



Oldsmobile

Rocket Fuel

A Publication of
Motor City Rockets



Permission to use this photo was given by the originator: James Laga, of Kustom Konstruktion Zone. What a beautiful concept!

MCR PRESIDENTS MESSAGE

Happy June Motor City Rockets,

I want to start out by again Thanking Ted Denning for volunteering to take over our Rocket Fuel News Letter. This is Ted's first shot at doing something like this so we need all members to continue to support him with articles. Look for new sections that are being added to the newsletter.

It has been very unusual times this last couple of months for all of us. I sure hope the weather changes so we start getting a lot more sun and warm which is an enemy of this awful virus. Once this happens, we may be able to get to heading out to car shows again. Hopefully this will happen by the time the actual summer hits, which is June 20th this year!

Now that we are in June we will assess our activities we have on the save the date list again. As you are probably aware many of the summer shows are still on the bubble whether they are a go or no-go. I and a lot of you as well, are keeping an eye on them.

For those of you who received a note from Steve regarding membership renewal don't forget to send in your checks and renewal forms.

In closing please stay safe, get those beauties out and polish them up, our show season for this year will be here sooner than you think.

Pat Macaluso ☺

MCR Member Update

Recently a renewal notice was sent out to 36 members notifying them that their membership expires this June. If you happen to be one who received this notice from Steve Apking, please if you haven't already completed your renewal form, please complete and return it with your membership dues.

Upcoming Club Activities- Suzi

Sadly, so many of our activities have been canceled due to the coronavirus concerns. As of this writing things are starting to come around and car shows and activities are starting up again. This week there was a small car show in Fowlerville and some of you have signed up for the Back to the Bricks Road Rally that Pat sent out to the club. I am looking forward to the activities that we have planned (and will plan) for the rest of 2020! To date this is what we have on our Save The Date that has not been canceled. We will continue to watch for other car related activities that we can bring to the club for 2020 Oldsmobiling Fun! Please let me know if you hear of any activities to share with the club at suzimacaluso@gmail.com.

September 12 - Gilmore Museum Oldsmobile and Orphan Car Show (Hickory Corners)
(Date was changed from June. Details are a little different from last year. More to come.....)
September 18-20 – Fall Cruise, Homebase Gaylord!, Hosted by Martha and Jeff Pregler

September 27 – The Gathering of Oldsmobile's @ Baker's (Milford)

October 3 – Great Pumpkin Charity Car Show (Howell)

November – TBA

December 5 – Annual MCR Christmas Party (Clinton Twp)

OCA Membership News

Membership cards were printed on April 15, 2020. Any renewals processed after that date will see their updated membership cards with their November 2020 JWO. You can always go online and print your own updated membership cards any time. So, every May and November JWO's will include your membership cards.

Happy Oldsmobiling!

Marsha Nicholas, OCA Office Manager

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Anne's Car Collection

By Anne Drake

The other day, I counted all the cars that I own, and came up with 69. Seriously. That's one for every year that I have been alive on this earth!

Is that a little excessive? Well . . . Not if you compare me to Jay Leno. He owns over 181 cars!

I heard that Jay's car collection is worth millions and millions. And . . . check this out Oldsmobile fans: He's got a 1966 Toronado! (One from the first year that Toro's hit the scene) Jay's Toro is worth an estimated \$150,000! Apparently, it's been modified with a more powerful engine. Sweet!



My husband Erick owns a '67 Toro. It's out in our pole barn and needs 2 suspension parts.. (It's not worth as much as Jay's car.) Also, my name isn't on the title, so technically, I can't count it as one of my 69.

All 69 of my automobile beauties have a story to tell. Do you have time for 69 stories? . . . No? . . . O.K. . . . I'll just pick three of my car story favorites to bend your ear with.



1. The General Lee

TV's Dukes of Hazzard ran from 1979 – 1985. During the show's run they crashed between 250 and 355 bright orange '69 Dodge Chargers. Yikes! That's got to be at least one per episode, maybe two. My orange Charger has seen better days. It has lots of paint scratches and a dent in the roof. I don't remember how the dent got there. Year after year, this car rolls on and on, flying over hills and rivers with Boss Hog chasing me right behind.

*There is a lot of controversy about the confederate flag these days. I read that somebody who owns one of the original 69 Chargers painted over its flag. My roof flag is still there because you just can't end racism by painting over it.



2. '57 VW Camper Bus

When I was 8 years old, my Dad bought a used '57 VW Camper Bus. We drove that little bus out to LA to visit my Uncle Harry. All summer long, we camped all across our great country. The VW bus drove over mountains, plains, and deserts at the top speed of 45mph. How many times have you heard

someone say, “I wish I had the car that I had “back in the day.” My VW is not the same one that traveled to California and back, but every time I take it for a spin, I’m bound for LA.



