

Oldsmobile

ROCKET FUEL

a publication of the
Motor City Rockets

FALL 2019 ISSUE



25th Annual Woodward Dream Cruise (PHOTO: Courtesy of Jill Woodward)

MCR PRESIDENT'S MESSAGE – PAT MACALUSO

Happy Fall, Motor City Rockets! As we move into Autumn, car shows haven't stopped just yet. We have two car shows in our September activities and one in October before we can think about putting our babies up for the winter. (See the MCR activity article from Suzi, our activities director.)

While talking about car shows—for those who have not attended an Oldsmobile Club of America National show—next year's show will be relatively close. OCA Nationals 2020 will be in Murfreesboro TN, just outside of Nashville. Even if you don't want to have your car judged you can bring it for show only, or not bring it at all. Just come enjoy the experience—you will have a blast.

Motor City Rockets is a club for all members and your involvement is much needed. Karl & Diana Kimball have planned our Oldsmobile Trivia over the last few years, as well as two great September touring activities. Most recently Paulette Width came up with an idea for an early dinner following the Gilmore show the weekend before Labor Day. She researched it and asked Suzi to poll MCR members who were attending. We had more than 20 people who broke bread together after a great show!

Jeff & Martha Pregler have volunteered already to coordinate next September's Fall touring activity with assistance from Suzi & me. Additionally, a few members have volunteered to help with next year's Trivia. As you're aware, several members have written articles for our **ROCKET FUEL** newsletter. Your assistance by submitting articles about various activities throughout the year makes a great contribution for Dale to publish. (I know, I didn't touch on everything because Dale would hang me for taking up so much space in this newsletter.) 😊

(EDITOR'S NOTE: Pat is correct about that!) 😊

Also, please suggest activities that you think the club might enjoy (private collections, places to tour—car related or not, guest speakers for off-car show season inside meetings, etc.)

One final thought about club activities. Successful events require lots of time and work—envisioning and planning for the activities, phone calls making necessary arrangements and reservations, communicating and soliciting

commitments, errands and emails ordering products and services in advance—just some of the tasks to make these events successful. **Timely RSVPs from our members** is critical to allow adequate planning, preparation, and to avoid unnecessary last-minute rushing. Please, help us with timely responses.

I hope to see you soon at one of our upcoming activities.



MCR VICE-PRESIDENT – ERICK DRAKE, MEMBER CARE

(No article available)



MCR MEETING MINUTES – ALAN WILCOX, SECRETARY

Rockets, Fall is here, and we need to start thinking about nominations for the **MCR Spirit Award**. The Spirit Award is given to an MCR member who has shown particularly excellent Rocketry. So, think back over the events you have attended so far in 2019. Who stands out in the group for helpfulness, service, and/or just plain overall Oldsmobile and chapter spirit?

When you send in a nomination, please include a short paragraph explaining why you feel this person deserves the MCR Spirit Award. You can send your nominations to me at secretary@motorcityrockets.com. Please have them in by October 20th. Meanwhile, keep those Rockets lit!



MCR FINANCIAL REPORT – DAVE ENGEL, TREASURER

I hope everyone has been enjoying the great weather and getting chances to exercise your Oldsmobiles. The club treasury remains solid, and we were able to donate to the [R.E. Olds Transportation Museum](#) for their campaign to raise funds to build ADA compliant bathrooms, a subject near and dear to my heart.

In other financial news, some have suggested that the club start accepting PayPal or credit card payments via Square (or other provider) for membership dues, merchandise, Woodward Dream Cruise parking payments, etc. The fees that are associated with these payment methods would have net negative impact to the treasury, along with creating more work for your volunteer treasurer in the form of bookkeeping.

Believe it or not, it is simplest when everyone pays their "bills" by check. The paper trail helps me accurately record the funds, and our membership coordinator doesn't have to guess who paid what either. So even though I am one of the *younger* members, I still prefer the *older* payment methods!



MCR MEMBERSHIP — STEVE APKING, MEMBERSHIP COORDINATOR

[Motor City Rockets'](#) membership is 120 members strong at this time. Of those, ninety-five are primary members and twenty-five are associate members. Thank you, one and all!

New member welcome packets will soon be sent to the following people:

- | | | |
|--------------------------|----------------|------------------------------|
| • David & Vickie Edwards | Southfield, MI | 1963 F85 Cutlass convertible |
| • Scott Gorecief | Southfield, MI | 1972 Vista Cruiser |
| • Jerry Ulrich | Flatrock, MI | 1971 Cutlass S |

In addition to the new member welcome packets, an updated membership roster will be forthcoming soon. Be sure to welcome these new members.

It is with a saddened heart that we must inform you of the passing of Diane Shalla. Please keep Bob in your prayers. Additionally, keep Suzanne Loewen and her family in your prayers.



MCR ACTIVITIES — SUZI MACALUSO, ACTIVITIES COORDINATOR

Well, it's almost Fall and close to the end of the car show season! 😞 Of course, MCR activities and adventures go year-round so, although cars may be put away for a long winter's nap, we keep rolling along!

We've completed Oldsmobile Homecoming, OCA Nationals, R.E. Olds Museum's Capitol Auto Show, Woodward Dream Cruise, the First Annual All-Oldsmobile Car Show at Gilmore, and the Hines Park Cruise! This issue of Rocket Fuel releases while many MCR members are enjoying our Fall Cruise around the Bay City/Thumb area. Additionally, many members have attended local cruise-in's and shows!

Over the next four months, the following events are planned for your enjoyment as a member of the Motor City Rockets:

- 29 September 2019 - The Gathering of Oldsmobiles at [Baker's of Milford](#) *
- 12 October 2019 - [The Great Pumpkin Charity Car Show in Howell](#)
- 02 November 2019 - [Stahl's Museum](#)
- 07 December 2019 - Annual Christmas party in Clinton Township

(EDITOR'S NOTE: 29 September is the last cruise-in of the season for Baker's of Milford, located at 2025 Milford Road, Milford, MI 48381—three miles north of I-96, exit 155B. The show hours are noon to 1900 hours. No charge, no RSVP. MCR parking on the grass, east of the main parking lot.)

