



May / June 2013  
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# Motor City Rockets

## The Rocket Fuel Newsletter

### The Prez-ident's Garage

I would like to thank everyone who came out to the MCR gathering for April. We went to Stahl's Automotive Collection. I have to tell you; those were some Awesome Cars and Collectibles! Of course, whenever there is a *Tucker* within a few feet of me; I am in Heaven! (No not Dave and Denise; we're just friends. I Mean a Car). The one in this collection is incredible and pretty much flawless! We were able to check out all of the cars and other items including a very large, no, HUGE Automated Pipe Organ. It is originally from Belgium and was built in 1931. It was restored before it was recently purchased by the museum. It had to be dismantled for shipping then reassembled on site by a team from Belgium, and retuned. No words can describe the superb sound (well there's one) that was produced when they turned it on for us. Everything worked and it was in perfect tune!

Now on to the cars. There were many from the 1930's and some back into the 1910's, and wouldn't you know it; a Beautiful Curved Dash Olds greeted us as we first entered the main collection! Lots of one-of-a-kinds were also on hand including "Professor Fate's" Scissor-Lift Model T from the 1960's movie "The Great Race". Jack Tokie liked that one and I took several pictures of him on it.

On to the Garage Items: Dave Klemm and I have been messing around with his 1968 442. I am in the process of installing some new sheet metal in the trunk. I am using some of his new 'toys', I mean tools to prepare the metal. I am putting it in with as little finish work as possible. I want to keep things flush and smooth without damaging the original look of the surrounding material. So far, so good. This is all being done in between trips to Kansas City for work. I have 888 robots down there and a lot of issues with the site and damaged equipment. That's another story for another time.

We have another get-together when I return; James Kryta is putting on In-Line Tubes 1<sup>st</sup> Annual Car Show on Saturday May 11<sup>th</sup>. I will be back on the 10<sup>th</sup>. Then let's not forget our Dust-Off on Saturday May 18<sup>th</sup>! Our Past President, Pat Macaluso and Former First Lady Suzi have graciously provided us again with the perfect spot at their home in Howell! So please come on out and enjoy each other's company and Oldsmobiles!

Thanks **ROCKETS!**

*Your President,*

*Dan Evans*

Pictures of Dan's expertise: Pg. 7

## Editor's Notes

The wait is over. We can finally bring our cars out of hibernation and soak up some of the warmth that spring has to offer.

It will be nice to show off our classics at some of the many car shows that will soon start to pop up now that the weather is cooperating.

I want to specifically point out two events:

### **Spring Dust-Off and the Lansing Homecoming.**

We have always had a good showing at these events and we expect nothing less this year.

Congratulations to Karl Kimball for his article that was published in April's JWO. It's good to see an MCR member get some recognition and make the cover no less.

We also have Part 2 of Dave Engel's series of

articles; "**All In the Family**" and the third installment of John Wilcox's story: "**Working for Oldsmobile.**"

Enjoy the read and remember I'm always in need of articles.

Submission deadline for the next issue is **June 28.**

Sue Apking

## Upcoming Club Events

**Spring Dust-Off**  
**Saturday, May 18**  
**4875 Pinckney Rd.**  
**Howell, MI**  
**11:00 a.m. – 7:00 p.m.**

**Lansing Homecoming**  
**Saturday, June 15**  
**Corner of Canal & Billwood**  
**Lansing, MI**  
**9:00 a.m. – 3:00 p.m.**

## May/June Birthdays

**May 5 Cindy Klemm**  
**May 6 Sue Apking**

**June 23 Sue Pashukevich**  
**June 25 Ann Wittenbach**

## May 2013

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6	7	8	9	10	11
Cindy Klemm Bearing Burners car show	Sue Apking					Inline tube car show
12	13	14	15	16	17	18
Mother's Day						* MCR Dust Off
19	20	21	22	23	24	25
26	27	28	29	30	31	
	Memorial Day					

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

An asterisk \* denotes a “club” activity.

