



Mar / Apr 2013
Volume 2, Issue 2

Inside this Issue

1	2013 OCA Nationals
2	Editor's Notes Meeting Notice
3	Birthdays Anniversaries
4-5	All in the Family
6	Working for Oldsmobile
7	Calendars
8	Look Who's Talking
9	Meeting Minutes
10	Jan/ Feb Recap
11-17	Oldsmobile- It's In My Blood!
18	MCR Service Team
	www.motorcityrockets.com

Motor City Rockets

The Rocket Fuel Newsletter

2013 OCA Nationals

If you are planning to attend the 2013 OCA Nationals in Springfield, IL, I suggest you make your reservations soon. As of the first of February, information I have says 100 % of the rooms at the Crowne Plaza are booked. However, cancellations do happen. Contact the hotels for latest details.

Hotel information is as follows:

Crowne Plaza Springfield

www.cpspringfield.com

\$99 night plus tax

Group block code: OCA
1-800-227-6963

Holiday Inn Express

www.hiexpress.com

\$89 night plus tax

Group block code: CAR
1-800-465-4329

Registration for the meet and all of the other info is located on the inside back cover of your JWO.

No specific plans have yet been made to caravan but as soon as we know the number of MCR members going, we can certainly work on the details of that.

If you have never attended a National Meet, you should really try and go. It's an opportune time to see some beautiful Olds classics and if you're lucky, you just might find that one car part you've been searching for at the swap meet.

Plus you can get some sightseeing in with all of the activities that are planned.

So please join those of us who have already made plans and come prepared to have a great time.

Editor's Notes

Hang on, everyone. Be patient. Spring is almost here. The calendar says the new season will begin on March 20 but the weatherman may have something different to say. Regardless I'm very glad that spring is near.

I'm also excited to bring you this issue of our newsletter. It is jam packed with interesting stories supplied by some very talented Motor City Rockets. I know you will enjoy reading these contributions that they were willing to share.

Ken Kress has provided a clever article on his '59. In it, he has made his car the author. It's a fun read and I know you'll enjoy it. Thanks, Ken.

In addition, Jill Woodward has shared a personal tale of how Oldsmobile has been a part of her life from birth to the

present. Thanks to you too, Jill.

And not to be outdone is Dave Engel with a terrific article of how he acquired his Toronado. My hat's off to you too, Dave.

Last but not least, John Wilcox has given us Part II of his story about working for Oldsmobile from 1949-1990. Part I first appeared in the Nov/Dec issue. My appreciation goes to you too, John for sharing your Oldsmobile career with us.

I think you'll agree they're all fine articles and each one shows just how much we love being part of the Oldsmobile family. Feel free to share any feedback with me or your fellow members.

Please remember that I'm always in need of articles. I hear conversations all the time at our meetings from members

relating a story about their cars. Simply take that conversation, put it to paper and send me your article.

By the way, the May/June issue will come out May 1. Deadline for submission: April 25th.

You'll also notice a special request from one of our members. Take a careful look and see if you or someone you know might be able to help.

In closing, take note of our upcoming activities and if there are any questions or suggestions, contact me or one of the officers.

See you at the next meeting, hopefully in your Oldsmobile!

Sue Apking

Future Meeting Notices

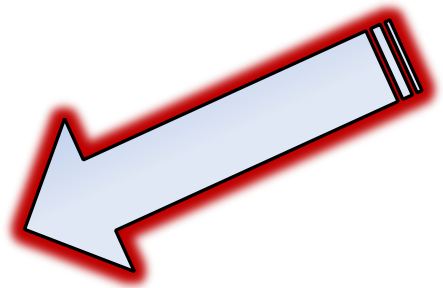
Saturday, March- 16: Location, TBD

Saturday, April- 20: Stahls Museum

Saturday, May- 18: Dust Off

Saturday, June- 15: Homecoming

Look for e-mails detailing time, place and directions.



Help Wanted

Hi, my name is "Baby." I am a red 1971 442 convertible and would very much like to go to this year's Oldsmobile Nationals. I'm very lady-like and particular and don't take kindly to the dust, grime and hazards of the road.

I belong to Sonee Lapadot, a very nice lady, who is looking for some way to get me to the Nationals without my tires having to touch the ground. She's looking for someone who may be interested in attending the Nationals but not necessarily taking their car. This someone must have a truck and an enclosed trailer so that I may cruise to the show in the manner appropriate for a lady of my stature.

*If anyone can help a lady in need, please contact my owner, Sonne Lapadot.
(soneeSL@aol.com)*

She tells me that it would be worth your while as she would work something out regarding gas and hotel expenses.

Can anyone please lend a hand?

