



# OLDSMOBILE ROCKET FUEL

SPRING 2021

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!

## PRESIDENTS MESSAGE

I hope this Rocket Fuel newsletter finds everyone Healthy and ready to get those beauties out from underneath the winter blankets. You know “Spring Dust Off” is just around the corner. Not a lot of news to report but I have to tell you I am excited reading more and more car activities are planned for this show season. MCR has a full schedule as you have received and will see later in this publication, please mark your calendars now so you don’t miss out.

I mentioned in our last newsletter that we had a couple changing of the guard’s which one was our “Web-Master”. Alan has been doing a lot of work and research for new and improved websites so we can get a bit more current with technology. I am pleased to say we are very close to making a decision on a new provider. I hope to make an announcement very soon.

Regarding OCA news, I can tell you that I had a conversation with our president and he confirmed that our Nationals are full speed ahead. If you are planning to attend, make sure you get your registrations in now so the folks working in the background do not have to be overloaded at last minute. If you do not already have a room reserved in the host hotel and find out they are booked up please give me a call so I can give you some guidance.

Happy Oldsmobiling, hope to see you at an activity soon,

Pat Macaluso

## OLDSMOBILE TRIVIA 2021

After a very long year of Covid 19 isolation the Motor City Rockets had their first meeting/activity of 2021. It was a beautiful day in March with many of the members getting their Oldsmobile's out for the first drive of the year. As in past years, the Redwood Steakhouse in Flint hosted our 5<sup>th</sup> Annual Oldsmobile Trivia. And, as in the past the Redwood did a great job with the food and their service during the entire afternoon. It was obvious by the turn out that the Rockets were ready to rumble! Phil and Jill Woodward were the hosts for the day. They brought with them the Wise Old Owl to help with the activity. If you won a round you were the keeper of the Owl. Sadly, my team only got to have the owl watch over us for one round!! (notice him in our team pic!) It was an exciting day, as always, as members were challenged to remember the history of Oldsmobile. The history of Oldsmobile at the Indy 500 was a particular challenge for most teams. I know for myself that next year when it is suggested what to study, I may just study a little harder! 😊 All in all, it was a great day! As always when the Motor City Rockets get together the laughter and fun will follow.



1<sup>st</sup> Place Team – Toromania!



2<sup>nd</sup> Place Team – The Cruisers





3<sup>rd</sup> Place Team – Rocket 350



Honorable Mention - Novi



Honorable Mention – Rocket Attack



Honorable Mention – Overdrive

## FOR YOU HISTORY BUFFS

History of the Motor City Rockets – my version ☺

By: Jill Woodward

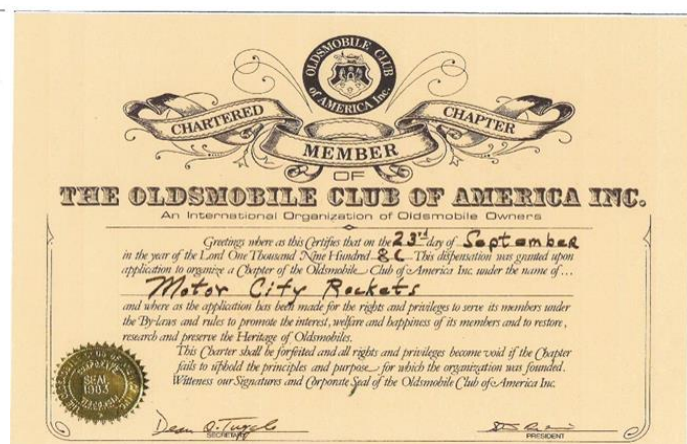
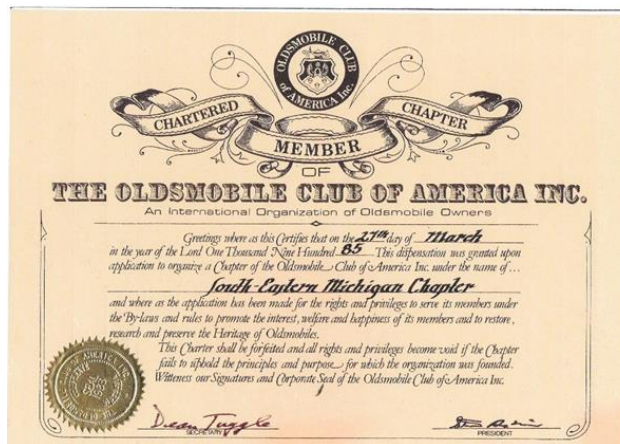
I joined the club in 2008 and in 2017 I was asked to write the history of our club for an article in Journey With Old's. I had NO idea what that history might be and went about asking different people, in and outside of the club.