3. Pontiac Firebird Trans Am

Smokey and the Bandit came out in 1977. My handsome husband Erick and I had been married about 6 years by then. Everyone says that Erick is a Burt Reynolds look alike. I agree, and it was especially true in 1977 when the movie came out. (He even has the cowboy hat to prove it.) Strangers would stop him and tell him how much he looked like Burt. My line has always been: “Yep, it’s great being married to a guy that looks like Burt Reynolds! But too bad I don’t look like Sally Fields.” These days, when I take out my very own black and gold Pontiac **Firebird Trans Am**, I can go “East bound and down. . .” any time I want to. 10-4 good buddy.

I don’t envy Jay Leno for having as many cars as he does. I imagine it takes a lot to manage, maintain and store them all.

I consider myself lucky. At the end of the day, when my fun runs are done, all I have to do is tuck my little collection back into their case.



Back From the Dead: Jack Tokie's 1950 Oldsmobile Ninety-Eight

By. Joshua Fear



I think everyone that is involved in the classic car hobby is aware of the term “Barn Find”. But is it a barn find if you knew the vehicle was there the whole time? And where can you find a car that is 70 years old, unrestored, and has only had a couple of owners since it was new? Well the answer to that is easy: just call Jack Tokie.

Jack had been telling me about his 1950 Oldsmobile Ninety-eight Convertible for the past couple of years. After helping me on the rebuild of my 1953 Oldsmobile 88, I had agreed to take on the project of getting his Ninety-eight back on the road. After cleaning and gathering the parts, Jack brought the Ninety-eight down for me to work on. I had never seen the car prior to taking on the project so when I saw it for the first time in the enclosed trailer I was surprised. The condition of the car was impressive considering its age and Midwest origins. The car had not been registered or driven on the road since 1975. Prior to Jack's purchasing the car it had sat so long that the 46,000-mile time capsules engine had seized up. Jack had the car running before removing the engine for a rebuild but it ran poorly due to the fact it had been seized for so long. The car's engine was removed for rebuild and that was sometime after he purchased it in 1997. Fast forward to January of 2020 when I started on the car. The original engine had been overhauled as well as a dual range Hydramatic for the car. The engine and transmission were together and sitting in the car when I started. Nothing was hooked up and there were plenty of other things to address before the car could be driven again.

The first thing I repaired on the car was the Hydro-lectric system. The car was equipped with power seats, windows, and top from the factory. All of this was powered by the “Hydro-lectric” system which was a hydraulic system with a single pump and reservoir that powered a total of 7 cylinders and a solenoid valve under the back seat for redirecting fluid to the top. The windows had not been up on the car since Jack's purchase of it since the hydraulic pump had frozen up. Jack had previously overhauled the pump which was ready to be installed. I flushed out the whole hydraulic system and installed the new pump. It would utilize automatic transmission fluid instead of the original brake

fluid due to the fact that the transmission fluid wouldn't be corrosive if there was a leak. After a little bit of effort, I was able to repair the complete hydraulic system to full working order.



The 50 Olds after repairing the Hydro-lectric system.

Before getting the engine running and while we were finding some of the needed parts I wanted to repair the radio and clock. The car was equipped with a signal seeking radio when it was new. Removing it from the car, I took it to my work bench where I repaired many of my tube radios. Within a couple of hours, I had the radio playing again like new and the signal seeking feature was working. As for the clock, a lubrication and adjustment were all it needed to run again. Next, I moved back to the engine.

Making the new engine run would be the easy part, but making sure that everything was assembled correctly with the proper parts and fasteners was another. Slowly we rounded up and reconditioned all of the correct clamps, pulleys, hoses, brackets, and other miscellaneous pieces needed to bring it back to what it once was. Every system had to be gone through. The last thing I had to do before starting the engine was install the exhaust system. I installed an NOS y-pipe that Jack had found for the car and connected it to an NOS, new in the box muffler that came from Bill Ehram. We used the existing tailpipe which was in good shape. Finally, it was time to start the engine.

Before starting the engine, I had all the fluids where they should be as well as having the ignition already timed. Once the engine was running it was easy for me to monitor all of the gauges and watch the fluid levels as the engine was breaking in. Ever since the first start the car has run fantastic and is one of the smoothest 303's that I have ever heard. Now that the car was running and moving, it was time to make it stop.