Members have already received email reminders concerning the September and October activities, so please refer to these for details. Also, we will have a meal after the Stahl's Museum tour. If you have a favorite restaurant in that area, please email your suggestion to Suzi Macaluso at suzimacaluso@gmail.com. Follow-up details for November and December activities will be forthcoming in October but mark your calendars now!

As always, feel free to call (810) 599-5318, or email (suzimacaluso@gmail.com) with your ideas for new activities or with questions about current ones.



MCR MEMBER FEATURE ARTICLE

The Story of My 1953 Oldsmobile 88/Part 1 – Josh Fear

I have been interested in classic cars for as long as I can remember. Between my Parents, Aunts, Uncles, and grandparents I think almost all of them own a Classic car or have been involved in the automotive industry. When it came to purchasing a classic car, it didn't take long for me to find one. At 13 years of age, I got my first classic—a 1949 Chevrolet business coupe which I continue to work on today. Later that year I bought my old F-100 that my Dad and I restored by the time I was 16. But it was that fall that I found something I had to have.

I had always wanted a car from the 50's, but finding one that I could afford, and wasn't *too* terrible, would be the hardest part. On eBay one evening in October of 2016 I saw my Oldsmobile for the first time. It was a 1953 Oldsmobile super 88 2 door sedan. The main color of the body is "Lotus Cream" while the roof is "Glade green". Not only did I like the look, but also it was an extremely original and un-modified car.

Sure, the car had its problems. There were a few small rust issues and the car was completely worn out. It was listed as needing a "full restoration".

Following a conversation with the owner only hours before the auction ended, I *knew* it was the car for me! I placed the minimum bid and waited. Later that Sunday evening, the owner contacted me—I had won the auction! The owner and I again discussed the car and made plans to pick up the vehicle that Friday evening.



My Oldsmobile when I picked it up.

A picture of the car after I First started driving it.

After what seemed to be the longest week of my life, my Uncle (a fellow Oldsmobile enthusiast), his son, and I set off on the two-hour journey to retrieve the car. My initial impression was, "Wow! This is better than I thought it would be. However, a greater surprise came when the owner started it up for me!

The seventy-plus year-old gentleman had purchased this car intending to restore it, since he had owned an identical car when he was a high school student. The deal became even sweeter when he threw in boxes full of parts that he had collected! Further, we talked for more than an hour about Oldsmobiles in general and looking at pictures of his first car. I think he enjoyed the fact that someone *my* age (16 years old at the time) liked the car and took

interest in fixing it up. When we loaded the car on the trailer, I got my first lesson about early Hydra-matic's—"reverse is also park!"

As I prepared to leave, he took my picture with the car, then presented me two items. The first was a 1953 Oldsmobile shop manual and owner's manual, which he had kept since his first '53. He wanted me to have them. Second, he presented a folder full of receipts and lists of things he had done to the car. After a long drive, we made it home after dark and unloaded the car in the driveway.

The following day began the never-ending journey of restoring the car. For more than two years I have repaired or overhauled almost all of the cars systems. These projects have included: rebuilt the original power brake system; replaced the fuel system; repaired wiring; rebuilt the vacuum wipers; and, repaired anything else that didn't work.

Once the car was roadworthy, it was apparent the engine was worn out completely. The engine smoked. The valve train rattled. There was an elusive misfire. So, I began saving money, knowing a rebuild of the 303 CID would be expensive.

Finally, in the fall of 2018 I tackled the costly and gargantuan task of removing the engine and transmission for rebuilding. When disassembly of the engine began, I realized how bad it was. There was heavy pitting in one of the cylinders which was causing low compression and the misfire. The rest of the engine was just as bad.



Engine and transmission removed



Taking apart the engine

Every single part in the engine needed to be machined or replaced. I still can't believe it actually ran well enough to drive home! A local machinist began work on the engine block, heads, and crankshaft. A few weeks later I was given the report.

The good news was the crankshaft was machined and turned out well, as did the very clean block. The cylinders would be good-to-go once they were bored. Then came the bad news! Neither cylinder head was usable. Both needed valve seats, guides, springs, and valves—and both had cracks!

It was determined the car had overheated significantly at some point, causing the damage to the heads. Now, a search began for replacement cylinder heads that needed less work.

Through connections made with other Motor City Rockets members, I located a set of very nice cylinder heads in need of only minor reconditioning. As I write this article the heads are being reconditioned and the block is being finished.

Meanwhile, I am busy cleaning and restoring other parts for the engine. Taking an old engine apart, one realizes how many other things need to be cleaned and restored that are either parts of the engine or peripheral components! Before reinstalling the engine, the plan is to reseat the transmission at the very least and repaint all engine accessories.

Joining the Motor City Rockets has been a great experience for me, from finding parts for the car to making friends. Stay tuned for part two! Hopefully by the time I write again, I'll be able to say how beautifully it runs and drives, but for now I continue the hunt for parts and the rebuild!



Arrival of the engine rebuild kit

EDITOR'S NOTE: It's encouraging to discover the interest of young men like Josh Fear (who has turned 19 years of age only recently). In the world of Oldsmobile, his experience is an encouragement to those who have been in the trenches for decades. Thanks for a great story, Josh!



MCR MEMBER EXPERIENCES

FINDING GM/OLDSMOBILE PARTS

Here is a tip from MCR member Steve Apking for anyone looking for parts. Steve came across this technical tip on Facebook recently and passed it along. These are the kind of things that can prove valuable when repairing or restoring our vehicles! Please make note of this link: <http://www.gmpartswiki.com/>.



FINDING A THING OF BEAUTY – Alan Wilcox

About 1995 I began in earnest searching for a 442 convertible. Although my first car had been a 1968 Cutlass Supreme 4-door, I subsequently had owned a 1970 Cutlass Supreme convertible and a 1971 Cutlass Supreme convertible. Since I really liked the looks of the front and rear of the '68's, I decided to try to find one.

