran fine. Next we had to clean out the fuel tanks and fuel line from the gas tank to the fuel pump. With Ken's car we disconnected the inline fuel pump and blew out the gas tank by using compressed air through the gas tank via the tail light. We got the aged gas out of the tank to the inline fuel pump and then blew out the gas line on the other side of the inline fuel pump to the engine fuel pump. My car didn't have an inline fuel pump so we blew the line out after disconnecting it from the engine fuel pump. We then put fresh gas in both cars and a fuel filter between the fuel line and the engines fuel pump. Both cars now ran off the gas in the gas tanks. For the rest of the time Ken and the family traveled the country side buying various item and loading it into the 98 which would be ship to Norway later after Ken found another vehicle for his brother. Up next Willis will bring you up to date on project wagon.

Till later, Happy Oldsing

Troy

Pictures on page 7

Willis' Projects

Well hello there Olds folks. It's been a while. Seems like the last time I was here, Arthur Godfrey was smoking Ches-terfields on TV. Well maybe not quite that long ago. Anyway a lot has happened with the "Oldscoolbus " since then. We did make it back from Minnesota with the new doors for the project. At least new to me since they had been in storage for 35 yrs. They are in mint condition and will work with the roof that I got from the Badgleys. I even found an N.O.S. 58 Olds hood in Wisconsin. So back through Illinois and behind the cheese curtain I went to see an old Olds friend Tom Joyce in Racine. Tom had been nice enough to store the hood over the winter until I could pick it up. The Oldsmobile family and friends are really a great bunch. Thanx Tom Hummer, the 1957 Olds rear window made a perfect fire-wall for the rear engine compartment. Through the efforts of "Dan the louver Man" in Charlotte and Mike Goodman at Nasty Customs in Portland, the body is coming along nicely. Mark 7 radiators in Bay City made me an aluminum version of a flat head Ford radiator with two inlets and two outlets. A pair for each engine. . That way one radiator can cool both motors. Now you really can't have two motors and not have two gas tanks. Mark 7 also made an Aluminum 5 gal. tank to carry premium gas for the front engine and a 22 gal. tank for regular to feed the rear engine. The smaller tank is only 7 inches wide and 16 inches tall. This requires a special vertical sending unit from a boat. If I can average 10 m.p.g. out of this 5300 lbs. Barge with the aerodynamics of a brick, I will be able to drive round trip to Detroit on a tank of gas. Getting that much weight to move isn't a problem. Getting it to stop could be. I had planned to use a 1970 big car power brake dual master cylinder and vacuum booster that mounts to the firewall and the swing pedals mount under the dash.. Unlike the original 1958 brake setup where the single reservoir master cylinder and booster, bolts to the floor pan and the pedals go through the floor pan. All well and good if you have an automatic transmission. Well guess what, the front motor is coupled to a standard 3 speed syn-chronomesh trans and a floor shifter. That means a clutch pedal and a brake pedal. When is the last time you saw an 88 or a 98 with a standard transmission. I found one in a 1961 Dynamic 88. Someone had already pirated the fire wall

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Toronado The Fourth and Final Generation Cont, from Page 1



full-length center console with a horseshoe-like "basket handle" gear shift. Upholstery choices included cloth or leather. Unfortunately, gasoline prices had dropped dramatically, below \$1.00 per gallon in many parts of the U.S. by the fall of 1985, and the acceptance of this down-sized model was poor. Consumers chose instead to "buy big" in 1986, with cars not offered by GM.

Sadly, along with its shrunken sisters, the Eldorado and Riviera, the Toronado suffered a serious sales decline which would never be reversed. Critics blamed the downsizing, as well as "cookie cutter" styling that looked too much like the cheaper, less-luxurious compacts offered at GM.

In mid-1987, Oldsmobile attempted to bolster sagging Toronado sales by introducing a sportier model called the **Troféo**, which boasted standard leather bucket seats, faux dual exhaust, more-aggressive styling, and a stiffer suspension the highly-regarded FE3 package with retuned shocks, struts and other components.