As for the brakes the whole system needed an overhaul. The original master cylinder had been rebuilt and new parts were obtained. Every line was flushed and all of the flexible lines were replaced. The wheel cylinders were replaced with new ones since the old ones were too pitted inside to rebuild. The hardware was replaced or reconditioned as needed and new brake shoes were installed. The rear drums were replaced and the fronts were reconditioned. With everything assembled and adjusted the car stopped fantastic.



New white wall tires!

When it came time for the first drive, I made sure to check over every adjustment and make sure all of the lights worked. I didn't go very far on the first drive, but I could tell from the start that the car was going to drive really nice. The ninety-eight cruised along easily at 55 and rode well on the rebuilt shocks and wide white wall tires. There were no squeaks or rattles nor was there any brake pull when stopping. Once I realized there were going to be no problems with the car, I turned on the signal seeking radio and listened to it while driving back to the house. This was the first time since 1975 that anyone had driven the car on the road. Despite its long-term storage, the 1950 Oldsmobile Ninety-eight had been "brought back from the dead".

There are still some things yet to do to the car. The interior, chrome, and some other miscellaneous details need some attention, but for the most part the car is officially on the road again and ready to cruise.

Making a 1968 Cutlass S Convertible Even Cooler

By Alan Wilcox

When I bought my 1968 Cutlass S convertible in 1999 it had air conditioning. Sort of. In the trunk. The evaporator and POA valve were under the hood, but all the hoses, the compressor, the condenser and the dryer were all in the trunk. I took them out of the trunk and put them in my garage. A few years later, I decided I should probably at least install the compressor, as both the alternator and the power steering pump were on the driver's side of the engine, and that put an unequal strain on the pulleys. So, I collected the correct brackets, and put the compressor in place, put a belt on it, and everything looked more balanced under the hood. Then I thought, "If I put the hoses in place, it will make it look like the car does have air conditioning, and it will free up some more space in my crowded garage storage area." So I did that. That was about 10 years ago. Last year, I decided that it was time to try and make the air conditioning actually work. Now I know what some of you are thinking: "Alan, why do you need air conditioning in a convertible in Michigan?" Well, for two reasons. One, when leaving for car shows early in the morning when it is still chilly out, the A/C helps the defrosters keep the windshield clear. And two, when it is raining out, but still really warm. Yes, I've been caught in the rain numerous times when out with this car, the two most memorable experiences were on the freeway on our way to the 2007 Nationals in Bowling Green, KY, and on our way back from the 2009 Nationals in Seven Springs, PA. Both of those instances were absolute downpours and with no A/C, the defrosters just don't keep the windshield clear, not a fun thing traveling at 70 mph. After the car show season ended in 2019 I started it. I sent the POA valve and the compressor down to Classic Auto Air - Original Air Division down in Florida for rebuilding. Then I ordered a new evaporator, condenser, dryer, hoses and valves. While I was waiting for all of the components to come in, I started removing the old evaporator. Taking the evaporator/heater box out is not easy with the engine in place, but after removing the inner fender and using some creative wrenching techniques, I was able to get it out. The evaporator itself was junk, but the box was reusable. It was filthy, so I attacked it with Simple Green and water and it cleaned up nicely. Turned out that it had a couple of cracks in it (I think they happened when a previous owner replaced the 350 with a '67 330) but I was able to repair those with a fiberglass patch kit. Then a few coats of satin black spray paint and it was as good as new. Same process for all of the brackets (minus the fiberglass repairs). Then my parts started arriving. The condenser and dryer arrived, so I started the installation of those. I found out that the radiator that I had was too big (it was a 4-core) to fit in with the condenser, so I had to order a new 3-core radiator. The core support is a 3-core radiator support, so the previous owner had to really work (and bend some things) to get that 4-core in there. The new radiator fit well and so did the condenser now. The evaporator arrived and I got that into its box and hung on the firewall (which was almost as difficult as taking it off!). The hoses showed up, but the compressor wasn't back yet, so they'd have to wait. Eventually the compressor showed up, but when I went to install the hoses, one of them was about 4 inches too long. So I had to contact the company and they sent me a new one. Now the system was all hooked up and closed. Next step was to get a vacuum pump. Got one, but didn't have a gage set. So I ordered a gage set. MCR member Dan Evans loaned me his gage set so I could get started. I was able to pull a vacuum on the system, but could not get it to hold. Started taking components off and checking/replacing O-rings. Tried isolating the system components as best I could and they would hold vacuum. After many phone

discussions with Dan, he suggested that maybe one of the shaft O-rings on the compressor was just not sealing correctly, but if I could run the system it would seal up. So, with my new gage set I drew down the system to -30 for half an hour, and then started putting in the R-12 (I had been collecting stray cans of R-12 over the previous years). It took a little less than the Chassis Service Manual called for, but once it was in, my thermometer in my vent read 42 degrees (it was about 60 degrees in my garage). I was feeling pretty good about that. I let the car sit overnight, went out, started it up and turned the A/C on, the thermometer went down to 38 degrees. Ice cold air, nice. Right now, I can't really get out and drive the car due to the virus shutdown. But if at the next MCR function I seem a little bit cooler than usual, you'll know why.