Living in Michigan, finding a nice older car can be tough. Most of the vehicles I saw ads for seemed to be in Texas or California. My sights were set on an Ocean Turquoise, Teal Blue, or Sapphire Blue with a blue interior. Sometime in 1997, thinking I had a good lead on one located in West Bloomfield, I arrived to inspect the vehicle, only to be surprised that the guy before me had purchased it! I got to look at an already-sold car.

Obviously, that was before the Internet's explosive growth, so I was fairly limited to *Hemmings*, the local papers, and *Tradin' Times* (does anyone else remember the *Tradin' Times*? They are now www.traderonline.com).

Not having the disposable income to jump on a plane just to go to California or Texas to look at a car for sale, I had to improvise. Whenever we went on vacation to New Jersey or Florida, I would scour the local classifieds looking for Oldsmobiles for sale. Strangely, I never found one that way.

Although getting discouraged, by July of 1999, I happened to spot a classified ad for a 1968 Cutlass S convertible. It wasn't a 442, but it *was* in Redford, Michigan. I lived nearby in Farmington Hills at the time, so that was amazingly close! The Oldsmobile wasn't turquoise—or blue of any kind—but rather *green* (at least it wasn't red)! None of that mattered to me—it was close geographically, so I went to take a look at it.

Well, in person, it was more than green—it was Jade Gold, with a Willow Gold interior. (My first car was Willow Gold with a Willow Gold interior!) Surprised that I liked the looks of a green car, I took it for a test drive. It drove well, but it didn't have the “oomph” that I expected it should have if it was a 442.

It didn't have the original engine. The previous owner had run the car low on coolant and had cracked a head, so they had removed the stock 350 and replaced it with a 1967 330, which was factory rated at 310 HP. I liked it enough to give the owner a down payment, and return the following day, cashier's check in-hand for the seller, and drove home a “new” 1968 Cutlass S convertible.



MCR MEMBER MEANDERINGS



And the winner is ... (PHOTO courtesy of Jill Woodward)

L-R: Alan Wilcox; Phil Woodward; Don Boudry; Dave Engel; Steve Apking; Jerry Kozlowski; Erick Drake and Jack Tokie.

MCR Participation at R.E. Olds Chapter's Capitol Car Show in Lansing

A close bond continues between the R.E. Olds and Motor City Rockets chapters within the [Oldsmobile Club of America](#). 2019 has been no exception, as represented by this year's Capitol Car Show. From MCR's representatives in that event, several drove away with high recognition. MCR winners in their respective classes are pictured above. According to one source, the only participant-member of MCR who *didn't* win was Suzi Macaluso, but her sights were focused on an award at OCA Nationals in Wichita! (Which she won). 😊



UPCOMING MCR EVENTS & MEETINGS – SUZI MACALUSO

[Hopefully, these dates are already on the calendars of MCR members, but watch your inbox for emails with the details for each event]

September 29, 2019 – The Gathering of Oldsmobile's @ [Baker's](#) (Milford)

October 12, 2019 – [Great Pumpkin Charity Car Show](#) (Howell)

November 2, 2019 – [Stahl's Automotive Museum](#) (Chesterfield Township)

December 7, 2019 – Annual MCR Christmas Party (Clinton Township)

July 28-Aug 2, 2020 – [OCA National Event](#) (Murfreesboro, TN)



MCR MEMORIES OF MONTHLY EVENTS

Ye Olds Homecoming in Lansing, MI

Our sister club of the Oldsmobile Club of America in Lansing—R.E. Olds chapter—once again provided a wonderful experience for Olds enthusiasts at Homecoming 2019. Of course, MCR members were on hand to aid in a smooth operation at the Auto Owner's Insurance complex.

The weekend began with a marvelous caravan of Oldsmobiles heading to Dimondale for a cruise night for early arrivals. The cavalcade of cars was a sight to behold, complete with local law enforcement agencies providing escorts fore and aft, as well as racing ahead to block off cross streets!

Following a respectable appearance in Dimondale, MCR members returned for an evening meal at [Tony M's](#) Italian Restaurant along Cryts Road. MCR president Pat Macaluso had taken clients to this establishment for meals during his tenure with General Motors. No one was disappointed in *that* meal!

Mr. and Mrs. Jerry Wilson of Journey with Oldsmobile (JWO) Magazine were in town for Homecoming 2019 and joined the group for dinner. Nothing like putting a little pressure on the new editor of Rocket Fuel! It took about 12.6 seconds for Jerry to begin suggesting to Dale Peterson that JWO could always use extra help!

Typical of Michigan weather, Saturday's forecast was somewhat questionable, but the entire event enjoyed dry weather—until Saturday evening, that is. A few members stayed an extra night in the Crown Plaza, the host for the event, and by late morning, the rain showers had moved out of the area, making a smooth ride home—well, as far as the weather was concerned. Everyone knows there's very little in Michigan that is smooth about our roads!

Recapping the event: great location—check; great cars—check; great food—check; mechanical problems—check! However, the beautiful things about hanging out with a bunch of aging Oldsmobile owners—several are usually on hand to help correct any problem!

In case you missed this event, here are a few moments captured on film on various people's iPhones or cameras:





OCA Nationals in Wichita, Kansas

What a great trip! The journey to the great state of Kansas, to the amazing city of Wichita, began with a small caravan of three Oldsmobiles—Suzi Macaluso's 2002 Silhouette van lead the way, followed closely by two Auroras—Anne and Erick Drake and Dave Engel.



The Silhouette & two Auroras (PHOTO courtesy of Suzi Macaluso)

The plan was to make the trip in two days, stopping in Hannibal, Missouri—home of Samuel Clemens, aka Mark Twain—for one night. Of course, once checked into our rooms, the search began for a nice restaurant in this quaint town for our evening meal. Our selection provided an amazing dinner as well as a view from our table of the swollen Mississippi River.

Following an "all-you-can-eat smoked chicken wings and ribs dinner, we were quite "swollen" ourselves, so we chose to ~~wattle~~ walk around town. Although the men had eaten too much to make the trek, Anne and Suzi ascended the 244 steps up the Mark Twain Memorial Lighthouse. The two ladies were rewarded with an amazing view, but also a commemorative magnet.