I learned that our original name was: South-Eastern Michigan Chapter of the OCA. Quite a mouthful.



We are the #1 Chapter of the OCA! We were given our charter on September 2, 1977 by Russ Yoder, OCA President. On hand to receive the charter were: Newell Stuhlfaut, Michigan Director; and members Scott Belknap, Dana Page, Jean Northrup, Alice Page, Skip and Connie Church, Tom Fisher and Doug Houston.

Newell Stuhlfaut started the Chapter, according to Mark Cornea, a former President of the club. In the latter 1970's the club consisted of "east-siders" who owned Oldsmobile's from the 1950's and older, and the "west-siders" who owned Oldsmobile's from the 1970's, mostly 442's and muscle cars. Around 1983 Mark called Newell and asked if he (Mark) could revamp the club. The club was given another charter certificate in 1985.



The name, I believe, pays tribute to Detroit, known as the Motor City and the fact that many of the members were part of a racing club known as the 'Street Rockets.' On January 9, 1986, Mark Cornea sent in an application for a formal name change asking to be the Motor City Rockets AND that the #1 Chapter status be kept in tack. OCA agreed!

In 2017, while I was researching the history, I talked to Walt Vallelunga, a past MCR President. He told me that the club at one time had the original charters, but they had been lost when someone had a flood in their basement where they had been stored. BUT..... in 2019, Walt called Steve Apking, a current member, and told him that as they were moving a hutch away from their wall in preparation to downsize, the missing documents (pictured in this article) were found behind the hutch in great condition. What a find! What a club!

Here is one of the logos that Walt proposed for the club:

Happy birthday Motor City Rockets.

This summer you will be 44! Here is to 44 and more!





Below is one of the first newsletters –



**MICHIGAN CHAPTER RECEIVES NUMBER ONE CHAPTER CHARTER**  
On September 2nd, 1977 Russ Yoder, O.C.A. Pres. presented The South-Eastern Michigan Chapter with their charter. On hand for the presentation were Michigan Director Newell Stuhlfaut (third from L.) Russ Yoder (first L.) Richard Yoder (second L.) and members : Scott Belknap, Dana Page, Jean Northrup, Alice Page, Skip Church, Connie Church, Tom Fisher and Doug Houston (front).

Newell also reports the winners from the "Carnival of Cars" June 12th where Olds was represented with 9 registered (5 for judging); First Place Augie Walker, Pearl Beach, Mi. 1956 88 2 dr.; Second Place - Doug Houston, Detroit, Mi. 1941 Phaeton; Third Place- Merline Melrose, Bay City, Mi. 1952 88 2 dr. Shown were Newell Stuhlfauts 1957 98 Convertible and Jean Northrups 1957 stationwagon.

Michigan members rallied together to enjoy a journey to the Dearborn '77 National Meet (Fords) and managed to pick up some parts for Oldsmobiles. It looks like our #1 Chapter is going to hold it's own for a long time to come-



(Picture by Bob Neubacher)

(Picture by Linda Belknap)



**NUMBER TWO HAS TO TRY HARDER** and that's what the Ohio Chapter is doing when it comes to activities. Their August 28th Tour was a nice outing and a special event. The picture at left shows Don Spieldenner, Chapter Pres. accepting Chapter Charter #2 to the Ohio Chapter. presented by Russ Yoder, Pres. O.C.A. proud members on hand include: Sarah Spieldenner, Secy.-Treas., June & Jerry Waller & family, Helen & Harley Winans, Mr. & Mrs. Don Jones, Don O' Connor, Mr. & Mrs. Rudy Nielson and daughter, and Bob & Lenore Neubacher & Jill and John and Joanne Ray and Jenny & John Waller & Becky.

The Tour took them through Mentor, Ohio to Lawnfield, Pres. Garfields home and then to the Fairport Harbour Great Lakes Museum that is in the form of an old lighthouse. Members parked in the park by the lake and some were even seen wading to cool off. A regular meeting was held and their next event will be a Christmas party to be announced.

June Waller (Mrs. Jerry Waller) will be the new Editor of the Ohio Olds' newsletter for the Ohio Chapter.

# IF ONLY CARS COULD TALK, THE STORIES THEY COULD TELL

**by Doug & Judy Badgley**

Badgley's Garage, a mechanical repair shop, opened in Lansing Michigan in 1947. The owners were Harold and Lois Badgley. Over the years there have been five generations of Badgleys working there. In 1981, ownership passed to their son Doug and Judy Badgley; in 2007 ownership



passed to their sons Trevor and Calvin. The business operates today with Alec, a great grandson of the original owners, working alongside his dad and uncle. Over the years, Badgley's Garage has become known for their mechanical restoration work on Oldsmobiles and other brands as well as repairing modern automobiles. This story is about one unusual Oldsmobile that arrived in 1995 and the resulting stories we heard about this car.