My N-Body Calais

By Bob Wheeler

Having just graduated from Ferris State University in May, 1989, with a Bachelor's degree in Automotive and Heavy Equipment Management, I headed to Lansing, MI for my first job in the corporate world working for Oldsmobile Division. I spent the previous summer working as an intern in Product Service Engineering at the Labor Time Guide Service Garage. I worked for Don Francis, a long-timer with Olds and an all-around great guy. We had a great summer of fun and hard work turning wrenches in the non-air conditioned service garage (does anyone remember how hot the summer of 1988 was?). Anyway, when Olds hired me full time upon graduation, Don asked me to come back and help him manage the LTG operations at the Service Garage.

It was a great job because I got to see, touch, drive and play with all of the current (and some future) product as we validated service procedures and developed the time allowances for the LTG's. Naturally, being around all those new cars every day, it did not take long for the new car bug to bite me. I had to have something to replace the VW Rabbit (ugh, can't believe THAT is what I was driving!) that got me through college.

It had to be sporty, fast and cool looking. The two cars at the top of my list were the Buick Grand National and the Camaro IROC-Z. I had been smitten with both of them for a long time.

Unfortunately, by the summer of 1989 the Grand Nationals had long since been out of production, so that left the IROC-Z. Now, in those days, there was very little crossing over between divisions. In other words, it was fairly uncommon for an employee of one division to buy anything from another division, so getting any information about company-used vehicles from Chevy was difficult to say the least.

But, through a lot of painstaking effort, I was able to find the IROC-Z of my dreams...black, 5-liter TPI, 5-speed with t-tops and all the bells and whistles. Everyone had a 5.7/auto...I wanted something different. Anyway, I was able to "tag" this vehicle while in company car service and all I had to do was wait (and wait and wait...) for it to come out of service. I continued to check on its availability week in and week out...I'm sure the good folks in Company Vehicle Operations got a little tired of my enthusiasm and persistence!

One day, about six weeks after I had tagged the vehicle, CVO advised me that it was no longer available. What?!? I was told that the vehicle was no longer “in the system.” After some further interrogation about how this could be, CVO finally confessed that what likely happened is that some Chevy “big wig” decided he wanted the car, and since I was a lowly new hire...Oldsmobile new hire, no less...I was simply shoved out of the way and he took my car. I could have chewed nails and spit rust...after all that waiting and anticipation...ugh!

Well, I was done with Chevy, to say the least. And any other Division, for that matter...wasn't going to go down that road again! So, I came home to Oldsmobile, which is where I should have been looking in the first place! But the delay proved fortuitous, as we were now in July of 1989 and there was a special fleet of 200 Oldsmobile Cutlass Calais International Series Coupes in company car service.

These 200 cars were produced late in the model year as marketing and engineering test platforms for the brand new HO Quad-4 engine, which did not become a regular production option (RPO LG0) until the 1990 model year (in fact, the 1989 sales literature does not even mention this engine). All 200 were identical with one exception - some (about half I believe) were produced with the (then) brand new 3-piece rear spoiler. The remainder had the standard luggage rack, as mine does. Most, if not all, magazine articles of the day showed vehicles with the spoiler, so I surmise that most of the spoiler-equipped cars went into the marketing fleet (and to the magazines, etc.) while the luggage rack equipped cars went into the engineering fleet. One of the key distinguishing features of these 200 cars (besides the VIN) is the cloth interior – very unusual for an International Series car to have cloth instead of leather.

None of these cars were sold new through dealerships. They were all placed into Oldsmobile company car service and were either sold to employees through GM CVO or to dealers at auction after they came out of service.

My car (VIN KM299148) was built in Lansing, MI, on June 12, 1989. It was placed into Oldsmobile company car service on June 22 and it came out of service on August 2 with 3049 miles on the odometer. I bought it from Oldsmobile on August 4, 1989, with 3088 miles on the odometer. I took delivery through University Oldsmobile in Lansing, MI.

This vehicle is completely original and un-restored; belts, hoses, tires, exhaust...everything is original except for the fluids and filters and struts/shocks. It turned 20,000 miles on the way home from its first showing at a National event (the 2008 Oldsmobile Nationals in Dearborn), where it took BOC in Class 13G “1981-1992 Performance All.” Other than a few stone chips (it is a driver, after all) it looks and drives just like it did in the summer of 1989.