The following morning, we set our sights on Wichita. While driving through the plains of Kansas, we witnessed the incredible sights of more cattle than we could have imagined. No ranches or signs of human beings, and yet all those cows! By mid-afternoon we arrived in Wichita to the greetings of fellow MCR members Cindy, Don, Ken, and Marsha.

Once checked into the hotel, we turned our attention to the wash racks and removing the road grime from our show cars, which proved quite challenging. Since the temperature was in the mid-nineties, the water dried before the vehicles could be wiped down!

Dave Engel was first to restore his aurora to show-quality beauty and raced to the convention center to find his parking spot. However, within a few minutes he returned, advising that the show-parking was locked for the evening. We could not enter the inside parking arena until morning. Through some delicate negotiations, we were all permitted to park in garage parking—and at no additional costs.

Once our parking dilemma was settled, it was time for one of those famous MCR group dinners. Cindy Klemm had secured a reservation for the group at BITE ME BBQ! Needless to say, great friends, great fun, and great food was the theme for every evening of Nationals. As always, MCR members were volunteering, touring, attending meetings, and enjoying the OCA event of the year!

Jill and Phil Woodward, Diana and Karl Kimble, and Cincinnati-based MCR member John Muchmore (in addition to those previously mentioned) brought our club's total representation to 14. We had two Auroras, one Toronado, and one Silhouette on the show field when the judging took place on Friday, followed by the awards banquet Saturday night.

The OCA tours were great and each one had MCR members attending. Anne Drake and Suzi Macaluso volunteered to be "bus moms" for two of the tours. Ask them about how much fun the jobs were! You may want to volunteer to be one at the next Nationals.

Saturday mornings at OCA Nationals is always the membership meeting and includes lots of information for the members and is followed by the awards banquet Saturday evening. This year each vehicle on the show field representing Motor City Rockets received a first-place award as well as the announcement of the Best of Class for each!



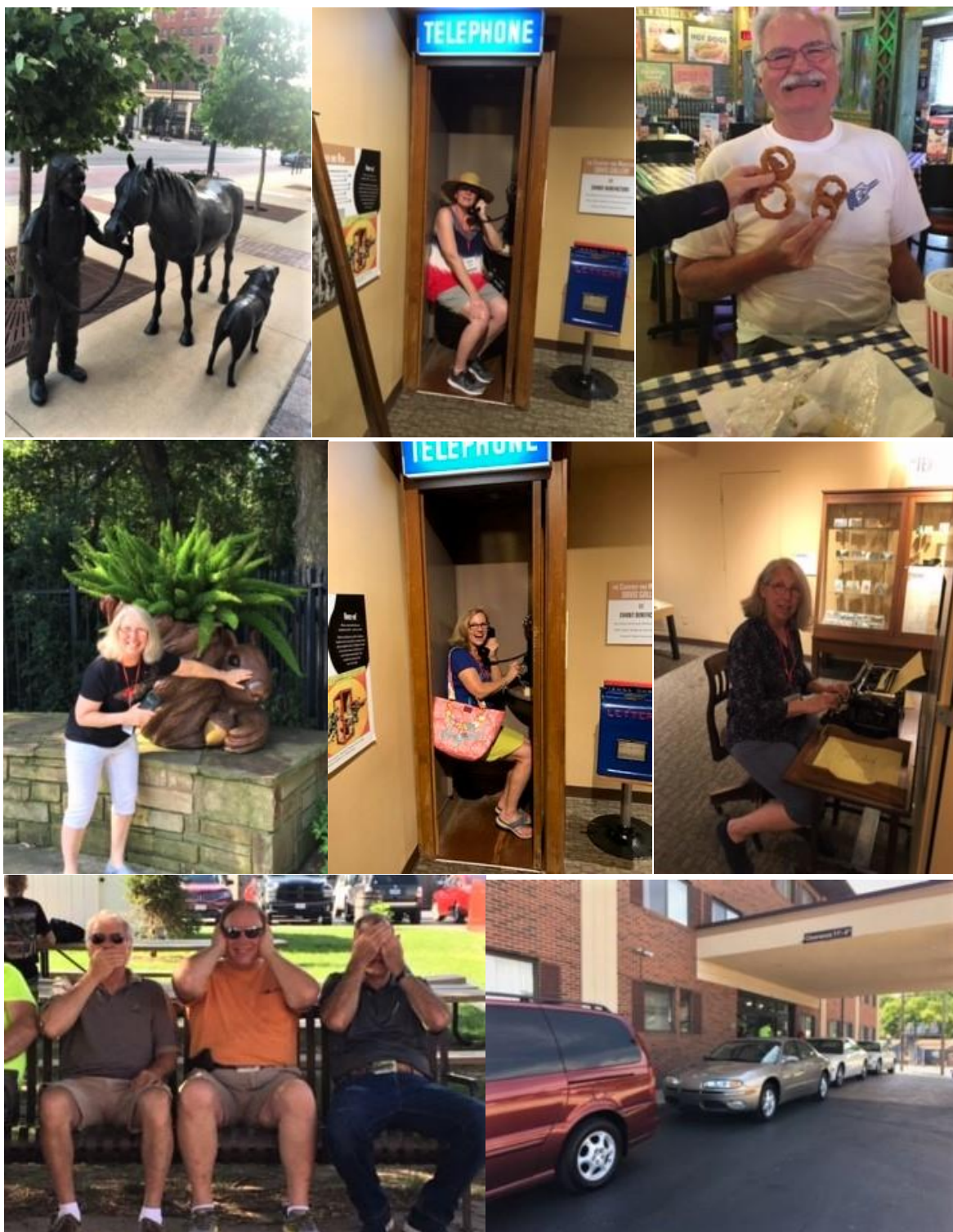
A few MCR members at OCA Awards Banquet (PHOTO courtesy Suzi Macaluso)

At the Saturday night awards banquet is the announcement of the Best of Class for each class. MCR is proud of member Kark Kimball, who received the award for his black Toronado in the junior class, and for Suzi Macaluso for receiving the award for her Silhouette van in the senior class! Suzi's van is now in Senior Preservation alongside Jerry and Carole Wilson's van! She could not be more thrilled for her "daily driver"!