March Anniversary Wishes

22 Phil & Jill
Woodward



April Birthday Greetings

8 Paulette Width
14 Phil Woodward/Bob Jones
19 Sonee Lapadot
21 Sharon Hoover
24 Pat Macaluso



“All in the Family” Part 1

By: Dave Engel, Motor City Rockets

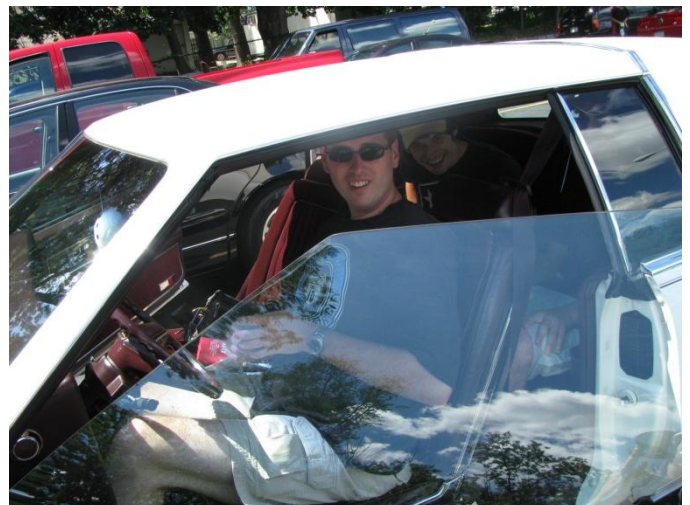
I have always been a fan of the Oldsmobile brand, especially with my parents owning 1976 and 1983 Cutlass Supreme Broughams as I was growing up. When my younger brothers came along, economic factors caused them to switch to Chevrolets (a pair of Celebrities), but I fondly remember the Cutlasses. There was still one OLDS in the family though, my maternal grandparents' 1985 Toronado Brougham. They purchased this car new in June of 1985 to replace a 1979 Delta 88. The latter was sold to the neighbors after displaying a 'For Sale' sign in the driveway for less than half a day.

My grandpa had always wanted a Toronado, after having a 1970 and the aforementioned 1979 Delta 88. With my grandma's encouragement, he ordered a white one, shown in the accompanying photos, from Drummy Olds in East Detroit, MI. The only stipulation from my grandma was that the interior be maroon. Navy and maroon interiors were the only color options available with a white exterior, and since the Delta 88 had a blue interior, a change of pace was in order. Grandpa wanted to make sure he purchased one of "the big Toronados," from Linden, NJ before production shifted to the smaller Detroit-Hamtramck built E bodies of 1986. As such, his car is reportedly one of the last six shipped to Michigan from New Jersey.

I spent a good amount of time in this car growing up, as I usually rode shotgun to pick up the carry out lunch at Big Boy when my grandparents visited us on Tuesdays. The Toronado also served back up duty in our household, as it proved to be more reliable than my mom's Chevy Celebrity and she would borrow the Toronado when her car was in the shop or didn't trust it to make a long drive. When I started driving myself, I remember the Toronado coming to rescue me when the exhaust system fell off my 1986 Pontiac Grand Prix. Prior to that time, I became the Toronado's de facto caretaker. When my brothers and I would visit our grandparent's house, I always volunteered to wash and vacuum the Toronado. This was always quality time with Grandpa as he would usually sit on the deck and chat while I worked.

When I turned sixteen, he made me an offer I could not refuse. If I would take his car for any necessary repairs and for fill ups, so that he didn't have to, I could have the car when he decided to stop driving. My grandparents paid the bills, Grandpa just didn't want to be bothered having to deal with such trivial things as auto maintenance when there were U of M football or Red Wings hockey games to watch! Not to mention my grandma has never had a driver's license, so we knew she wasn't going to Jiffy Lube.

In April of 2006, at the age of 92, Grandpa decided he had had enough of driving. Most of the Toronado's mileage had come during the early years they owned it. As time went on, the car would go out once a week, then every two, then even less frequently. When he signed the title over to me, the odometer read 39,186. It is currently a little north of 41,000. I left the car stored in my grandparent's garage for the next year or so, visiting it on weekends and cruising during the summer. After Grandpa passed away that November, I left the car there so that Grandma could "look at it" as she said, keeping good memories alive. In the summer of 2007, I brought the car out to my home so that it could be driven more on weekends and





be the subject of future articles.

occasionally to work. I put about 300-500 miles a year on the Toronado and each time I drive it, it always brings back pleasant memories of my childhood and teenage years. Grandpa was like a dad to me, and having his car is the ultimate memory. My grandma is still living and I occasionally take the Toronado over for her to see. She always comments that it still looks new. As this car was a Michigan daily driver, it does suffer from a little rot and I am planning to have some minor cosmetic work done either this year or next. Since the Toronado, I have acquired two other Oldsmobiles. Both of these came from family members as well – a 2002 Aurora 3.5 and 1972 Cutlass Supreme. These cars will

Detroit Autorama

Cobo Center

Friday, March 8 12pm-10pm

Saturday, March 9 9am-10pm

Sunday, March 10 10am-8pm

Admission: \$18 or \$16 discount ticket at O'Reilly Auto Parts

www.autorama.com click on Detroit

WORKING FOR OLDSMOBILE 1949-1990

PART II

I started work in the paint plant working on hoods. The hoods were stamped in the sheet metal plant, underwent metal finishing and primer coat, then the ones to be used at the Lansing Plant were hung on a conveyor line and given two finish coats. They were then buffed, using large polishing wheels with a heavy, shag-like cover. They were then inspected for flaws, and those that passed were put on a conveyor to be sent to final assembly. The others were put on a different line to be repaired. The paint spraying was done by hand, with a manifest showing what color to paint a hood. There were sixteen colors available, with matching interiors for any color group.