A 1957 Oldsmobile Fiesta arrived at our shop in 1995, arrived via a tow truck. The owner wanted us to remove the motor so he could use it in another vehicle. In exchange for our labor, we would get to keep the rest of the car. At that time, we had three 1957 Ninety Eights and figured we could salvage a few useful parts.

The remains of the Fiesta sat at the shop several months while we decided what to do with what was left. During that time several different people stopped by and shared stories of the history of the car. Following is what we were able to piece together from what we heard.

1960: The Fiesta was used as a tow vehicle for an alcohol Sprint car brought from its home in Ohio every weekend to race at Spartan Speedway, 5 miles south of Lansing. On one such weekend, the owner crashed his Sprint car and was severely burned. He was taken to a Lansing hospital for treatment and his recovery was expensive. He had to sell the Fiesta to be able to pay his bills and return home.

1962: The second owner took the car to a local dealership to trade it in as it was not running on all 8 cylinders. The car had 103,000 miles on it and they were given \$100 towards another car. An employee of the dealership had been looking for a tow vehicle for his dragster. He quickly



paid the \$100 as this was the car he needed. The cylinder heads had to be replaced (cracked heads are common for 57s and 58s). Next was to prepare the car for its chores.

A steel pipe was mounted to the front for a push bar, large truck mirrors were installed, and a special rack was bolted to the roof for spare racing tires. Inside there was a special cage to hold tools and wire mesh over the side windows and rods welded over the rear



window glass to prevent theft. A steering stabilizer (shock absorber) was welded to the center link to improve handling. Brackets were bolted to the brake backing plates to prevent drums/wheels from falling off. A deep transmission pan was installed to prevent the trans from running too hot. In addition to the rear leaf springs, coil springs were welded to the differential to handle the added weight. Rear wheel housings were cut out for larger tires and the rear bumper was removed to weld the trailer hitch to the frame. The ignition coil was relocated from the intake manifold to the firewall to keep it cooler. A safety bracket was added to the battery tray to secure the battery from moving into the power steering pump.

After a few weekends of racing, it became evident that the tires in the roof rack were stressing the body. Two full roll bars were installed to keep the doors movable.

1965: The owner changed from racing a dragster to stock car racing. He was racing in the tri-state area 5 nights a week until 1983. During that time the car added another 550,000 miles. At 200,000 it got another set of heads; at 300,000 the lower end of the engine was honed; new bearings and piston rings were installed and another set of heads; at 400,000 a different '57 Old's engine with only 50,000 miles was installed. That was the engine we removed in 1995.

1970: The Fiesta station wagon became more diversified. It was seen racing at Spartan Speedway in an event called spectator racing. Amateurs can get on the track and test their skills. Nobody remembers how the car performed but it did drive away undamaged! It was also used more as a daily driver by now (how many sacks of groceries do you suppose that roof rack could hold?). It made a trip to Florida, three trips to Niagara Falls and a trip on a car ferry to Wisconsin returning through the Upper Peninsula of Michigan. The brake system was upgraded with a power brake and master cylinder unit, at some point.

1983: The car was retired. Lettered on the side of the car was "The World's Oldest Tow Car." The owner started the engine and poured oil through the carburetor until the engine quit, thus filling the cylinders with oil. The car sat outside in the owner's yard until 1995.

1995: The man looking to buy the engine stipulated that the engine must not be seized. 12 years after the wagon was parked, the engine turned over by using a wrench on the harmonic balancer.

As the saying goes from Paul Harvey, “here’s the rest of the story.” It ended up the man that wanted the “engine” also wanted a lot more. He took the air cleaner, transmission, generator and it seemed like anything that touched the engine, he took! We ended up with a very rusty body shell. The right rear door had fallen off on the ride to our shop. The remaining door assemblies, tailgate, differential, misc. chrome and wiring were all saved. Some parts we sold; some we still have. The spindles were used on the disc brake conversion for our ‘57 98, they had to be modified for the

Although we were left pile of junk, the parts that and the ones we sold have Oldsmobile’s to live on.



switch.  
with what appeared to be a  
were salvaged for our use  
allowed many other 1957

## AUTOMOTIVE HUMOR!!!

So a friend of mine works at a car dealership, a young person came in with an older car and wanted to know why his iPhone charging port is scratching his screen and not charging!