Karl Kimble & Suzi Macaluso (PHOTO courtesy of Jill Woodward)

Below are some fun photos of the OCA Nationals adventure to Wichita.



Sunday morning, with the sun on their faces, the original caravan of three headed back to Hannibal for another night of fun, joined by Jill and Phil at the last minute. They dubbed themselves "The Auroras Across America—led by a Silhouette!" The day ended with a beautiful sunset and a paddleboat dinner cruise down the Mississippi River.



Back row: Pat Macaluso, Dave Engel, Erick Drake, Phill Woodward
 Front row: Suzi Macaluso, Anne Drake, Jill Woodward
 (PHOTO courtesy Suzi Macaluso)

From Suzi, MCR's activities coordinator: "I can't tell you how many people said to me before we left, 'Why would you want to go to Wichita?' I'm here to tell you that it was a great trip, and in the words of Cindy and Don, 'What an amazingly clean, beautiful city!' I'm seeing the United States by attending the OCA Nationals every year! What a way to see the USA!"



25th Annual Woodward Dream Cruise

The 25th [Annual Woodward Dream Cruise](#) is in the history books! For many of our members (and others), the Dream Cruise is far more than a one-day event. For many MCR members and friends it's a week-long cruisers' spectacular!

According to Wikipedia: "The [Woodward Dream Cruise](#) event is a classic car event held annually on the third Saturday of August in Metropolitan Detroit, Michigan, along Woodward Avenue, a major thoroughfare built in the early 20th century." (en.wikipedia.org)

As always, MCR sold out of parking spaces at the *Catholic Corner* [National Shrine of the Little Flower Basilica](#). It was a beautiful day for cruising, walking, eating, and just plain sitting around and enjoying friendships and cars! Members will be happy to learn that the board voted earlier in 2019 to ask for a three-year contract for our parking, and the church said, "Yes!" So, MCR is guaranteed two additional years at the corner of 12 Mile Road and Woodward to enjoy the sights and sounds of the Dream Cruise.

With collaboration between Phil and Pat, they created another great dash plaque. Do you know whose picture is on the plaque?



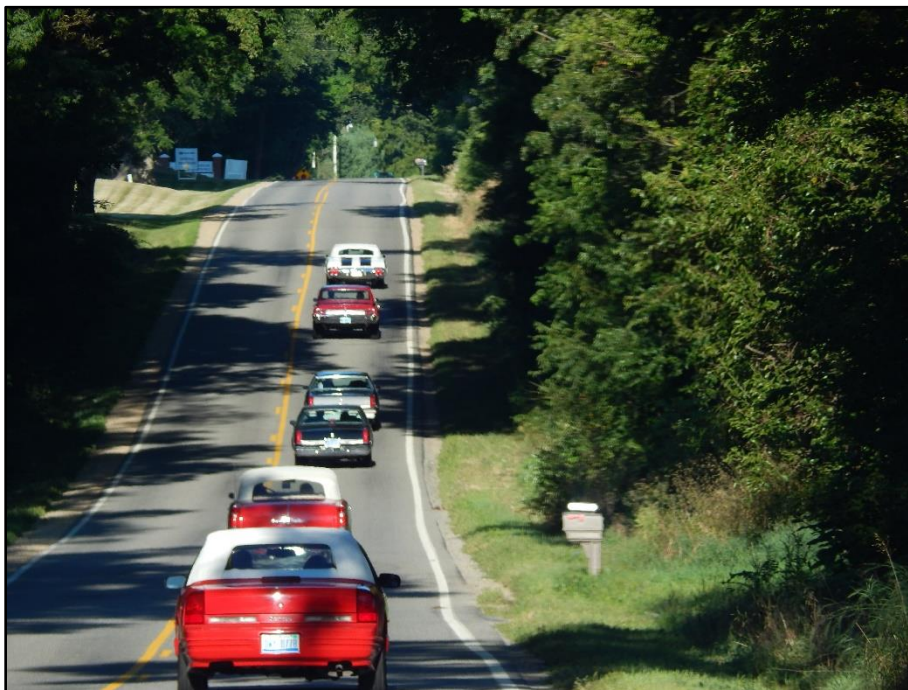
Dash plaque for Dream Cruise 2019, designed by Pat Macaluso & Phil Woodward

The photo is [Mr. Augustus Woodward](#), a territorial judge for whom Woodward Avenue was named in the early 1800s. Phil and Pat just keep the ideas coming for the dash plaque designs! One special note: If you attended the Dream Cruise with MCR but did not receive your dash plaque, it will be coming to you soon!



1st Annual All-Oldsmobile Cruise-In at Gilmore Car Museum

What a wonderful event the [Gilmore Car Museum](#) held on Saturday, 24 August 2019, hosting their first annual all-Oldsmobile car show! The event, featuring the Hurst Olds, was facilitated by TR Car Show & Cruise Event coordinators, and experienced a great turn out by members of MCR and R.E. Olds chapters of the Oldsmobile Club of America.



They're off! (from the hotel in Battle Creek to Gilmore) (PHOTO courtesy Suzi Macaluso)

Beginning Friday evening with a free “tailgate party,” (and a surprisingly lower number of participants than planned), the car show kicked into high gear early Saturday morning when the gates opened at 0700! By mid-morning almost 200 Oldsmobiles had been registered ... and one Barracuda! (I assume [Bob Riggle](#) registered!) 😊

The Motor City Rockets club was well-represented with almost thirty members and associate members present to enjoy the Gilmore meticulous grounds, buildings, exotic exhibits, camaraderie, and beautiful weather. Also, the word on the street is that MCR members who arrived in Battle Creek/Hickory Corners for the Friday evening festivities, had plenty about which to talk!