Using the buffing wheel was quite an art. You had to learn to let the wheel do the work, and just guide it where you wanted it to go. The first night after using the wheel, I was so tired I thought I was going to die. The second night, I was afraid I wasn't going to. Then I found the secret, and it wasn't bad. The assembly line worked only the day shift, and so did we. I got married in April of 1953. In November, I ordered a 1953 Super 88 four-door sedan. Before the car was built there was a fire at the Hydra-Matic plant in Willow Run which halted transmission production, until they were able to get enough Buick Dyna-Flows to resume production. I was lucky - my car was built with a Hydra-Matic.

In December, 1953, the first women since World War II were hired for hourly work. At the time, they were kept on a separate seniority list, with men having priority on job openings. Women were not allowed on a job that required heavy lifting, nor were they allowed to work more than 54 hours a week. All this changed with the 1955 union contract, which also required union membership. We also got medical insurance coverage. That same year, all clerical work was put on salary.

In 1955, I transferred to Final Paint Repair, where all the nicks and scratches from Final Assembly were fixed. They were wet-sanded down then spot-sprayed, and re-inspected, then sent to shipping. Every so often, one of the top brass would come to the end of the line, the inspectors would clamp down, and we could figure on lots of overtime for a few days. Then everything would go back to normal, 'til the next time. I became a sprayer, which paid \$.10 more an hour than polisher. The higher paying jobs were given out according to seniority in the department.

In this time period, the line was running at 111 per hour. Normal speed is 60/hr. I worked in this area until November 1959, when I went on salary as a clerk in the manifest office.

John R. Wilcox

March 2013



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8 Autorama	9 Autorama
10 Autorama, Daylight Savings Time Begins	11	12	13	14	15	16 * MCR meeting
17 St Patrick's Day	18	19	20 1 st day of Spring	21	22 Woodward's Anniversary	23
24 Palm Sunday	25	26 1 st Day of Passover	27	28	29	30
31 Easter						

“Be sure to check the **MCR Website** calendar for additional details.”

An asterisk * denotes a “club” activity.

April 2013



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1 April Fool's	2	3	4	5	6
7	8 Paulette Width	9	10	11	12	13
14 Phil Woodward Bob Jones	15	16	17	18	19 Sonne Lapadot	20 * MCR meeting
21 Sharon Hoover	22 Pat Macaluso	23	24	25	26	27
28	29	30				

Look Who's Talking!!

Here it is, the New Year of 1959 and I am on a truck from Fisher Body to the Lansing Assembly Plant. I am just a body shell now but will be attached to an Advanced Wide-Stance Chassis of "Guard-Beam design, I-Beam, with X-Center-Member and 5 Cross-Members." On this frame they attached a 394 CID "ROCKET" engine with 315 Horsepower and a wheelbase of 126.3." WOW will I move out.

It is January 14, 1959 and I see the end of the line coming, feel great with my Jetaway Hydra-Matic, Deluxe Radio, Duel Range Power heater, Roto-Matic Power Steering, Pedal-Ease Power Brake, Power Window Lifts, 6-Way Power seat, Power Convertible Top, and of course my new Tri-Leather Interior. I roar to life and come into the world as a beautiful 1959 Oldsmobile '98 Convertible Coupe, weighing 4420 lbs., 18'7" long, with 7514 siblings. I am on my way to a Dearborn, Michigan dealer.

I was driven about a year when my young owner was called into service, I waited about 6 more years as his father and mother used me sparingly. For about 2 years Bob kept coming by to see if I was for sale, not yet.

Around 1966 Bob was called by the mother, "Do you still want the car?" He came to pick me up in March but she would not let him take me because it was drizzling outside and I had never been in the rain or snow. Finally with 7560 miles on the odometer, Bob purchased me for \$1600. I was 7 years old.

Bob took great care of me, not used in the winter, just a fun driver and never abused, but time does take its toll and in 1988 Bob asked his brother to be a partner since Ken had a close friend in Groux Oldsmobile in Monroe, Michigan. I hadn't run very well for the last few years and I needed a good facelift after thirty years. Bob had a heart attack at 44 and his wife said. "Ken if you want the Olds, it's all yours."

On to Groux Olds, tune-up, new fluids, adjust this and replace that. "Oh, by the way, that back window looks like parchment. "Perhaps we should replace?" "OK" Month later phone call, "Can't sew in the window zipper, all dry rot." "New Top?" "Sure." Call "Top is off, you know the Tri-Leather needs some stitching, duct tape just don't cut it." Too expensive! Wilson Groux, "Go back to work Ken, you're too young to retire anyway." "OK. Fix leather." Another month another call, "You know with all the seats out and top off, paint looks a little tired, let's do it right." A few months after my 30th birthday, there I sit on the showroom floor, with all the new kids, looking and feeling as I did in 1959, getting a lot more looks, oohs and aahs. Ken is coming to pick me up, a great day.