For 1988, the Troféo was no longer badged externally as a Toronado. Other changes for the Troféo included new seats and monochromatic paint; both Toro and Troféo benefitted from larger climate control buttons and rear three-point seatbelts. Additionally, power increased with the introduction of the new [Buick 3800 LN3 V6](#) engine. Wire wheel covers were deleted from the options sheet and replaced with aluminum cast wheels. All other changes were minor and mainly cosmetic.

The 1989 Troféo could be ordered with the Visual Information Center: a dash mounted touch-screen CRT that controlled the vehicle's thermostat and radio and also supplied advanced instrumentation such as a [trip computer](#). The VIC could also serve as the interface to an in-car hands-free cell phone. Troféo also received standard [anti-lock brakes](#) and a new steering wheel that featured touch control buttons for radio and climate controls. Toronados now had standard bucket seats with a console, although the split-bench seat was still offered as an option.

Oldsmobile literally and figuratively went to great lengths to revive Toronado and Troféo sales in 1990. The hood was the only carryover piece of exterior sheet metal as Olds designers completely redesigned the body, particularly in the rear, increasing the overall length by about 1-foot. While the redesign did not increase passenger space, it did answer criticism of the car's trunk space. Toronado/Troféo owners could easily carry enough luggage for a long vacation or four golf bags with room to spare.

On the safety front, for the first time since 1976, an airbag was installed, this time for the driver only, and it was standard equipment; it was fitted in a new steering wheel shared by both models. The new steering wheel framed the driver's view of new analog gauges and information center, as well. The bulky owner's manual for the '90 Toro and Troféo had more room, as well, thanks to a larger glove box.

Unfortunately, the new look did not help stem the tide of sagging sales. However, Oldsmobile was not ready to throw in the towel just yet. For the 1991 model year a couple of new features were added at no extra cost: previously optional remote keyless entry and anti-lock brakes were made standard. The engine got another small horse-power bump. Troféos got a new interior choice over the standard leather upholstery, Ultrasuede, which must have sold poorly, as it is extremely rare today. The moon roof option no longer required bucket seats to be ordered.

The '92 models debuted with a new old option: wire wheel cover fans could indulge themselves on Toronados for the first time since 1987. Troféos got a stiffer standard suspension (the FE3 package). Although the Toronado and Troféo were, by this time, as good as GM's designers and engineers could make them, buyers were not buying. The fuel economy was bad; the SUV craze was in its infancy; and coupes were simply no longer the "in" thing to own. Oldsmobile management realized this, and decided to cancel the Toronado and Troféo at the end of the 1992 model year. They were replaced in the lineup by the [Aurora](#) which debuted in early 1994 as a 1995 model.

Information gathered from various sources

A MESSAGE FROM OUR PRESIDENT WHAT FUN WE'VE HAD!

The Chapter has had a busy fun-filled summer. It's hard to believe that we are only a few weeks away from enjoying our annual banquet and the election of officers for 2011. So...I guess it is true when they say "time flies when you're having fun".

Most recently, Chapter members gathered at Great Lakes Christian Homes with our cars and ice cream as a thank you for allowing us to use their beautiful facilities for our annual banquet. It was a beautiful day. The residents enjoyed the ice cream social and the car show. It was fun to listen to their "remember when" stories. Our thanks goes out to those who contribute to the fun by planning events for the Chapter members...Terry Friar planned a trip to the Lingenfelter Collection in nearby Brighton, Michigan, Mike Ross planned our participation in the 28th Street Cruise, Jim Brehm and Chris Heminger continue to race and fill our need for speed, Jill and Andy Gilbert get us involved in the Beekman Center car show, Judy Badgley got us involved in NAOC car show (fabulous rare cars were enjoyed by all)...and, of course, our fabulous Homecoming Committee gets everyone revved up for our annual Homecoming. That's just the short list. Chapter members attend many classic car events and share their experiences at our monthly meetings.

Friendship and fun is an on-going theme for the R. E. Olds Chapter.

Keep the momentum going and join us at the annual banquet on November 6th.

Enjoy the journey.....
Vicki

Attention Members

If you would like to be nominated for an office or you would like to nominate a member for an officer's position, Please contact Troy Collins (517) 646-0879) with your nomination. If you are nominating a person, please contact that person to ensure that they are willing to accept the position.

