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Motor City Rockets

The Rocket Fuel Newsletter

WE GOT OUR "KICKS" ON ROUTE 66

On the way to and from this summer's OCA Nationals, the Woodwards and the Macaluso's decided to take a side trip and see some of the sights along the Historic Route 66! Now I could regale you with ALL of the details of our trip, but I'm not THAT crazy! Now when I hear the term "kicks" I think of the "funny" things that happen along the way. So I am only going to share those moments I found particularly funny or special! I hope you find them humorous too.

It started in a little gas station in Dwight, IL. We were pleased to find a cut-out of an Oldsmobile in their



display - When we went inside to see more, we got a "kick" out of what we saw in the display case.



How many of you have ever heard of "Klemm fuel filters?" We had to take a

picture for Dave and Cindy. Dave got a "kick" when we showed him the picture.

The rare "treasure" we found was in Pontiac, IL. It was, of all things, the Pontiac (car not city) museum. Privately owned it was a wonderful display of items. While in another museum in Pontiac, Phil asked one of the volunteers where the mural was that had the BIG route 66 sign so we could



get a photo of our car taken. The volunteer answered - "On the other side of this wall!" We were SOOOO close...

Now, some would think that navigating along an "historic road" would be fairly easy, and you would be WRONG!!!! Case in point - we came upon a "Y"



intersection and weren't sure which way we were to go.

Apparently the guys who put up the signs weren't sure either! The front sign says route 66 goes left. The next sign says it goes right!

Then, there was the evening when a few Rockets decided to join us in traveling down Old 66. We were looking for a covered bridge – trust me when I say – “You can't get there from here!” I'm still not sure who was crazier, us for trying to find it or the carload of friends blindly following us, calling periodically to ask if there was somewhere to eat along the way. There wasn't by the way. But, we did come across a section of Route 66 that was made of bricks and it is here that Mike “burned out on Route 66!”



We had a good crowd follow us to the Cozy Dog (don't you dare call it a 'corn dog') and had some laughs at all of the



posters hanging in the little restaurant. (Let's see who's paying attention here.)

There were other sights while our cars were on the show field that I won't go into but there are two more from the trip home I would like to share.

We HAD to find the “Giant Hotdog!”
Isn't that on EVERYONE'S bucket list?



We found Paul Bunyon and instead of an axe he was holding a hot dog –

I guess we were lucky he didn't drop his lunch.

Anyway, on to my last “kick” of the trip. (And by the way any and all puns are intended here.) I wanted to see “Memory Lane” which is part of Route 66. I joked that as someone who is known to walk into a room and forget why she went in there, this ought to be good for a few laughs. I just didn't know HOW funny it would be (at least to me) I will share it exactly as I told it



to my sister.

I went in search of Memory Lane.

Got Lost.

Had to ask for directions.

Missed the sign to turn in.

Had to turn around,

Only to find it closed!

I had to walk in to get a photo to remember it by,

But a dog taking a dump was standing in the way!

So I shot the picture above the dog ☺
Memories are made of this.

Happy Motoring,

Jill

JUST FOLLOWING ORDERS MR. PRESIDENT

The OCA Prez, at Nationals, encouraged all of us to drive our Oldsmobiles on the road more so everyone could see that Oldsmobile is not "really" dead. I took his words to heart - so to speak. Only 16 hours after returning home from Nationals I loaded up my Silhouette and headed to Atlanta. Put MORE stuff in the van as our daughter was putting things in storage at our house. Then drove to Raleigh to visit with my 2 sisters and finally made it home - exactly 6 days and 1968 miles after I had left home.

Now THAT was a **Woodward** Dream Cruise! Or, maybe not!
Jill Woodward

Editor's Notes

Three weeks ago, I sat at the computer wondering what the content of this newsletter would be. Frankly I had nothing much to publish. I put out a call for help and knowing you members as I do, you didn't disappoint. Several of you responded and I'm most appreciative. Because of the excellent response, this issue overflows with fun, interesting and informative subjects about our members and their exploits.

Please remember I count on the MCR board to supply me with meeting and activity information and I count on the general membership for car articles, car tips, etc.

Next publication date: **January 1, 2014.**

Birthdays

November

2 Jill Woodward
6 Guy Faucher
7 Martha Pregler
12 Tom Bejma
16 Jack Tokie

December

11 Pat Kress
19 Bill Tumidanski
23 Jake Hoover
26 Sharon Garfield

ANNUAL HOLIDAY PARTY

SATURDAY, DECEMBER 7, 2013

ANYTIME AFTER 3:30 p.m.