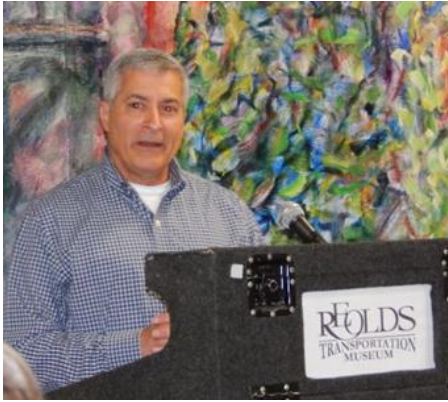
## A VISIT TO THE REOLDS TRANSPORTATION MUSEUM

The MRC membership came out in mass to attend our April activity! What a great day we all had visiting Lansing. It was a beautiful day so many members drove their amazing Oldsmobile to Lansing. Our day started out the the NutHouse resutrant just a block away from the REOlds Transportation Museum. Everyone enjoyed a great lunch and time to visit with friends that many had not seen in a year. After lunch we all went to visit the museum and started our visit with a membership meeting. We actually had two meetings since we needed (per our bylaws) to our 2020 annual meeting since we could not have it due to covid in 2020. Pat reported the "year in review", Dave gave the treasury update, and I reviewed our 2020 activities. Then on to meeting number two where Pat discussed in detail the boards decision to raise the cost of MCR dues to \$24 per year.( please refer to the email Pat sent out last week with all the details) The membership nodded in agreement that the dues should be raised. I reviewed the 2021 activties calendar. This one being much more exciting then the review of 2020! We have a great many activites to look forward to this year! Reports were given by Dave, Phil, and Erick as well.

Pat introduced the new Executive Director of the Museum, Scott Mrdeza. Scott gave us an overview of the museum and what changes we would be seeing in the future. It was great to meet Scott and I am sure he enjoyed talking to so many Oldsmobile enthusiasts. Right after the meeting was ajourned we had the pleasure of sharing in Doug Badgley's birthday celebration. Judy brought cake so we all got a special treat, and Doug got to hear us all sing happy birthday!

After the meeting we all had plenty of time to wander the museum and enjoy each others company. All in all it was another great afternoon for MCR members.





Scott Mrdeza



Tulips blooming at the museum



Doug and his car cake!

## ACTIVITIES UPDATE

To date our attendance at Motor City Rockets activities has been great. It is obvious that members have missed getting together. Details for all activities will arrive via email around 4 weeks before each event. Do not hesitate to contact me if you have any questions about our activities.

I look forward to seeing all of you soon  
Suzi, Your Activities Director

## HAPPY BIRTHDAYS

5/1	Anne Drake	5/5	Cindy Klemm
5/6	Sue Apking	5/17	Bob Shalla
5/21	Dale Peterson	6/4	Marilyn Reiss
6/6	Terry Mozurkewich	6/16	Bob Troha
6/22	Sue Pashukewich	6/22	Don Cooper
6/25	Ann Whittenbach	6/25	Josh Fear
6/27	Dan Evans	7/6	Erick Drake
7/8	Donna Franks	7/1	Dave Tucker
7/27	Bob Wheeler	7/31	Pat Hibbelen

## HAPPY ANNIVERSARIES

May 11	Jake & Sharon Hoover	May 20	Ted & Nancy Denning 2017
Jun 17	Don & Eva Cooper 1965	July 1	Steve & Sue Apking
July 12	Brock & Suzanne Loewen		
July 19	Donna Franks & Bob Troha (first date 2016)		
July 20	Pat & Suzi Macaluso 1974	July 21	Ed & Sue Pashukewich



## MCR MEMBER STUFF FOR SALE

(car related items only-let Ted know if you sell an item,  
otherwise, it will only be removed after 2 newsletters)

(1) 2 used front bucket seat bottom springs. Will need 1 minor side spring link repair. Decent if yours are really bad. New bottom springs go for around \$100 each. Selling this pair for \$30.00.

(2) Used rear seat upper and lower for a 70-72 Cutlass "non-convertible". Currently covered. Springs need some clean up before refurbishing. Selling set for \$30.00.

(3) Twp. "G" body Cutlass coupe (1981-1988) gas tanks, minus sending units and gas caps. \$25.00 each. Not show pieces but good sound tanks. Definitely Clean inside.

Contact: Steve Apking 248-684-6124

(1). Headers by hooker?

Never fired through, on car 2 times, but they hang to far below the frame of my car. They come with collectors and are already heat wrapped. \$100.00.

Contact: Ted Denning, 775-745-1953

(1) 65 Old's 442 frame with front suspension & firewall. \$650.00

(2) 65 Old's rolling chassis parts car (no title/vin#). All sheet metal. All 6 pieces of glass.

(3) 68 Old's 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 313-515-4029

## MCR SERVICE TEAM

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