2010 Annual Banquet & Election of Officers

**Saturday November 6, 2010
Doors Open at 5:30pm — Dinner at 6:30pm**

**Great Lakes Christian Homes
2050 S. Washington Road, Holt
Corner of S. Washington and Holt Road**

We will be expanding our "indoor model car show" to displays of any Oldsmobile. This can include anything related to Oldsmobile: Literature, License Plates, Glassware, Paintings, Photography or whatever your imagination may come up with. There will be tables provided for your displays. You are encouraged to wear Oldsmobile items as well.

There will be several prizes and trophies awarded in all new categories. Send in your reservations early as the time is fleeting by.

This is a fun packed evening just for you!

Cost is \$12.00 per member and one guest @ \$12.00

Additional guests @ \$14.00 per person

Name _____

Phone# _____

Number Attending @ \$12.00 _____

Number Attending @ \$14.00 _____

Total amount of check _____

Make checks payable to RE Olds Chapter

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Dimondale, Mi 48821
517-646-6633

Reservations must be received by October 30, 2010

Secretary's Report



R.E. Olds Chapter General Session Meeting August 3, 2010

Vice President, Harry Emmons called the meeting to order at 7:02 PM. There were 28 present at the meeting. There were no guests present. The meeting was conducted outside because there was no key to the facility.

Presidents Report:

Harry welcomed those present.

Board Meeting Items: No items to bring forth

Vice Presidents Report:

Harry Emmons reported: No additional information to present to the membership.

Treasurers Report:

Troy Collins reported: The balance on hand as of June 30, 2010 was \$25,689.62. Revenues for the month were \$64.00. Expenses for the month were \$3837.87. The balance on hand as of July 31, 2010 was \$21915.75. Jim Brehm moved to accept the treasurers' report as read. Jim Harsant seconded the motion. The membership approved the motion.

Operating Budget: The profit from Homecoming is \$3083.99 contributing towards the Chapter profit of \$5,787.04 for the year.

Secretaries Report:

The minutes of the general session meeting for July 6, 2010 were presented to the membership and opened for discussion. Chris Hemminger motioned to accept the minutes as read. Judy Badgley seconded the motion. The membership approved the motion.

Newsletter Report: Ed reported that the August/September Newsletter will be released to the printer on Monday August 9th. If there are any articles wanting to be included please email them to Ed by Friday, August 6th.

Membership Chairman Report: Don Cooper reported: 5 new members this past month, Charles Goebel, Brooklyn, MI 1969 442, 1986 442, Ellen Lounds, Holt, MI 1968 Cutlass, Tom Robinson Mulliken, MI 1929 F29, Masso Melanie, Lansing, MI 1996 Cutlass Supreme, Anthony Welgarz Cadillac, MI 1968 442 Holiday Coupe. Social Events/outings Don offered some

Homecoming fliers for use at shows. The date for the 2011 show has been inserted in the flier.

OCA Chapter Representative Report: Eva Cooper reported: No new information to report

Old Business:

Homecoming: Ken Nicholas reported the 1st meeting for homecoming 2011 was held last week with Lansing convention bureau. They will post it in their calendar and advertising for next year.

Chris Hemminger reported: On Sunday July 18th I went to Norwalk, Ohio to race at the Dick Miller Oldsmobile Powered Nationals. In the race itself I went to the semi finals. Dick Miller had set up a prize of a gift certificate from Mickey Thompson Performance Tires for 250.00 dollars for the best reaction time of 1st round. I won that certificate with a .004 reaction time. The proudest part of the race for me was that the OCA was present and had an award called the "TOP ROCKET" award and was awarded to the person with the best package. How this was done was you put a time on your car window and the person running closest to that time was given the "TOP ROCKET" trophy. I was the winner of the trophy. Ken and Marsha went to the nationals. It was a good show. Reno is the site for the 2011 nationals, Iowa for 2012. The show in 2013 may be in Bowling Green KY. We received many accolades for the homecoming show. Many have stated that it was the finest show they have seen.

New Business:

Upcoming Car Shows and Activities:

Cruise on in: Sophia's House of Pancakes, 1010 Charlevoix Drive Grand Ledge, Wednesday night's 5-8

The 6th annual 28th street Metro Cruise: August 28th. Need to be onsite by 10:30 a.m. A caravan leaves from McDonalds at I-96 and M-100.