MEETING WILL START AT 4:00 p.m.

DINNER SERVED AT 5:00 p.m.

CINDY KLEMM'S PARTY CENTRAL

(THE SAME PLACE AS LAST YEAR)

35788 KOENIG, NEW BALTIMORE, MI 48047

CINDY: TEXT or CALL [586.709.6637](tel:586.709.6637)

RSVP to:

DAKCAK@WOWWAY.COM or MOTORCITYROCKETSEVENTS@GMAIL.COM

BRING A GIFT TO PASS. (one gift per attendee) IF YOU CHOOSE NOT TO BRING A GIFT TO PASS YOU WILL NOT BE ABLE TO PARTICIPATE IN THE WORLDS FUNNIEST GIFT EXCHANGE. THE GIFTS ARE TRADITIONALLY OLDSMOBILE THEMED, BUT OTHER TYPES OF GIFTS ARE OFTEN APPRECIATED. IN THE PAST SOME HAVE BROUGHT WHITE ELEPHANT TYPES OF GIFTS EVERYONE REMEMBERS THE TRACTOR OIL FILTERS. WE ALL HOPE THOSE HAVE FINALLY DISAPPEARED. OTHERS HAVE BROUGHT GIFTS OF FOOD OR BEVERAGE.

AGAIN THIS YEAR WE WILL BE PARTICIPATING IN THE "TOYS FOR TOTS" PROGRAM IF YOU WISH, PLEASE BRING AN UNWRAPPED GIFT FOR A CHILD.

HOPE TO SEE YOU THERE!!!

November 2013



SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2 Jill Woodward
3 Daylight Savings Time Begins	4	5 Election Day	6 Guy Faucher	7 Martha Pregler	8	9
10	11 Veteran's Day	12 Tom Bejma	13	14	15	16 Jack Tokie
17	18	19	20	21	22	23
24	25	26	27 Hanukkah Begins	28 Thanksgiving	29	30

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



An asterisk * denotes a “club” activity.

December 2013

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7 * MCR Party
8	9	10	11 Pat Kress	12	13	14
15	16	17	18	19 Bill Tumidanski	20	21 1st Day of Winter
22	23 Jake Hoover	24	25 Christmas	26 Sharon Garfield	27	28
29	30	31 New Year's Eve				

Howell Pumpkin Car Show

The Rockets Go Pumpkin Picking

by: Cindy Klemm

There was definitely frost on the pumpkin when I started out from home in the always reliable Vista Cruiser. In route from Mt. Clemens to Howell I detoured down Woodward for my only cruise this year, but at least I got there. Anyway I digress, cruised on over to Howell and met up with the rest of the Rockets at the Tanger Outlet Mall for the "Great Pumpkin Charity Car Cruise". It is a great group of people who work hard to put this show together and the proceeds are given to the Salvation Army.

Once all the Rockets arrived the sun was shining bright and the temperature started to rise. I think it got close to 75 that day. The turnout for the cruise was tremendous with over 300 cars. We had 19 members showing off our Oldsmobiles plus any other Oldsmobiles we could find.

Everyone got set up for the day and it was time to get serious about our location and its main attraction. The Lady Rockets went shopping! The shopping lists were long starting with new clothes for Pat and Sue Macaluso's new grandson, Greyson Benjamin Patrick. Since he is the first boy in a long time in the family he needed a whole new wardrobe. The stores had special discounts for us and who can pass up a good sale, look how much money we saved you guys that day, but I think Kelly Ferry got the deal of the day with her \$3.00 dress slacks.

By the time we ladies finished shopping the parking lot was jammed with show cars one of which was Alan Wilcox's "new" Firenza. Can't wait to see it restored.

Awards went to: Gordon King for his 1966 Cutlass
 Phil Woodward for his 1985 "Torino" Toronado
 Pat Macaluso for his 1987 Cutlass

Congratulations gentlemen. You make us proud to include you in our group.

After the awards were given it was time to move on to one of the club's favorite restaurants, Tomato Bros. on Grand River in Howell. They have very good Italian food and the bread sticks are addicting. More great conversations and friendship was shared by all.

It was a great day to be with terrific friends. We had great weather and beautiful cars. Who could ask for more?



Pure Stock Muscle Car Drags

September 13-14, 2013

For the second year in a row, a few MCR members enjoyed watching many great cars drag race at the Pure Stock Muscle Car Drags in Stanton, Michigan, especially a fellow MCR member, James Kryta. James had a new car this year that he raced with a lot of success! The awesome 1972 orange 442 W-30 maintained the 12's on Friday, during time trials. On James's second run on Saturday he ran 11.91 @ 116 mph. The sixty foot time was 1.830 compared to the 1.9s he was running the day before. How awesome it was that James and the 1972 Oldsmobile 442 W-30 was able to break into the 11's. For the finals, James was paired against a 1970 white Road Runner with a hemi!!!