## June 2013

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
					Flag Day	* Olds Homecoming
16	17	18	19	20	21	22
Father's Day					1 <sup>st</sup> Day of Summer	
23	24	25	26	27	28	29
Sue Pashukewich		Ann Wittenbach				
30						

## Working for Oldsmobile 1949 - 1990

### Part III

I had been idle for a short time in November 1959, because a steel strike had caused the plant to shut down. During this time, I was interviewed and hired to go on salary in the manifest office on the assembly line. Our job was to merge the information from the assembly line, and Fisher Body into a manifest. When this was attached to the car, it was considered to be built. The manifest contained all the information about the car (serial number, color, trim, key number etc.). We also made out the protect-o-plates on a stamping machine. The information for that was automatically fed from a tape that came from the body shop. The work we did on the manifest was done on a tele-type. The one problem was with the speed of the stamping machine. It was not much faster than the assembly line, so if you made a mistake, there was not time to correct it. The only place the error could be made was in typing the key numbers, therefore every once in a while a car went out with the wrong key numbers on the manifest.

I was on this job with three other people for about three months when it was reorganized so two people could handle it. Fortunately, a senior clerk position opened in Engine Plant Reliability, and I transferred to it. This job consisted of doing paperwork on the parts which were received after they were inspected. This was at the start of the aluminum engine for the F-85. The short block assembly was shipped in from Buick, and the cylinder and manifolds were added here, to make the complete engine. Every once in a while, the crib men would tear down a short block from Buick, and I heard more than once about how sloppy the Buick people were - there was a tolerance of over .002 inches

I also had the responsibility for doing scrap reports daily so the supervisors could keep track of any trouble spots. I also took shippers to return defective parts to the purchasing department for their approval, and to traffic to route them. I got interested in Traffic and took a course on it at Lansing Community College, and in 1963, I was transferred in a lateral move to the Traffic Department. I really enjoyed my time in the engine plant, and I also got to see how well the Rocket Engines were built. My impression was that there was no better engine.

I started in the Traffic Department during the 1963 model year. My job consisted of going to the shipping gate, getting a copy of the shipper for each car that went out the gate, matching it to the rest of the paperwork for that car (the manifest), and sending them to the area where these records were kept. At the start of the 1964 model year run, we had big changes - a complete change of the F-85, making it a mid-size car with a cast-iron engine. There were all kinds of problems. We were working up to 14 hours a day and 8 hours on Sunday. It was a problem even getting a haircut. Our office also had the responsibility for loading the tri-level rail cars. Things eventually got straightened out and went smoothly after that. Meanwhile I had been looking for another job, and was accepted into the Sales Analysis and Distribution Department, with a raise in grade and in pay. I went there in November 1963 and had been there just about a week when President Kennedy was assassinated. That was a very emotional day. This is good stopping-off point.

More to come later.

John Wilcox

# SPRING DUST-OFF

Our Annual Spring Dust-Off will be held on **Saturday, May 18<sup>th</sup>**.

Pull those beautiful Oldsmobiles out of their warm winter's resting place.

"Dust" them off, cruze on over and let's show the world how those ROCKETS shine.

**When:** Saturday, May 18, 2013

**Where:** Pat & Suzi Macaluso's, 4875 Pinckney Road Howell, Michigan 48843

**Time:** 11:00 AM - 7:00 PM

**Directions:** Take Exit #137 off I-96. Go South 4 miles on Pinckney Road.  
Look for the Oldsmobile Flag and our Club signs.