Car Show at Uncle John's Family Fun Farm in St. Johns on Sunday September 5th from 9a.m.-4p.m.

Sunday, September 19, 2010 beginning at 3 p.m. at the Great Lakes Christian Home.

The Chapter will sponsor an ice cream social for the residences in appreciation for the facility allowing us to use their facility for the annual meeting.

R.E. Transportation Museum 2010 Car Capitol Celebration held on Saturday, August 14th from noon to 11:00pm. If you can assist with registration or parking please contact the museum.

St. Vincent DePaul Sunday Aug 22 from 12:30-5:00. It promises a great time.

Car show in Bath next Saturday August 7th

Car show at Hickory Corners next Saturday August 7th

The NAOC car show was a great success. Judy thanked those that assisted with the show making it a near perfect show. Next year the NAOC show will be in wheeling WV. The Board approved expanding the eligibility rules to include cars 35 years and older as membership vehicles. Jim Harsant's 1941 Oldsmobile won the Helen Early award for the event. We learned of another Oldsmobile club that several of our members are interested in joining. It's called the Oldsmobile Performance Club. It features race type vehicles. : <http://wildaboutcarsonline.com>

Wayne Mason reported that there was a Detroit web design group that wants to become a sponsor of the chapter on the website. He wanted to know the cost for the listing. It is \$250.00 per year was the response. Wayne has 9 Chapter patches left. They are for sale at \$3.00 each.

Motion to Adjourn:

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

Respectfully submitted: Ed Shand, Secretary.

R.E. Olds Chapter General Session Meeting September 7, 2010

President, Vicki May called the meeting to order at 6:58 PM.

There were 24 present at the meeting. There were no guests present.

Presidents Report: Vicki welcomed and thanked the members for attending... As we introduced ourselves we highlighted any activities or shows we attended.

The museum is selling 5 cars and some engines, 1961 Dynamic 88 4 door \$2,500, 1963 Dynamic 88 \$3,400, 1978 Cutlass Salon \$1,000, 1995 Aurora \$3,600. They want them sold in 90 days. Call Debora for details.

There is an auction coming up on September 11th with two Toronados for sale. The sale is in Gladwin.

The Beekman show is on 9/12 from 9-4 Chris Hemminger would like to donate the trophy he received from the Dick Miller race to the club for all of the support he received from the club.

Thank you Mike Ross for arranging the 28th street cruise. It was a great show.

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

Vice Presidents Report: Harry Emmons: was not present and there was no report.

Treasurers Report: Troy Collins reported: The balance on hand as of July 31, 2010 was \$21,915.75. Revenues for the month were \$140.86. Expenses for the month were \$132.92. The balance on hand as of Aug. 30 2010 was \$21,923.69. Chris Hemminger

Minutes Cont. from page 6

moved to accept the treasurers' report as read. Mike Ross seconded the motion. The membership approved the motion. The bank had a service charge for depositing too much money. The charge was then reversed. The Chapter will research whether or not we will change banks at the next Board meeting. A suggestion was made to look into a Credit union in order to gain some interest on the account.

Secretaries Report: The minutes of the general session meeting for August 2010 were presented to the membership and opened for discussion. Jim Brehm motioned to accept the minutes as read. Troy Collins seconded the motion. The membership approved the motion.

Membership Chairman Report: Vicki reported for Don Cooper who was absent: There was a new member signed up at the 28th street cruise Tom Van Pelt from Velsport.

Social Events/outings Ice Cream social at the Great Lakes Christian home on Sunday the 19th. The Chapter will conduct a mini show to display our appreciation for allowing us to use their facility for the annual meeting.

OCA Chapter Representative Report: Eva Cooper reported: No report at this meeting

Old Business: The next Homecoming meeting will be on Tuesday the 21st of September at the site facility.

Motion to Adjourn: A motion to adjourn the meeting was made by Jim Brehm and supported by Jim Harsant. The motion was carried.

Respectfully submitted: Ed Shand, Secretary.