I love the uniqueness of this car. It is a rare car show where I see another N-body Calais of any variety, let alone one of the original 200 HO Quad-4 cars. I love that most folks don't know what this car is...only those who really know and appreciate Oldsmobiles of the modern era have any idea...and only a select few of those remember these 200 original cars. I love that I got my first speeding ticket in this car. I love that I dated my wife in this car. I love that I won my first car show awards with this car. I guess it's fair to say that I love this car. Over the years this car has moved with me to both sides of the country and returned with me to Michigan each time. This car has been a faithful part of our family and will always remain so. Although I cannot say that I bought it “new,” I can say that I am the first (and only) retail owner.

VIN		1G3NK14A5KM299148
Body	K27	International Series Coupe
Exterior	81U	Bright Red
Interior	82I	Medium Gray Cloth
Options	A31	Windows, Pwr Side w/Auto Down
	A90	Trunk Lid, Lock Release Power
	AC3	Seat Adjuster, 6-way Pwr, Driver
	AM9	Seats, Split Fold Rr w/Pass-Thru
	AR9	Seats, Contour Rcl Frt Bucket
	AU3	Door Locks, Power
	B37	Floor Mats, Front & Rear
	B74	Flairs, Wheel Opening
	BX2	Moldings, Rocker Pnls & Door Aero
	C49	Defogger, Electric Rear Window
	C60	Air Conditioner, Four-Season
	CD4	Wiper System, Pulse
	D55	Console, Full-Length Shifting
	D68	Mirrors, O/S Remote, Dr & Pass
	FE3	Suspension System, Level 3 Sport
	FX8	Transaxle, Final Drive-3.61 Ratio
	J41	Brakes, Pwr Frt Disc & Rr Drum
	K34	Cruise Control
	LG0	Engine, 2.3L 4-Cyl-MFI, DOHC, HO
	MM5	Transmission, 5-Spd Manual
	N33	Steering Column, Tilt-Away
	NK4	Steering Wheel, Sport Leather
	PG0	Wheels, 16X6 Alum Styled w/Locks
	QLG	Tires, P205/55R16 Perf SBR BW
	T37	Lamps, Deluxe Fog
	U51	Information System, Driver
	U66	Speaker System, 4 w/Ext Range
	UB3	Instrument Panel, Rallye Cluster
	US7	Antenna, Power
	UX1	Radio, Delco Stereo, Cass, EQ
	V56	Luggage Carrier, Deck Lid

Production: 200

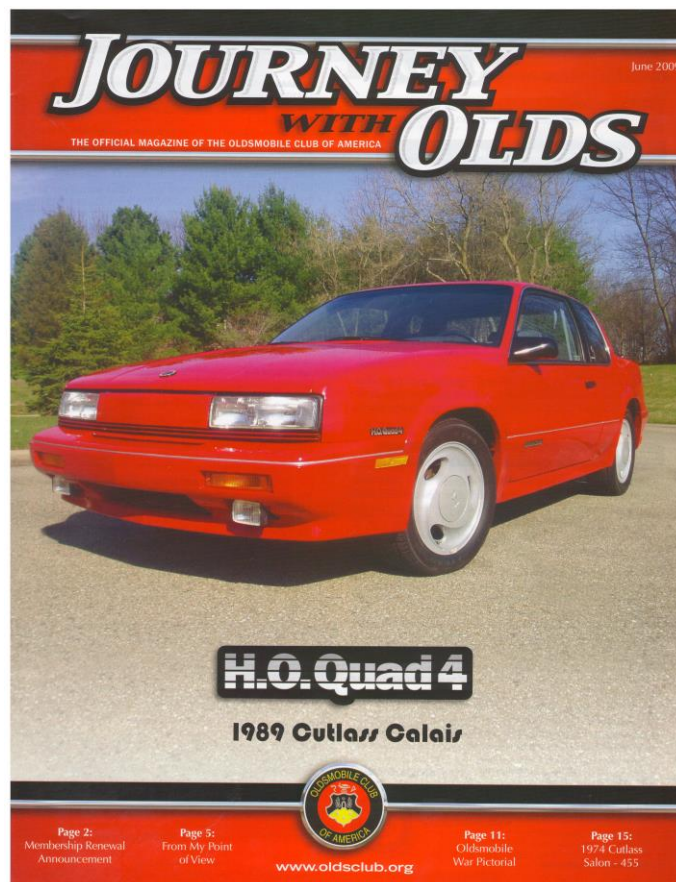
Performance: ¼ mile - 15.7 sec @ 88.0

Car and Driver (November, 1988)