Apparently, the low turnout Friday night didn’t curb anyone’s appetite for ice cream, though no one is sure if any of them knew where they were, how they got there, or how they found their way back to the hotel! Where the heck is Plainwell? And what is a road trip without some kind of vehicle issue, right?! Whether it’s bad gasoline from Circle K (Doug Width) or car troubles on the return trip home (Bruce Powelson), it seems it’s always something! 😞

However, in spite of his car running poorly, Doug and Paulette Width’s 1954 Olds 98 Starfire convertible captured a Top 20 place. Dale and Debbie Peterson’s 1965 Olds Cutlass also took a Top 20 spot as well. Dale was shocked by two things: that his Cutlass was *selected* in the Top 20, and that it *started* in time for the “parade” to the Shell station since he had not turned off his lights!

Below are a few photos from the Gilmore Car Museum’s all-Oldsmobile Car Show of 2019:



A few of the MCR members’ cars under a huge Maple tree, complete with shade & sap! (PHOTO courtesy Jill Woodward)



Doug & Paulette Width pulling up to receive their Top 20 plaque
(PHOTO courtesy Jill Woodward)



Cindy Klemm & Don Boudry preparing for the drive to Gilmore
(PHOTO courtesy JDP1)



A Hurst Olds and a Hurst ... WHAT?! (PHOTO courtesy of JDP1)



If MCR members are involved, there is food! (PHOTO courtesy of JDP1)



Dale & Debbie Peterson's 1965 Cutlass (PHOTO courtesy of Steve Apking)



Perhaps the oldest Oldsmobile present (PHOTO courtesy of JDP1)



2019 Fall Tour

It's amazing how many days MCR can squeeze into a one-day event! Each year's Fall Tour is a great example. The actual cruise for 2019 was set to begin with an 11:30 mustering of early arrivals in the lobby of the [Courtyard by Marriott](#) in Bay City, followed by a short walk to the [Uptown Grill](#) for brunch—on Friday! Several members had already arrived by Thursday afternoon! 😊

There was only enough time for everyone present to brush their teeth before the caravan of Oldsmobiles to fire up the Rockets for a short afternoon cruise of beautiful houses, museums, and ships, including the [USS Edson](#) and the intriguing [Antique Toys & Firehouse Museum](#).





A rather forlorn parking lot alongside the USS Edson provided an unobstructed setting for a photo op (above) before the caravan continued to the “main event” for the afternoon—the [Antique Toy & Firehouse Museum](#). The group enjoyed a tour personally curated by the 91-year-old founder/owner, Jimmie Dobson! Following the short return trip to the hotel, and a few minutes to freshen up, later arrivals joined earlier arrivals in the walk to—you guessed it! —dinner at the Real Seafood Company.

Of course, no self-respecting MCR member would complete a day without hanging out for a while ... oh and eating unbelievably *great* ice cream at [Cream & Sugar Ice Cream Shop](#)!

Basically, Saturday began where Friday had ended—eating! The highlights of Saturday’s tour began at [Krzysiak’s House Restaurant in Bay City](#)—featuring marvelous Polish cuisine. Winding its way into the thumb of Michigan’s mitten in picture-perfect weather, the Olds caravan pulled onto the property of the [Thumb Octagon Barn in Gagetown](#). Because preparations were being finalized for a private wedding, touring the barn and the house was limited, but not rushed, and soon the MCR members waved “Goodbye!” to “Too Tall” Ron (the owner) and headed from pasture lands to waterfront.



Sunshine, Octagon Barn, & Oldsmobiles (Photo courtesy Jill Woodward)



The cleanest Oldsmobiles in town! (PHOTO courtesy Jill Woodward)

Immediately after arriving at the [Judge James H. Lincoln Memorial Park](#), almost everyone headed for the pier and water—except for a few guys who must not have eaten their breakfasts, since they headed to the concession stand for ice cream, hot dogs, and other forms of health food! It also became painfully evident that Rockets may know Oldsmobiles, but apparently *not* how to count—but more on that momentarily!



A brief stop at [Oak Beach County Park](#) provided an opportunity for leg-stretching, wading in the Bay, refreshments, and lots of laughs! Next to eating, the next best thing Rocket members can do is laugh! Apparently, cars are merely an excuse just to get together! Before the wind had carried away the sounds of laughter, someone mentioned ice cream, and off went the convoy in pursuit of the [Grindstone General Store](#)!

You've never had ice cream until you've eaten it there—just ask Bruce Powelson! After everyone else was finished, Bruce was still eating the first of two scoops! In fact, Alan Wilcox had to chauffeur Bruce from Grindstone to Bay Port, MI. Thankfully Bruce finished his ice cream just as they arrived for dinner at the [Bay Port Inn](#). To be sociable, the poor guy ate a cup of soup at dinner, but mostly sat there in a daze, two steps short of a diabetic coma! 😊



Smallest man gets largest ice cream at the General Store! All but Bruce's red cap is hidden, but he only ordered a cup of soup at dinner!
(PHOTOS courtesy Jill Woodward)



Then there were these two—Karl Kimball & Jake Hoover! (PHOTO courtesy Jill Woodward)

The key trivia question of the day was “How many boards/planks are in the pier at Lincoln Memorial Park?” It became obvious that Debbie Peterson helped Dale with his math, since they tied with Jill Woodward for the correct answer, forcing a second trivia question to determine a winner following dinner.

During the evening banter in the hotel lobby, the subject of ice cream continually surfaced; however, no one seemed interested in visiting Cream & Sugar for another bubble waffle cone. Evidently, one ice cream cone per day is sufficient after Grindstone General Store! A few diehards survived until the end of the Tigers’ game, watched that walk-off grand slam winning the game, and retired for the evening.

Sunday morning was filled with weather concerns, but after a few showers passed through, ye Olds caravan made the one-mile trek to Birney Park for a local car show. All the MCR Oldsmobiles stole the show, which is a great way to end another Fall Tour! Thanks to all who made the weekend such an enjoyable experience!