Started cruising again, Ken joined NAOC, became active in the "Motor City Rockets" of OCA and we were in many parades and shows, The Woodward Dream Cruise, Homecoming in Lansing, (seventeen I think) 100th & 105th Anniversary, and many local events, with a few Best of Show, some First of Class awards. Not bad for a driver and fun family car. My Best was the "Prestigious Random E. Olds award for: Best Preservation of a Post War Oldsmobile" in Bowling Green, Kentucky at the 2007 Oldsmobile Club of America Nationals.

I had a few ups and downs like anybody with 56325 miles and 50 years old. I had a generator fire on the way to Kentucky in a Dayton, Ohio rest area. Thanks to NAOC member, Jack Tokie, who just happened to have an extra voltage regulator and generator sitting in his car trailer. The next year I had a wire and engine fire on a trip to Traverse City, Michigan. Thanks again Olds Club members and Hagerty Insurance for their help. Things are looking up, some cosmetic redo and cleaned up for the 2009 season and my 50th anniversary. I have been invited to the 30th Anniversary of Meadow Brook, Concours d'Elegance, the last one to take place there, looking as original as day one. What a privilege!

Now here I am three years later showing 64,935 miles and no major problems, and a few more shows and road trips under my belt. A great trip with the Motor City rockets "Michiana Tour 2012" 3 days, 3 states, 5 museums, 430 mile driving trip. The biggest surprise of all was being on the cover of the January 2013, Journey with Olds, the official magazine of the Oldsmobile Club of America.

Trust I will have another fifty years of great OLDSMOBILING as long as there are members who are as dedicated and friendly as you.

Love being a "1959 '98' Oldsmobile Convertible Coupe"

Submitted by Ken Kress

Editor's Note:

This article first appeared in the NAOC magazine.

Meeting Minutes

Minutes January 19, 2013

Motor City Rockets Meeting
Meurer Collection
Farmington Hills, Michigan

The January Members' meeting was called to order at 11:25 am by President Dan Evans. There were approximately 36 members in attendance.

President: Dan Evans welcomed everyone to the Meurer Collection. He thanked Ed Meurer for opening up for us to view his private collection. Ed gave a brief history of the collection which he started in 1957 and has continued to add to since.

Dan asked the membership for any ideas of future outings for the club. It was suggested we visit the Vinsetta Garage Restaurant. Jack Tokie spoke about his connection to the Vinsetta Garage.

Dan asked how many were possibly going to the Nationals next summer. Several members indicated that they were thinking about attending.

Treasurer: Alan Wilcox was absent so no report was available.

Activities: The February meeting will be held at: Drakeshire Lanes, Farmington, Hills on February 17. Schedule for that event:
Meeting 11-12
Lunch 12-1:30
Bowling 1:30+

Old Business: Clay Cook updated everyone on his front disc brake conversion that he had been doing.

New Business: Ken Kress expressed thanks to Jill Woodward for the article, pictures and cover photo of his car that appeared in the Journey with Olds Magazine.

A motion to adjourn was made by Dan, seconded by Ed Pashukevich. Ayes all. Meeting adjourned at 11:45 am.

Respectfully Submitted,
Barbara Cook

Minutes February 17, 2013

Motor City Rockets Meeting
Drakeshire Lanes
Farmington Hills, Michigan

President Dan Evans called the February Members' meeting to order at 11:35 am. There were 33 members in attendance including 5 new members.

President: Dan told everyone that he would be at Autorama on March 8, so to look him up. He also congratulated those with birthdays.

Treasurer: Alan Wilcox reported our treasury is financially sound. Also, he said that 2012 was not closed out yet, but the audit is 91% completed. We ended the year with 118 Rocket members (101 members and 17 associates).

Activities: The March meeting is still open.

Old Business:

- Jeff Pregler said that his 442 is still in the garage.
- Motion carried to pay the Iowa Club \$300 for their expenses.
- Swap meet budget was approved for 2013.
- Dan asked if everyone had received the Homecoming letter. All had.
- Still no update – OCA Official Status – on treasurer recall.
- Steve Apking had visited the Vinsetta Garage. He shared the menu but said that there was no parking to speak of.
- Phil Woodward informed all that the restaurant will be featured on a Food Network show on May2.

New Business:

- Motion was made by Alan Wilcox to place an ad in the 2013 OCA Nationals meet magazine. Motion was approved.
- Sue Apking suggested we visit the Stahl Museum on April 20. We would need at least 50 people so she suggested we ask RE Olds Chapter to join us. No motion made.
- Dust off is May 18.
- Sue Pashukewich suggested visiting a Northville Service Station in Monroe for one of our activities.
- Sue Apking said the deadline for the newsletter is February 25.
-

A motion to adjourn was made by Sue Pashukewich, seconded by Cindy Klemm. Ayes all. Meeting adjourned at 12:02pm.

Respectfully Submitted,
Barbara Cook

Jan /Feb activities recap

January started off on a high note with a tour of the Meurer automobile collection. Robert Meurer with his son, Ed began collecting as a hobby and that hobby soon grew into one of the largest car collections in Michigan. The collection that numbers just over a hundred cars is housed in a warehouse that is any car lover's dream. In addition to the cars, there are travel trailers and an enormous and unusual assortment of memorabilia located in the loft of this storage facility. There are so many beautiful cars that one would be hard pressed to pick a favorite. However, there are three that hold some historical significance: a Chrysler limo used by Queen Elizabeth when visiting our country; another Chrysler used by Joseph P. Kennedy when he was ambassador to the United States; a Packard used by the brother of Mussolini. The Meurers are true gentlemen 'car guys'. They allowed us to browse at our leisure and took the time to answer all our questions. Thanks to both of them and a big thank you to members, Ed and Sue Pashukewich for planning this event and the lunch that followed.