Owner: Bob Wheeler

Brief History:

- This car is 1 of 200 identical 1989 ½ Oldsmobile Cutlass Calais International Series coupes.
- These 200 cars were produced late in the model year as marketing and engineering test platforms for the brand new HO Quad-4 engine (LG0), which did not become a regular production option (RPO) until the 1990 model year. In fact, the 1989 sales literature does not even mention this engine.
- None of these cars were sold new through dealerships. They were all placed into Oldsmobile company car service and were either sold to employees or to dealers at auction after they came out of service.
- VIN KM299148 was built in Lansing (MI) on June 12, 1989, and was placed into Oldsmobile company car service on June 22. It came out of service on August 2 with 3049 miles on the odometer.
- I bought it from Oldsmobile on August 4, 1989, with 3088 miles on the odometer. I took delivery through University Oldsmobile in Lansing, MI.
- This vehicle is completely original and unrestored. Other than a few stone chips (it is a driver, after all) it looks and drives just like it did in 1989.



2020 Rocket Valentine Just Plain Fun Bowling

The year 2020 will go down in history for many things, I just did not know I would start it all by “changing up” the bowling rules this year!! 😊 I will start this article out by reminding everyone what my email always says about our MCR February activity!!

“For those of you who haven't experienced this event before, please consider joining in on this crazy FUN event. There are NO bowling skills or experience needed to participate in this event. A few years back I was having issues with my thumb which made it impossible for me to throw a ball. Instead I used both hands and rolled the ball down the “kiddy ramp!” It worked out great for me, it might for you too! This event is for fun and a lot of laughs. As always, we will start this event with a club meeting followed by lunch and then bowling, cheer leading and amazing silly prizes to end the afternoon. The MCR bowling event is like nothing you have experienced before. Team members change every game so that we all get to enjoy everyone’s company. Any non-bowlers have the fun of cheering the bowlers on!

Now on to the details of our day of bowling. As always, we had a great turnout from our membership. As the organizer of this activity I got it into my head that I needed to make some changes to our standard bowling. That being said, I did ask a few members if I had lost my mind in what I was planning for the three games we bowl. No one objected to my ideas so I decided to just “go for it”! And of course I did..... We always have 3 sets of lanes for bowling, one set of lanes was bumper bowling, one set of lanes everyone had to bowl with the “kiddy ramp”, and the last set of lanes was just plain old bowling. Well I am here to say I heard lots of objections, and are you kidding me comments, and I am not going to bowl like that comments, and and and..... In the end there were lots of laughs, some frustrated bowlers who were not going to be beaten by the “ramp”, bowlers who were determined to “play off of the bumpers” for the high score, and then more laughs and high fives for those who did manage to bowl a strike or a spare against all odds and then more laughs.

At the end of the day the amazing prizes were given out to those most deserving bowlers which for this year were the high and low scores for each set of lanes. And of course, I would not forget to give out the awards for the most enthusiastic non bowlers as well! I may need to change the rules for next year but only time will tell. 😊







2020 Squirrel Oldsmobile Trivia

As always, the March Trivia activity did not disappoint! Karl and Diana had done such a great job the first 3 years that Anne and Erick had a lot to live up to. With the help of Mr. Squirrel, the day was a nutty lot of fun! If you have never attended a trivia event you need to get it on your calendar as a must do next year. I promise that you do not need to know “everything Oldsmobile” to enjoy this activity. Teams are set up in advance so just like bowling, you get a chance to chat with fellow members and do a lot of “guessing” the correct answers! Of course, many members are Oldsmobile walking encyclopedias, but some of us are just along for the ride. This year Mr. Squirrel made his appearance and added a new twist to the fun. As the questions were asked you could hear the low voices and whispers in the room trying to figure out the answers. Then as the answers were announced you could hear the comments of excitement and the comments of #\$(*#&\$(% because the answer was wrong! Anne and Erick did not disappoint and of course the food and service at the Redwood Steakhouse was terrific as usual. There is no question that when the Rockets get together the fun will follow!



Grand Prize Winners

First Place



Second Place



Third Place



Squirrel's Choice



Trivia Host Anne and Mr. Squirrel!

Special Announcements

Happy Anniversary to the following couples celebrating wedded bliss.