All winners: Jeff, Phil, Jill, Anne, Erick, Pat, Suzi, Jake, Sharon, Karl. Missing: Dale & Debbie Peterson (PHOTO courtesy Jill Woodward)





(PHOTO courtesy of JDP1)

I tried to warn you about what would happen if no one submitted an article for Member Motors, so here's an embarrassing story from some *anonymous* car buff. Just for kicks, I'll tell the story in the first person, as though it happened to me. (*wink, wink*)

The motor and transmission had been removed and the vehicle had been hauled by Metro Towing to an area body shop for prep and paint. Within hours of the Olds being winched onto the flatbed, I was on the phone to a friend who had retired from NHRA drag racing and now owned a wholesale parts store. After some small talk Wally Booth (yes, the Wally Booth of Booth-Arons Racing in Berkley, Michigan) and I got down to business.

We discussed the options for rebuilding the 330 CID, agreed on the specs that Wally suggested, and planned that he would call when everything was ready for pick-up. When he asked who would be doing the machine work, I was not certain who to use, so he asked, "Do you want me to get Dick (Arons) to do it?" Well, sure! And we said goodbye.

When Wally called a few days later, I was too busy with work to drop everything and run make the pick-up, but a close friend, Eladio, agreed to run the errand for me. Since I had no checks with me, the friend also agreed to pay Wally for the parts and the two of us could settle the finances later.

To this day, I have no clue who did what financially, but somewhere in the mix of three friends, I seemed to owe no one anything! Further, Eladio took it upon himself to quietly take the tired old motor and the new parts to the machine shop and, once the machine work was completed, on to another friend for assembly. Several days later, a phone call came to my office telling me when and where to pick up the newly rebuilt 330!

Once the engine was in my garage and on the engine stand, I turned it upside down and checked the torque on the rods and mains. Since my friends didn't have the oil pan, after double-checking the torque on the rods and mains, I bolted on the oil pan, righted the engine on the stand, and assembled the intake manifold and carb. A day later, after spraying some gasoline in the carb, a car that had not run in twenty-plus years came to life again. What a beautiful sound!

However, at an idle, the oil pressure "idiot light" flickered. Assuming it was perhaps a bad sending unit, I didn't worry about it—after all, with any acceleration at all, the light went out. After a few short trips around the area, I did notice that the light stayed on a little longer and appeared to be brighter red. The sound of a clicking lifter was the most attention-getting of all.

The long and short of it was this—while I had verified the proper torque on rods and mains, I failed to double check the two little bolts that attach the oil pump to the block! But it would not be as simple as dropping the oil pan and tightening two bolts. A lack of oil pressure had caused another issue!

And you're wondering what happened next, aren't you? Well, dadblamit, write and send me a short article on *your* motor experiences or I'll be forced to finish the story in another issue of Rocket Fuel when I lack material! 😊



What in the world is in the oil pick-up screen? Can you find anything in the pan that's problematic? (Photo courtesy of JDP1)

Send your motor stories to d_peterson123@comcast.net and we'll try to get them into a future issue for our MCR family to enjoy!) Otherwise, you're destined to hear how the parts that Wally Booth spec'd and gave me, along with the machine work of Dick Arons, could go wrong ... 😊

Disclaimer: There was nothing wrong with either the parts or the machine work!



MCR TECH TIPS

7 ITEMS NOT TO REUSE WHEN RESTORING YOUR CAR

by [Kyle Smith](#)

[Reprinted with permission from Hagerty Magazine, April 09, 2019 – Stefan Lombard, Managing Editor]



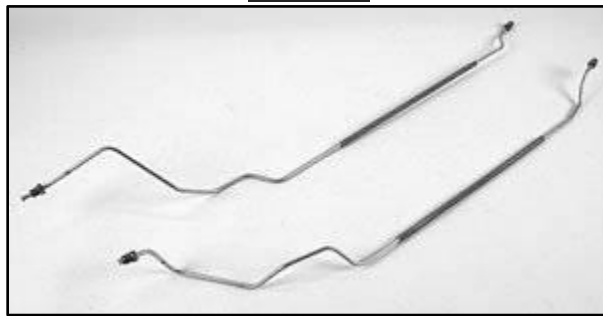
Restoring a car is costly, not only in dollars but time. Making the most of both will create a finished product that is much more rewarding. Cut corners a bit too close in the interest of saving a few bucks or a little time and you stand a chance of doing it all over again. To avoid the headache of doing the same job twice, here are seven things you should never reuse in a restoration. We promise you'll thank us later.

U-joints



Driveshafts and the associated hardware are unsung heroes in the car world. These simple but hard-working pieces transfer the rotational motion from the transmission output shaft to the driveshaft, then on to the pinion gear in the rear axle. They operate in the terrible environment under the car where the sensitive needle bearings can get packed full of grit and debris, stranding you when they break or lock up. If you are going through the effort to restore the car, [replace the u-joints](#) while everything is apart. You can't see them when all is said and done, but peace of mind goes a long way.

Brake lines



This one is about peace of mind, too. Brake lines can look serviceable on the outside, but water suspended in the brake fluid can create rust that works from the inside out. Ruptured brake lines are a [scary proposition](#) and shouldn't be left to chance. Invest in pre-bent lines or [bend](#) and [flare](#) your own for a custom look and a real sense of satisfaction.

Any spliced wiring



Don't reinstall that rat's nest of wiring. [Properly splice](#) any poorly-done unions or, better yet, replace wire completely to remove any [patches or splices](#). You don't have to replace the whole harness, but that's a good option, too. Electrical items stop working because of improper or broken wiring. Worse, they can short out and ignite. It would be heartbreaking to watch all your hard work burn in an electrical fire the first time you connect the battery. It isn't worth the relatively small amount of time and money you might save by reusing the old stuff.

Thermostat



Buried in the engine compartment is a small part that, if it fails, can cause no end to overheating headaches until replaced. [Draining the cooling system is a pain](#), and thermostats are cheap. Yes, you can toss the used one in a pot of boiling water to check it, but for the small amount of money, why not just replace it? Do it the first time rather than cursing your tight purse strings the second time.