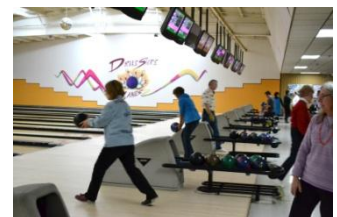
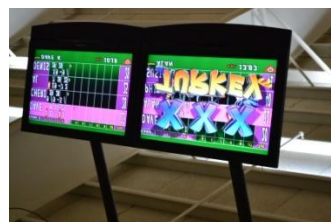


In **February**, some 30 members attended the 5th annual MCR bowling extravaganza. We held our meeting in the party room of the bowling alley and saw that it had been given the Suzi Macaluso touch. Decorated with a Valentine theme, the tables were strewn with hearts and candy. All the ladies in turn received heart necklaces and a personal notebook with a MCR embroidered cover. The men, as well, received a special gift.

After our meeting, we had lunch and dessert and then took to the lanes for some friendly competition. I don't want to say we're getting old but after three games, I heard more than a few people say they were ready for a nap.

We headed back to the party room for an awards ceremony. Awards were given in various categories: most gutter balls; lowest game; highest averages.

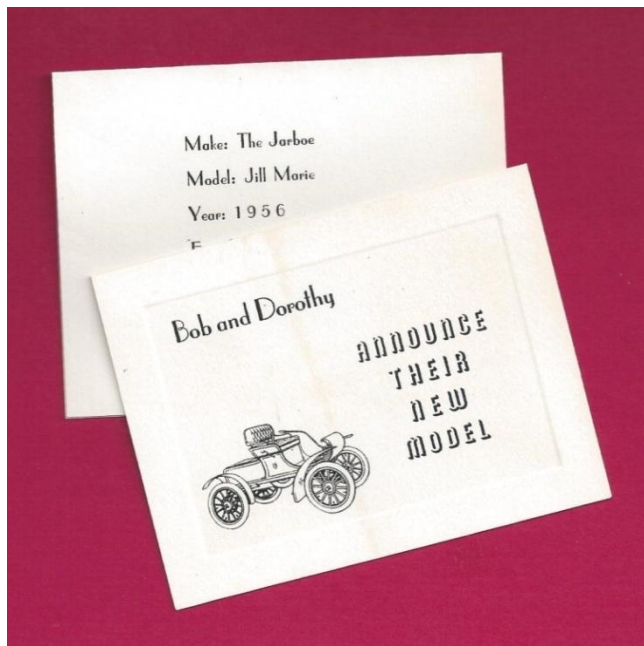
Much appreciation goes to Pat and Suzi Macaluso for the planning and execution of one of our most popular annual events.



OLDSMOBILE – IT’S IN MY BLOOD!

I was born after my father had worked for Oldsmobile for 6 years. The occasion of my birth, and the love he had for, both me and Oldsmobile produced this birth announcement. –

Needless to say, Oldsmobile would remain close to my heart over the next 56 years.



Born in Lansing, the home of Olds, we quickly moved to Buffalo, NY then to Detroit, MI and when I was 4 ½ we returned to Lansing and dad worked out of the Porter St. office for Oldsmobile. I loved going down there and exploring his office and all the “fun” going on at Exhibit and Display. The guys were always making something exciting, either to showcase an Oldsmobile or one of the models hired to show off an Oldsmobile. The car business was all glitz and glamour for this young child.

I recall a time, in elementary school, when the teacher had everyone stand and share with the class what their father’s did for work. When it was my turn, I stood and proudly said “My dad works for Oldsmobile.” The teacher asked “what

does he do there?” My answer – “He goes to the Miss America pageant and the Bing Crosby Golf tournament every year and he picks out the clothes the girls get to wear at the Auto Shows!” The teacher didn’t believe me – “this can’t be a “REAL” job in the auto industry!” But, she was wrong, although dad did do more than I claimed he did.

(Dad is the one in the sunglasses with Miss America 1966, Debbie Bryant, at the opening of the Texas State Fair.)



My dad, Bob Jarboe, worked in Group Selling Activities and part of his job included taking a fleet of cars to the Miss America Pageant every year as Oldsmobile was one of the sponsors. The same was true for the Bing Crosby Golf Tournament. His office was at the Porter St. building where Exhibit and Display called home. Basically, dad was in charge of any activity where a large number of Oldsmobiles were, such as: dealer sponsored promotions; displays; New Car Announcement Show; Auto Show; Indy 500; NADA; Shrine Events; Boy Scout Caravans, and probably a few I can’t remember.



Dad, eventually became the Manager of Group Selling Activities, moved into building 70 – the main Administration Building – and became the “Father of Marketing Groups” around the country. This was when an area had more than one Oldsmobile Dealer and the Dealerships would join together to get more out of their advertising buck. Later on, the Oldsmobile Hot Air Balloon



would, also, would report to him and this had the perk of a few rides for me.