May 13: Jake & Sharon Hoover
May 20: Ted & Nancy Denning(2017)
July 1: Steve & Sue Apking(1978)
July 17: Alan & Sandy Wilcox(1982)
Aug 3: Bill & Joanne Ehram(1963)
Aug 6: Pat & Mary Hibbeln
Aug 22: Ed & Sue Pashukewich
Sept 10: Bill & Terry Mozurkewich

May 17: Clay & Barbara Cook (1987)
June 13: Tracy & John Muchmore(1985)
July 19: Pat & Suzi Macaluso(1974)
Aug 5: Jeff & Martha Pregler(1979)
Aug 13: Brock & Suzanne Loewen
Sept 4: Al & Kelly Ferry(1993)
Sept 19: Michael & Susan Trussel

Congratulations to all!

Happy Birthday to the following members.

May 1: Anne Drake
May 6: Sue Apking
May 22: Dale Peterson
June 4: Marilynn Riess
June 23: Sue Pashukewich
June 25: Joshua Fear
July 6: Erick Drake
July 27: Bob Wheeler
Aug 6: Suzi Macaluso
Aug 18: Denise Tucker
Sept 6: Karl Kimbal
Sept 15: Diana Kimbal
Sept 25: Jimmy O'Connell
Sept 26: Liz Browning

May 5: Cindy Klemm
May 18: Bob Shalla
May 29: Barbara Cook
June 6: Terry Mozurkewich
June 25: Ann Whittenback
June 27: Dan Evans
July 11: Dave Tucker
July 31: Pat Hibbeln
Aug 8: Doug Width
Aug 19: Jim Dyar
Sept 6: Mary Hibbeln
Sept 24: Ed Pashukewich
Sept 26: Steve Ayling
Sept 30: Jeff Pregler

Have many, many more!!

Sad News from Cruis'news

CRUIS'NEWSLETTER
MAY 28, 2020
VERY IMPORTANT MESSAGE

Dear Fellow Car Buffs,

With heavy hearts, we must announce that Cruis'news magazine is permanently closed as of May 15, 2020. After 25 years of building relationships with our award -winning magazine, the Covid-19 pandemic has proven insurmountable for our business.

Little did we know that Autorama 2020 would be the last event Cruis'news would attend. When the Covid-19 shut down started, we thanked our lucky stars that the April issue had been put to bed and sent on its way. At the time, we did not realize that would be our last magazine. The government stay at home mandate forced us to close the office and lay off our employees.

We complied and were hopeful, business would be up and running soon. Our reserve was eaten up quickly by paying rent, utilities, and expenses. Now that the mandate has been extended multiple times, we can no longer get by.

Our advertising revenue disappeared when so many events for this summer cancelled and Michigan based small businesses (the backbone of our business) closed. The revenue we take in the summer helps carry us through the year. The loans offered by the government were not the answer for us because of the restrictions placed on the loans. We are grateful for the loyalty all of you have shown over the past 25 years and regret that we cannot afford to refund your subscriptions. We appreciate your understanding in these troubled times.

Stay Safe and Healthy.

Sincerely,

Dana and Diane DeCoster

Publishers

Cruis'news Magazine

PS. Due to an overwhelming outpouring of kind words and support and the fact that so many car buffs are devastated by the fact of our closing. There may be a possibility of a Cruis'news Online version, newsletter and website down the line.. We will keep everyone posted as we weigh the possibilities.

A message from "AKA Milner" and side kick "Toad"

A sad day in our hobby. By now most know that Cruis'news Magazine has closed their doors, gone out of business. The virus, along with the policies of Whitmer closing down our state for months has made it impossible for Dana and Diane to go on producing a magazine just for the cruisers.

Their business depended on business customers buying ads to promote how they helped the car owners. Car show and cruise night advertising was the biggest part of ad sales. Not being able to put out an issue for many months forced the closure. If great intentions paid the bills this awesome couple would be able to continue.

Twenty six plus years ago Dana came to me, asked if they could speak at our huge USMA Member meeting when 200 attending was normal. Cruis'news took off and never looked back. Dana said we would like to try this idea for the cruisers, help make car show/ cruise nights better by getting out the information on a monthly basis thru a magazine mailed right to the car owners. Rockin Ronnie, Dave King and I were in full support. The entire Cruis'news staff has been great to work with. Dana, Diane, Art Man Joe, Photo Man Scot, Bill who has passed, so many wonderful fellow writers.

This notice is a very sad day also for USMA, our Members, all cruisers, those who had faith in the direction our hobby would lead us for years to come. Besides my monthly email blasts for Members and thousands of cruisers receiving the latest greatest news from Cruis'news was all the event information they received.

I wish Dana and Diane, Art man Joe, Photo Man Scot only the best in their future endeavors. They will go into our USMA Hall of Fame as people who made our hobby the best.

This will make it much harder to get out our event information to car owners. Our hobby has changed so much, Cruis'news was a major player in car owners notification. We will need Member/ Cruiser help more than ever before to help all our charities.