James won all three races, winning his class. Great job and congrats to James Kryta and his guys! Oh, and also to his "honorary pit crew". James will be taking his car to the Muscle Car Nationals in Chicago in November. An MCR Good Luck to James!!!!

On Saturday, the MCR guys of the group went to the Kalamazoo National Hotrod Car Show and Swap Meet. The MCR girls enjoyed the Lowell Fallsburg Art Festival. We all enjoyed a couple of great meals at the Wittenbach home.

Submitted by: Jake & Sharon Hoover



Wetmore's Garage in Ferndale

The MCR Connection

Those of you who have driven Woodward Avenue and that would be most of you should be familiar with Wetmore's Tire and Auto Repair. Located in Ferndale, the garage which works on all makes and models, offers customers a laundry list of services including transmission, brakes and exhaust repairs. They also do oil changes and provide tires and tire repairs.

Besides their exemplary reputation, something else sets Wetmore's garage high above their competitors. That something is in its form of advertisement. It's distinctive, original and garners attention whenever you pass by. It is the car on the roof that sticks out of the building.

The MCR connection is Dorothy Maseles. Her maternal grandfather, Peter Loster, designed and made the parts to make the wheels wobble. Her grandparents lived in Pleasant Ridge and her grandfather ran a small machine shop in the basement. He and Roy Wetmore were friends and one day in the mid to late 1930's while visiting, Roy told her grandfather about an idea he had for putting a car on the roof and having the "wheels wobble out of alignment". Her grandfather told Roy that he could make the parts that would accomplish that. As they say - the rest is history.



This story came about as a result of a conversation between Dorothy and Dan Evans at lunch after our January meeting. They were discussing info about the Vinsetta Garage that Jack had given us about a personal experience with them in the 1950's. Dan told Dorothy that he was sure there are probably many of our members who have knowledge or experience with some of the older businesses on Woodward Avenue like that repair shop in Ferndale with a car on the roof. Well it was at that point that Dorothy mentioned that interestingly enough she had a personal link to that garage. This is a perfect example of how a little tidbit of information can be made into an interesting article.



Thanks to Dorothy for sharing. I encourage others to do the same.

For more info about Wetmore's Garage, try their website:

www.wetmoretireandautorepair.com/about_us

OLDSMOBILE 1982

Part V

By John Wilcox

In 1982, Roger Smith was named CEO of General Motors, and one of his first acts was to inform salaried workers that their vacation time was cut in half. Of course, this worked wonders for morale. We were still doing very well in sales, despite a few goofs by the top brass. For instance, in order to produce enough "eighties eights" they had to use Chevy 305 engines, but the decision was made not to tell anyone about this. Needless to say, word got out, and a good many buyers were upset because they did not get a Rocket engine. There was also the diesel fiasco, when the engine was not engineered properly - not enough time was allowed- and the whole thing blew up in our faces. Oldsmobile got blamed for this, because it had been our project. The real blame should have gone to the upper echelon that pushed too hard and put it on the market before it was ready.

Roger came into office with two things in mind - the first was automation - no workers - all robots. The second was to build cars as cheaply as possible - if all cars looked alike, it was more efficient. As a result, you could not tell a Chevrolet from an Oldsmobile, or a Buick. Why pay more for a Buick, when you could buy a Chevy for a lot less, and have essentially the same car?

Roger also put GM deeply in debt by buying EDS and Hughes Electronics when we were on a down slope because of poor styling.

The years that followed were not pleasant. There were rumors all over - such as our headquarters were going to be moved to Brighton -just enough to keep morale at an all-time low. Meanwhile, our sales dropped from over a million in 1978 to just about 250,000 in 1987.

The ad campaigns of that time were terrible, the "This is not your Father's Oldsmobile" being among them. In all, we could see Oldsmobile spiraling downhill, with nothing we could do to correct it.

When Roger Smith retired in 1990, we found out about his successor over the radio. No announcement was ever made in our office.

I had made up my mind to retire at the first opportunity. In mid 1990 an early retirement plan was announced and I took advantage of it. I retired on September 1, 1990.

Following is a list of the cars I have owned. These are in model year sequence, not the order in which I owned them.