A few of my favorite memories, growing up were: mom got a new car EVERY year – we were the ONLY ones on the block who could say that; dad got a new car every 3 months – his company car; traveling

in the back window ledge on long trips as my older brother and sister insisted on getting the back seat – which was alright with me since mom could reach them if they got out of line but couldn't reach me! Every summer we would go to the Ionia Fairgrounds where Oldsmobile would host its employee/family picnic. There would be games and races for the children; games for the adults – my mom ALWAYS won the 10-penny nail hammering contest; great food, prizes and a display of classic Oldsmobiles.



Miss America, for several years in the 1960's would come to our house for dinner when she would visit Lansing and Oldsmobile, one of the sponsors – we were host to Donna Axum, 1964, Vonda Kay Van Dyke, 1965 (she became a life-long friend of my parents), Debbie Bryant, 1966 and Debra Barnes, 1968. My brother was in high school and boy, were his friends envious as well as a few neighbors who would come out for a look whenever one of the ladies was getting ready to leave. Once a year, we were the most popular house on the block.

(My dad is in the front passenger seat. He always acted as her host/guard when she was in an Oldsmobile. Here with Vonda Kay Van Dyke.)



By Junior High, my siblings were out of the house, I gained a new sister – Pattie; I got to move to the back seat of the car; the walls of my bedroom were decorated with the posters from the 1969 “Youngmobile” campaign; and I was allowed to go to the Auto Shows and the New Car

Announcement Shows. Dad became more involved with the Indianapolis 500 and even some stock car racing. I loved the perk that dad would get a replica "Pace Car" with his name on it and would soak up the attention whenever we drove around in the car with all of the insignia on the doors. In 1970, Pattie and I even went to Indianapolis with dad and got our pictures taken standing next to the car given to actor James Garner. He was not the Pace Car driver that year, but had the honor on several occasions. My father had met Garner on a trip to California and the Bing Crosby Tournament and enjoyed having him there, driving an Oldsmobile.



Dad was a judge that year for the Indy 500 Parade Queen and Miss America, Pam Eldred came in to give her support for Oldsmobile and the race.

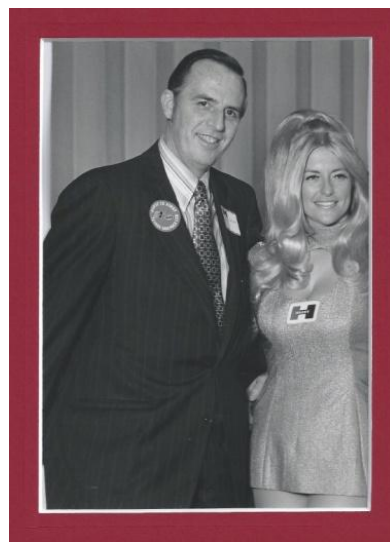
This car is now owned by one of our own Motor City Rockets – Jeff Stolowski.



I can't leave out, another dear friend my father made because of Oldsmobile's involvement in racing – and that would be, Linda Vaughan – Miss Hurst. I had the honor to meet this dear lady in 2008 when the Motor City Rockets hosted the Nationals. My father had passed away by then, but she remembered him and we shared a few stories.

I got my driver's license in 1972 and sadly can't remember what Oldsmobile I had to share with my mother. That is because, the temporary car that Story Oldsmobile

gave us to drive until mom's car was produced was a 1966 Ford Mustang! It became a BIG joke in the family and if I was driving, dad would always tell me to park that "Dirty 4-letter word, that starts with an F" in the garage and quickly put the garage door down before the neighbors saw



“the thing!” I looked forward to the day when I would no longer have to share a vehicle with my mother.

That day came in the spring of 1975, while I was a freshman at college in Illinois. My parents brought me a 1974 Omega Hatchback, but sadly, when we all went out to dinner that night, my friend, Dale, and I, got crammed into the hatch area! I felt 8 years old, again, and forced to lie on the window ledge above the back seat.



I loved that little car and drove it for almost 2 years. I wanted the tent attachment that was optional but for some reason my father didn't think it was an appropriate option for a college student! What did he think I was going to do in an Omega?!

The fall of 1977 brought several changes. I had transferred to General Motors Institute, sponsored by Oldsmobile, drove a 1978 light green Cutlass Salon and I met my husband, Phil. I was in the marketing program, but my first few assignments were out in the plant. One project was to design a filter system to attach to the diesel engine, so when they started it up to see if it worked, the personnel wouldn't have to breathe in the fumes! I didn't do too well on the filter system but I knew exactly how an engine was put together!

I eventually made it inside building 70 working in car distribution, marketing, and a few

others, but never directly with my father. One of my supervisors was fellow MCR member - John Wilcox. We reconnected a couple of years ago when he joined the club. While in Marketing, working for Lynn Myers, I came up with this little promo -



Phil and I married in 1980 and dad “borrowed” three beautiful Ninety Eights for visiting family members to drive while in for the wedding.