My affiliation as a writer for Cruis'news thru my AKA Milner article has been such a pleasure. So many fun times with subscribers, USMA members / cruisers who were never sure who Milner might be or the local

cruiser out on the street asking often if Milner and I were really related? My brother? why I let him use my car? So many car events I was honored to work the booth with Toad, Booth Chick Ms. Vicki. It will always be a blessing to have been part of this awesome Cruis'news Team.

It has been a great experience, from all who worked, volunteered at Cruis'news Magazine....Thank You to all the car owners, our faithful readers of the cruiser gospel for your support.

Car show information (published by Cruis'news)

HERE IS AN UPDATED LIST OF CAR SHOWS THAT HAVE CONFIRMED CANCELLATIONS

- Culvers Lake Orion - Possible Tues in June
- Bruce Post 1146 Cruise Night Fridays - Postponed (TBA)
- Canton Car Cave Monday Cruise Night

Rescheduled to Mondays June

- Golling Buick GMC / USMA Cruise In - May 21
- Mt. Clemens Cruise - June 5-6
- Chrysler Employee Show CEMA - June 6
- SAAC-MCR All Ford Show - June 6 [#page=1](#)
- Sins of Steel - June 6
- Cruisin' M-53 Van Dyke - June 6
- BttB Visionary Promo Tour - June 5-9

Rescheduled Promo Tour October 9--13

- Widetrackers Spring Dust-Off - June 13th
- AACA Blue Water Rumble in te Park - June 13
- Cars "R" Stars - June 14
- AACA Past and its Wheels - June 14
- Road Knights Barn Show - June 14
- Sloan Auto Fair - June 20-21
- GMC Corvette Set Corvettefest - June 20
- Oldsmobile Homecoming - June 20
- Hamburg Fun Fest - June 20
- 30th Motor Muster - June 20-21
- ST. Ignace Car Show June 25-28 - Rescheduled to Sept 3-6
- Corvettes at the Summit - July 11
- North American Auto Show - June 11-26
- Immaculate Conception Perch Festival - July 17th
- Eastpointe Gratiot Cruise - Rescheduled Sept 17-19
- Fort Gratiot Blue Water Cruise – June 26-27
- Camaro Super Fest - July 3-5
- Corvettes at the Summit - July 11
- Ford Mercury Restorers Show & Swap -July 18
- Concours d'Elegance - July 24-26
- Mainstreet Memories Port Huron – July 25
- Rockin Rods n Rochester - August 9
- WOODWARD DREAM CRUISE™ - August 15
- Eyes On Design - Sept 13

P.S. **REMEMBER** It is very important to contact Car shows and Cruise Nights to verify dates and times prior to traveling to events.



ATTENTION READERS

We incorrectly stated that the Woodward Dream Cruise was cancelled, we were informed by people very close to the Cruise that the participating communities cancelled all Cruise related events on August 14 & 15. While the traditional events have been cancelled, the cruise on Woodward is not. Woodward Avenue will not be shut down and cruisers will be able to cruise but with some limitations that are yet to be determined. While spectators and cruiser fans will be asked to stay home, social distancing is encouraged.

So spread the word that we may still be out on the "Strip" showing off our rides. We will keep you posted as more details are announced.

Sorry for panicking all of you car guys and gals out there. Don't cancel your plans to cruise Woodward just yet!

Tech Info

Please send "How-To" articles related to all those fixes you have experienced. This will help all of us who might just need all the knowledge you gained from you fix-it situation!

Just for the fun of it

Please send any trivia fun – car related or not!, just for the fun of it!

Q: What type of car had the distinction of being GM's 100 millionth car built in the U.S.?



A: March 16, 1966, saw an Olds Toronado roll out of Lansing, Michigan with that honor.

Editors Notes

(1). We are adding a new section to our Newsletter for people that have ***CAR RELATED*** items for sale. If you have an item that is taking up room in your garage, you can now list it here for sale. Tell me what you think of this addition.

For Sale (car related items only)

(1). Headers by Hooker?

Never fired thru, on car 2 times, but they hang to far below the frame. They come with the collectors and are already wrapped. \$100.00. Contact: Ted Denning, 775-745-1953

(2) Parts

65 Olds 442 frame with front suspension & firewall. \$650.00 OBO

65 Olds rolling chassis parts car(no title/vin#). All sheet metal, all six pieces of side glass

68 Olds 442 rolling chassis, all glass. Solid frame and floor pans, dash, steering(roof was cut at some point, needs interior repair. Posi rear end, rally wheels. \$2000.00. Contact: Bill Wagner