Pilot bearing/throw-out bearing



Manual transmission cars are typically favored for their ruggedness and [ease of repair](#), but two pieces of a manual transmission system are typically overlooked. The pilot and throw-out bearings keep the input shaft supported and disengage the pressure plate when the driver presses the clutch pedal. If either bearing fails, it can cause lack of clutch engagement or additional damage to the transmission. Replacing them often requires removing the engine, transmission, or both. It is tempting to visually inspect these and put everything back together, especially if there was no noise or signs of failure before disassembly. But do you really want to pull the engine and transmission shortly after your restoration is finished? That's when you are supposed to be enjoying the drive.

Piston rings



That's right, I have seen engines go back together with the same piston rings that came out. Tearing down an engine enough to remove pistons and connecting rods, only to put them back without replacing piston rings, is setting up a freshly assembled engine to have excessive blow-by or low compression, which inhibits performance. This is a time when "while-I'm-in-there" syndrome is OK. A "freshly rebuilt" engine with an oil breather like a steam train is not a good look. It is also easily avoided.

Ball joints



Front suspension is an easy rebuild—take it apart, clean it, put it back together. And much like the pilot bearing, ball joints are [simple but hard working](#). Replacing them requires a good bit of disassembly, including compressing coil springs, in most cases. Do these while everything is apart, and you won't have to get a fresh alignment again shortly after you've finished that restoration.



MCR MERCHANDISE — CINDY KLEMM

No article available



MCR MEMBER MINDER

UPCOMING BIRTHDAYS

October

06 – Jeff Briggs
16 – Kelly Ferry

November

02 – Jill Woodward
05 – Brock Loewen
07 – Martha Pregler
16 – Jack Tokie

December

11 – Pat Kress
23 – Jake Hoover
24 – Debbie Peterson

UPCOMING ANNIVERSARIES

October

20 – Glenn & Marilyn Riess

November

01 – Dale & Debbie Peterson
26 – Diana & Karl Kimball

December

16 – Anne & Erick Drake

MEMBER CARE & CONCERN

Thoughts and prayers for the following MCR members:

Barbara Cooper – recovering from breathing problems that necessitated a hospital stay

Ed Pashukewich – condolences in the passing of Ed's mother (Patricia) on 30 March 2019

Bruce Powelson – recovering from quadruple bypass surgery on 03 June 2019 (Note from Bruce below)

Some Heart-felt Thoughts—by Bruce Powelson

After a warm and wonderful Memorial Day 2019 picnic at the home of Tom and Jan Hummer, I drove home with the top down on GT, AKA Fury. Once home, I had a nice cold glass of water and a drink of my favorite beverage—Coca-Cola Classic.

I soon detected a sensation (not really a *pain*) in the upper left of my chest. It certainly was not symptomatic of a heart attack, like perhaps pain in the shoulder or arm, sweating, shortness of breath, *etc.* However, the sensation continued into the late evening, and by which time I thought it wise to call 911 and request an ambulance.

Once at the (formerly) McPherson Hospital, I had several tests, including a stress test on a tread mill. I thought the attendants indicated I had passed. Later, a doctor stopped by and said, "You failed. You aren't going home, but rather to St Joes in Ypsilanti/Ann Arbor as soon as a bed is available." Thus, the journey continued.

The doctors were incredible in consultation. For my particular issue—severe blockages—stents were not an option, although the doctors gave me a choice, even advising there was a 1% mortality rate. Since they were the doctors, and I was the patient, I encouraged them to do what they thought best.

The quadruple bypass surgery went well. My recovery is ahead of pace, and I have begun the cardiology rehabilitation routine.

Please, for yourself and your loved ones, listen to your body when it speaks to you. I did not have a heart attack, but my body was telling me what to do. Make smart choices.

Ever so thankful— Bruce Powelson

EDITOR'S NOTE: Seeing Bruce at recent events has been great, and we wish him well in his continued recover and rehabilitation.



MEMBER CONGRATULATIONS

We want to congratulate MCR member Jerry Garfield. JWO magazine included a great article titled **My Aleros** (page 19) by Jerry. It's always nice to see MCR members and their rides in various publications. Congratulations, Jerry!



REGIONAL CAR EVENTS OF INTEREST

Munising Bay Classic Car Show

Saturday, 21 September 2019 – 1000-1600 hours (rain or shine)

Downtown Munising, Michigan

For more information: www.munisingbaycruisers.org

Nostalgia Drags & Car Show

Saturday, 21 September 2019 – Gates open 0900, exhibition at 1400 hours

Milan Dragway – 10860 Plank Road, Milan, MI 48160

For more information: www.milandragway.com

31st Annual Indian Summer Car Show

Sunday, 22 September 2019 – 0800-1530 hours

Sellers Buick-GMC – 38000 Grand River Avenue, Farmington Hills, MI 48335

For more information: www.sellersgm.com

2019 North Gratiot Cruise

Saturday, 28 September 2019

For more information: www.cruisegratiot.com

3rd Annual Gathering of Oldsmobiles

Sunday, 29 September 2019 – 1200-1900 hours

Baker's of Milford – 2025 S Milford Road, Milford, MI 48381

For more information: www.motorcityrockets.com or (734) 747-8441

Great Pumpkin Classic Car Show

Saturday, 12 October 2019 – 1000-1500 hours

Livingston County Airport – 3399 County Airport, Howell, MI 48855

For more information: www.armorvci.com/great-pumpkin



OLDSMOBILE CLUB OF AMERICA

For those who have not marked their calendars for 2020, the OCA Nationals will be held in Murfreesboro (Nashville), Tennessee on 28 July – 02 August 2020. Further information regarding Nationals can be found on the website of Oldsmobile Club of America at www.oldsmobileclub.org.

This is a courtesy for our Motor City Rocket members to “save the date” for next year. Murfreesboro is a bedroom community of Nashville, Tennessee. Needless to say, Music City offers lots of sights to see, sounds to hear, and food to eat, so you may want to make a week-long vacation just in that area. Watch for details in future issues of your Journey with Olds magazine.



MCR SERVICE TEAM 2019

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Photographer – Jill Woodward (editor@motorcityrockets.com)



OLDSMOBILE IDENTITY



Year: _____ Model: _____



Year: _____ Model: _____