I left Oldsmobile, the job, but kept driving Oldsmobiles. At this time, I was driving a 1979 two-toned Cutlass Supreme. Phil and I bought our first car as a married couple around our 1st anniversary, a 1981 brown Omega. Exactly four weeks after purchase date I managed to knock down a utility pole with the little car - “Happy Birthday dear!” Yep! It happened on Phil's

birthday! Once repaired, we drove that car until 1983 when we temporarily left “Oldsmobile” and bought a red Jimmy.

In 1984 Phil was transferred from Delco Remy Div. of GM to Oldsmobile and worked in Technical Assistance with fellow MCR members – Al Ferry and Steve Apking.

In August of 1984, I returned to Oldsmobile when I was hired as the Assistant Manager of the “trial” Telemarketing Department. By Christmas I was the manager and now my father, my husband and I all worked in building 70!



Sadly, by March of 1985, the center was closed and I was out of a job at Oldsmobile.

Our daughter, Caitlin, was born while I was working in the Telemarketing Center and Phil and I decided to take a page out of my history and design a birth announcement reminiscent of mine

THE NEW WOODWARD STORY	
MAKE: FEMALE	
NAMEPLATE: CAITLIN MICHELLE	
FIRST ROLLED OFF PRODUCTION LINE: JAN 23, 1985 9:46 P.M.	
PLANT: SPARROW HOSP. LANSING, MI	
EST. PRODUCTIONS: 1	
DIMENSIONS & E.P.A.	
OVERALL LENGTH: 20 1/2 IN.	
BASE CURB WEIGHT: 7185.700	
E.P.A. (EST.): 3 DIAPERS TO THE BOTTLE	
FILL TANK EVERY 4 HOURS	

OPTIONAL EQUIPMENT	
OPT.	COST
ALARM SYSTEM	LOST SLEEP
EMISSION SYS.	DIRTY DIAPERS
SMALL FUEL TANK	DIRTY BOTTLES
EJECTION SYS.	FREQUENT CLOTHING CHANGES
SMILE	WARM HEART
HUGS	A LOT OF LOVE
STANDARD EQUIPMENT	
STD.	COST
5 FINGERS	N.C.
5 TOES	N.C.
2 EYES	N.C.
2 EARS	N.C.
NOSE	N.C.
MOUTH	N.C.
BELLY BUTTON	N.C.

OUR 1985 LINE-UP!	
	NAMEPLATE
FULL-SIZE/LUXURY	PHIL
MIDSIZE	JILL
COMPACT	RYAN
NOW INTRODUCING OUR START INTO THE SUB-COMPACT MARKET →	

Also happening in 1985 - Oldsmobile was the Pace Car at Indy and I took our 2 1/2 year old son, Ryan, to my childhood playground – Exhibit and

Display – to play in a miniature replica of the Pace Car. He had a GREAT time and my father loved showing off his grandson.



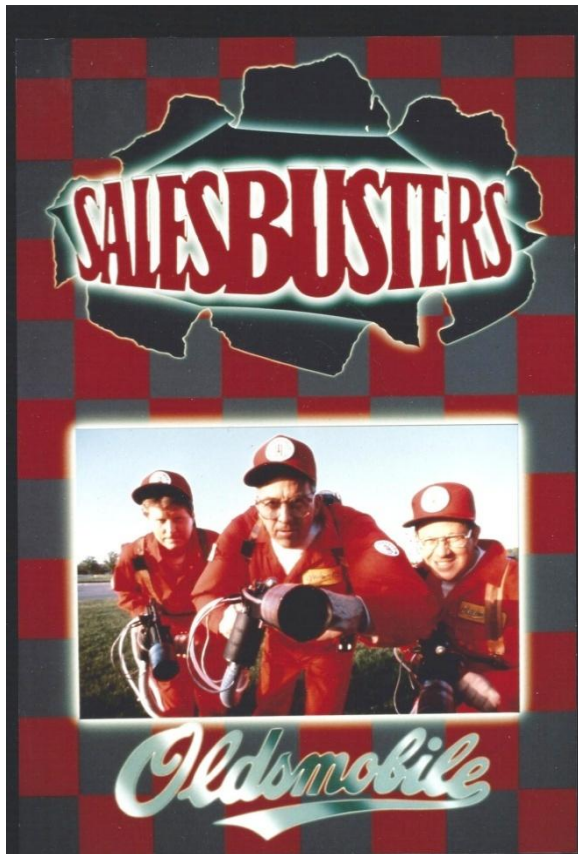
Around the time Phil and I moved back to Lansing and started work for Oldsmobile, my father was making some rather funny “mini-movies” for Dealer Announcement Shows. In 1984, it was a take on the A-Team and dad was “Mr. J.” He came home for lunch one day while Ryan and I were there and Dad scared the heck out of Ryan. They eventually made peace and shared lunch.



He was quite a site going back to work and the family, once again, had a good joke to laugh about over the years.



The next year, the marketing gang would do a spoof on "Ghostbusters" called: "Salesbusters." The kids and I stopped over during shooting and added another funny memory to our list. And to think, Oldsmobile actually PAID him to do this!!



We now drove a Cutlass Cruiser and Phil was transferred to the Pittsburgh Zone as a Field

Engineer. My dad retired from Oldsmobile after 39 ½ years. He wanted to stay on for 6 more months to make it an even '40' but Olds didn't want to pay the extra amount in retirement those 6 months would mean, and the family had another 'joke' in the "39 ½." Phil left Oldsmobile for another GM division; we sold the Cruiser for a white Cutlass and were now living in the Cincinnati area. We decided the 'GM' in General Motors, for us, meant "generally moving" as we were now in our 5th state in 12 years of marriage.