Willis' Project cont. from pg 4

linkage but left the trans and swing pedals. Rather than make new clutch linkage and fight with the exhaust headers, I decided to use a hydraulic throw out bearing and eliminate the linkage all together. Great plan except that a hydraulic throw out bearing requires a reservoir on the fire wall just like the brakes. The plunger for the clutch throw out bearing reservoir has to be parallel to the brake master cylinder plunger and 3.5 inches away to line up with the pedals. Since the brake booster is 10 inches wide there is no room to mount the clutch reservoir and have the plunger line up with the pedal..

A little research came up with the 1985 Toronado diesel hydro boost brake system that eliminates the need for a vacuum booster by using the power steering pump to create higher brake line pressure. This will allow the clutch reservoir to be mounted on the fire wall and in line with the pedal. Problem solved and 1500 psi of brake line pressure to boot.

Next order of business is an ignition switch for the rear engine. The front motor uses the original switch located in the instrument panel. I wanted to keep the instrument panel as stock appearing as possible but I still needed a second ignition switch. I found a 1969 Ninety-Eight steering column with tilt and travel plus the ignition switch in the column. It also had the very rare rim blow horn. Squeezing the outer rim on the steering wheel would blow the horn. Rare option or not, I Still wanted to keep the 1958 wheel. I sent the 98 column and a 1958 column to CJ's Rods in North Carolina. He could put the 58 wheel on the 69 column. To have the travel operate would mean moving the steering wheel 3.5 inches closer to my own personal spare tire. Well one would have to go. Guess which one. At least I still have the tilt and that great safety "V" wheel. That's all the news that's fit to print,

Later, Willis

Troy's 1958 Super 88



Ken's 1958 Ninety-Eight



Oldsmobile had a very rich heritage and they were first to bring new products to the automotive market place. Oldsmobile was also "first" with many records and innovations.

Here are a few tidbits of trivia about Oldsmobile.

Q: What is the derivation of the name "Oldsmobile"?

A: The name resulted from a contest R. E. Olds ran to name his vehicles. It was suggested by a timekeeper at the Olds Motor Vehicle Co. in 1900.

Q: Did Oldsmobile's ever traverse the country on anything but tires?

A: Oldsmobile did have some involvement with railroads. It did manufacture a railroad inspection car which basically was a Curved Dash without the dash and with railroad wheels. In 1904 it formed and began operating the Lansing Manufacturer's Rail Road to provide a link from the factory to the rail transport center in Lansing, MI. Additionally, Olds engines powered both boats and a Cessna aircraft.

FACT: The inaugural Daytona 500 was won by an Oldsmobile.

Q: What year was it, and who was the driver?

A: The year was 1959. Lee Petty took the first checkered flag at Daytona. He was behind the wheel of a 1959 Olds.

Q: Airbags were first made available when & by what company?

A: Oldsmobile was the first auto manufacturer to make an airbag available. It was a feature on the 1974 Toronado.

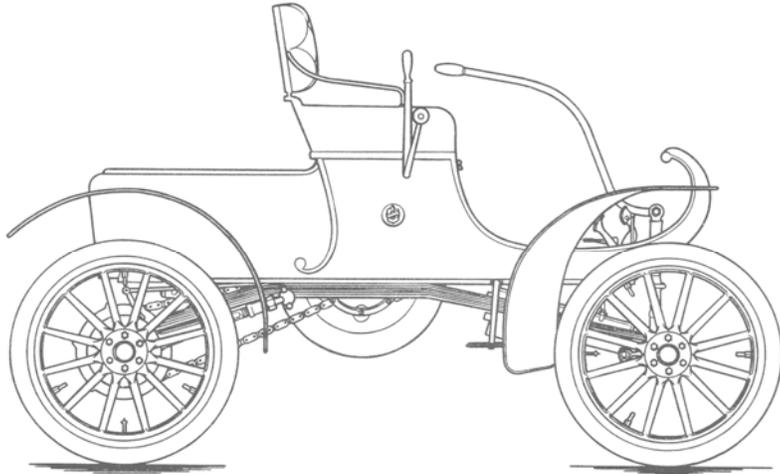
FACT: The first 4-Door Hardtop was introduced by Oldsmobile.

Q: In what year did they hit the streets?

A: 1955

Rocket Review
R.E. OLDS CHAPTER
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Rocket Review

Nov ~ Dec 2010

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