- | | |
|----------------------------|----------------------------------|
| 1. 1946 76 4-dr | 11. 1979 Delta 88 4-dr. |
| 2. (2) 1949 98 4-dr | 12. 1980 Delta 88 4-dr (diesel) |
| 3. 1950 98 4dr | 13. 1983 Delta 88 4-dr. |
| 4. 1953 Super88 4-dr | 14. 1985 Delta 88 4-dr |
| 5. 1961 F-85 station Wagon | 15. 1987 Delta 88 Brougham 4-dr |
| 6. 1965 98 4-dr | 16. 1989 Delta 88 Brougham 4-dr. |
| 7. 1968 Vista-Cruiser | 17. 1991 98 Elite 4-dr |
| 8. 1972 Delta 88 4-dr | 18. 1994 98 Elite 4-dr |
| 9. 1976 Custom Cruiser | 19. 1999 Intrigue |
| 10. 1977 Cutlass 4-dr. | 20. 2001 Aurora V-6 4-dr |

I have also owned a 1951 Pontiac hardtop coupe, a 1951 Ford Tudor, a 1951 Chevy 4-dr, a 1954 Chevy 4-dr, a 1957 Chevy station wagon, a 1998 Buick Park Ave. 4-dr, a 2004 Buick Park Ave 4-dr, a 2007 Buick Rainier, a 2010 GMC Terrain, and a 2012 GMC Terrain.

Hi Motor City Rockets

Allow me to introduce myself. My name is Greyson Benjamin Partick Wallace. I believe I am the youngest Oldsmobile enthusiast and Junior Motor City Rocket. I am so excited to grow up in the Oldsmobile family. I do not have a lot of history to share but would like to share the little I have.

I will start out in my dark ages while I was in my mommy's tummy. I had been in there for nine months and a few days just hanging out in the wonderful warm water growing up. I kept hearing someone talk about Oldsmobiles and how fun they were, and because of that I was getting impatient wanting to see what that is all about. Even though my Mommy and Daddy weren't going to be ready for me until October 19th I decided to find my way out early.

It was October 8th early in the morning after dreaming about that Oldsmobile thing. I woke up about 3:30 AM and decided to pop the balloon I was in and all that nice warm water leaked out. As the day went on I explored my way around trying to find the way out while Mommy took me to work and back home. Later in the day Daddy took us to this new place called a hospital and I could hear lots of people saying they were checking on Mommy as the evening went by.



It was very early the next morning (I think it was 3:30AM again) on October 9th and I found my way out. I could not wait any longer so I started pushing and pushing and I kept hearing Mommy making loud noises, not sure what they were!! I waited a little while and tried pushing again but just couldn't get out, and Mommy made more noises again. That was hard work for a little guy so I rested a little bit and then I pushed real hard and about 9:30 AM on October 9th. I got out ten days early, and my Mommy & Daddy were so proud of me.

I guess I showed Mommy and Daddy I was excited by getting out early! I just had to see the world and find out what that Oldsmobile thing was! I remembered I kept hearing something about driving or riding in that Oldsmobile thing. Now that I am out I know who was talking about that, it was my Papa and Meme. Well that's my short life story for now since I have only been out here for a few hours so far. When I get a little bigger, I hope to meet all of you because I want to see all of your wonderful Oldsmobiles that I heard Papa and Meme talking about.

Since I introduced myself, I must now introduce my Papa & Meme. They are Pat & Suzi Macaluso. Mommy and Daddy are Sara and Ben Wallace!

Bye -Bye for now,
Greyson

Way back in the early 70's Pat bought his first Oldsmobile. Of course the event had to make the school newspaper! What fun it was to be going through some old papers and find the article!

*WILDCATS ROAR
Novi High School
June 1972*

"The Rod Corner"

Here is Pat Macaluso's "70" Old Cutlass Rally 350. The rally yellow really makes those front tires (D-70-14's) on 6 inch Rocket racing wheels show out. They go along with those L-60-15 Mickey Thompson's on 10 inch international slotted mags on the rear.

To finish it all up is the part you usually can't see—under the hood is a 350 cubic inch ram air engine with a three speed automatic transmission and a posi rear end. (end of article)



This Rally 350 was the car we had during our first few years of marriage. When I got my first company car the Rally became Suzi's daily driver. It was quite a car for a very pregnant Suzi to drive. She had a lot of fun being asked to drag race! Sadly the car was eventually sold so that we could buy "the "family car", an Impala station wagon"! I still search for "my car" every time I see a Rally 350. Who knows maybe one day there will be another Rally 350 in our family again!

Both articles submitted by Pat & Suzi Macaluso

Editor's Note: Welcome to baby Greyson. Maybe one day we'll see him in that Rally 350!!!



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