Oldsmobile brought my father out of retirement to plan and put on the Centennial Celebration in 1997. The white Cutlass was given to Phil's father and we bought a 1997 (Centennial) green Cutlass and Phil and Caitlin drove it in the parade.

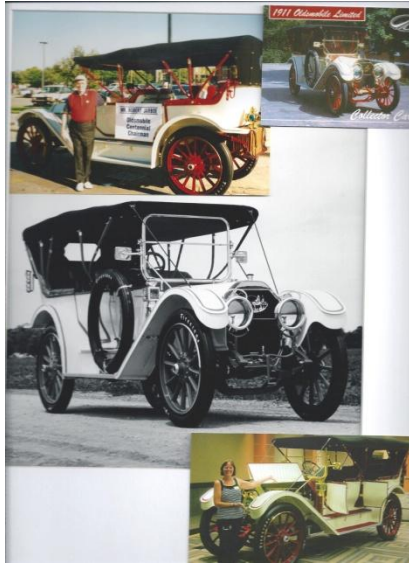


My father, as the chairman, got to lead the parade in a 1911 Oldsmobile and my sister, sister-in-law,



aunt and me got to ride along with dad.

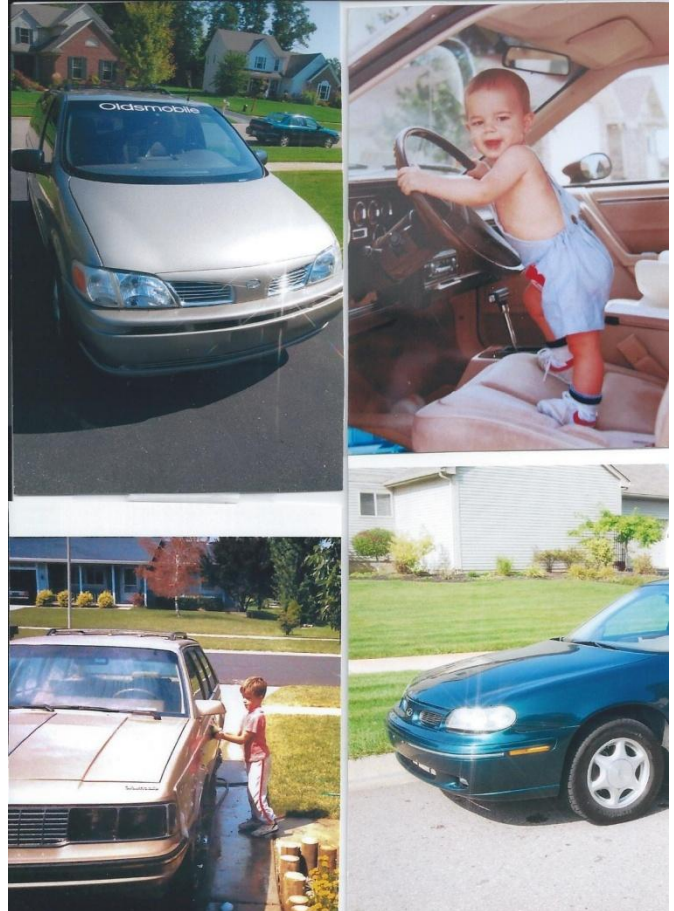
What an honor it was to celebrate with my dad and family. Oldsmobile meant SO much to dad that my mom accused it of being dad's "1st wife!" I was reunited with that same, white 1911 Olds in 2008 at the Nationals our club hosted in Detroit.



That's me and the 1911 in the bottom right!

The 1997 Cutlass was passed on to our daughter, Caitlin, in 2002 and I took possession of my father's 2001 Silhouette. I love that van and have told Phil I will drive it until it falls apart! My father passed away in 2004, just a few months before Oldsmobile "died!" When we divided up dad's stuff, among his collections were those little plastic, promotional replica cars. The grandkids loved playing with Pop-pop's cars and so they split them up amongst themselves. I remember my father bringing home 1 or 2 every year as I was growing up. I loved playing with them too.

Oldsmobile – it's been my life; my work; and my passion. As long as I am able to, I will be behind the wheel of an Oldsmobile. See you on the road somewhere.....



2001 Silhouette; 1981 Omega; 1985 Cutlass Cruiser; 1997 Cutlass



MCR SERVICE TEAM

President	Dan Evans	president@motorcityrockets.com
Vice President	Phil Woodward	vicepresident@motorcityrockets.com
Treasurer	Alan Wilcox	treasurer@motorcityrockets.com
Secretary	Barbara Cook	secretary@motorcityrockets.com
Newsletter	Sue/Steve Apking	editor@motorcityrockets.com.
Activities	Jeff Pregler	events@motorcityrockets.com
Merchandise	Cindy Klemm	merchandise@motorcityrockets.com
Historian	Dorothy Maseles	historian@motorcityrockets.com
Webmaster	Brian Lorway	webmaster@motorcityrockets.com