## Activities:

11:00 AM - 7:00 PM MCR Annual Spring Dust Off / Cruise-in & Car Show

50/50 Raffle – Runs throughout the day. Drawing @ 5:00 PM (must be present to win)  
Profits will be donated to the Autism Alliance of Michigan (AAoM)

12:00 ish - BBQ's Fire Up for Lunch

## Lunch Information:

The club will be providing the main course: burgers; dogs; buns; ice tea; lemonade; coffee; paper products; condiments.  
Please bring a non-alcoholic beverage if you would like something other than what is noted above. **We ask that you bring a side-dish to pass.** Below are recommended side-dish categories by last name:

Last Names A<>H: Desserts  
Last Names I<>Q: Salads & Vegetable Dishes  
Last Names R<>Z: Family Favorite - Chef's Choice

## RSVP Information:

Please RSVP to ([motorcityrocketsevents@gmail.com](mailto:motorcityrocketsevents@gmail.com)) by **Friday, May 10, 2013**. Also, please indicate what kind of **dish you are planning to bring** to the event and the **number of people** attending so that we have an accurate headcount for planning purposes. **Don't forget to bring your lawn chairs.**

If you have any questions please feel free to call Jeff Pregler @ 248-740-9898, or Pat & Suzi @ 517-545-7301.



## All in the Family, Part 2

**By: Dave Engel, Motor City Rockets**

The story of my second Oldsmobile actually starts with a 1998 Buick LeSabre. I know it's not an Olds, but bear with me and you will see the connection. My paternal grandfather purchased the LeSabre new in 1998 and when my family visited him in Maryland that summer, I commented to him how much I liked the car and would be interested in purchasing it from him when he was ready to move on to a new car someday. Fast forward to 2002 and the day for a new car arrived. My grandfather remembered my comment about the LeSabre and instead of offering to sell it to me; I was surprised with it as a gift for my twenty first birthday. What a great surprise. The only stipulation was that I drive him around to some different dealerships in Michigan so he could purchase his new car and drive it home.



I incorrectly assumed that he was in the market for another LeSabre, as the '98 was the second one that he had purchased. I was surprised when he asked to go look at Auroras at several Olds dealers. He had owned several Oldsmobiles over the years, including a diesel Delta 88 during the 1980's that only failed to start when extremely cold in Baltimore. We spent two days driving around metro Detroit to the different Oldsmobile dealers that were in Troy, Warren, Ferndale and Sterling Heights at the time. Ultimately, he selected the car shown in the photographs accompanying this article, a 2002 Aurora 3.5 in cappuccino paint color and purchased it from Jim Muir in Sterling Heights. At that point, the LeSabre became mine and he drove home the next day.

The story then picks up again in August of 2012. My two younger brothers and I took a trip down to Maryland to attend the Baltimore Grand Prix. Of course we visited with our grandfather and aunt while we were in town. We all had dinner on our first night in town and to my surprise, my grandfather said that he wanted me to have the Aurora and drive it home at the end of our trip. The car had sat for most of the past five years since he stopped driving and from anecdotal evidence had gone a whole 60 miles during that time. I was somewhat nervous driving a car that had sat for so long 550 miles back to Detroit, but with a bottle of stabilizer and fuel injector cleaner in the tank, along with topping off with fresh fuel, the car ran fine on its return "home" to Michigan.

Future plans for the Aurora include some bodywork to repair scrapes on the front and rear fasciae that occurred in parking garages around Maryland, along with rebuilding the front and rear brakes and suspension that have seen better days from having sat so long. Given that the car only has 43,000 miles at this time, not much other work is needed. I plan to use this car as a supplement daily driver to my 2004 Buick LeSabre and maybe attend some club events that are outside of metro Detroit with it, as I would be more comfortable driving this car longer distance versus the '85 Toronado mentioned in my first article. With the Aurora in my fleet, I now have both of my grandfathers' Oldsmobiles.

Part 3 will be included in a future edition of our newsletter, telling the story of how I acquired my 1972 Cutlass Supreme convertible.





Dan's handiwork on Dave's 1968 442

## FYI

MCR members, Mike & Donna Franks recently entered their 1971 Bittersweet Cutlass Convertible in a contest that Royal Purple had going on Facebook. It was for the Hot Rod Power Tour Long Haulers that will take place in June of this year.

Winner gets HRPT registration fees paid, \$500.00 fuel card and VIP parking for the week of the tour. They made the first cut and went on to the next stage to be among the top five. Final outcome was second place and a case of Royal Purple oil.

Congratulations!



## MCR SERVICE TEAM

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