

Rocket Rumbblings

Newsletter of the New England Oldsmobile Club

Volume 12 Issue 6

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Edited by Jim Schmitz

June 2006

Spring Drag Day 2006 **Where there's smoke there's fun!**



Dates to remember

- June 1 - NEOC Meeting, Canterbury, CT
- June 4 - Pioneer Valley Car Show, Agawam, MA
- June 24 - Saturday Extinct Auto Day
Larz Anderson Museum - Brookline, MA
- June 28 - July 2 OCA Nationals, Dallas, Texas
- July 9 - BSAAC Show
Endicott Estate in Dedham, MA
- Sept 10 - NEOC 10th Annual All Olds Show
New Britain, CT

Well May 5th turned out to be a pretty nice day for a trip to Eastern NY. Once again the faithful pushed, pulled and towed (OK, so I didn't really see anyone pushing) their cars to Lebanon Valley Dragway to shake out the cobwebs. A little race gas (you thought pump gas was expensive! How does almost \$7 a gallon sound?) and a new set of plugs and most of us were

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May Meeting Minutes

Since our President Steve Minore hosted the April meeting, we haven't had an official club meeting. The May date was in direct conflict to having fun at Lebanon Valley. In June we meet at Gus' place (sounds like a good name for a watering hole doesn't it?) and will get back to our official meetings to nail down all the official club and car show business.

See you at the June meeting in Canterbury, CT. Gus Kutschker will be your gracious host. **RR**



Eastern MA GMO 2006 Spring Dust Off

By Glenn Jonson
Photos by Pete Agris

This years GMO Spring Dust Off was held at Haskins Motors in Wellesley MA. You couldn't ask for nicer car show weather as we had on May 7th; sunny with a light breeze and low humidity. Dave Richter and I met John Lenihan, Bill LaPierre and Larry Gagain at the Sturbridge rest area on the Mass Pike. While there, John discovered he had some oil leaking from the front of his engine which the fan was spreading around his engine compartment. Dave inspected the car and determined John wouldn't be risking any problems other than making a mess under the hood if he continued on, so John decided to go to the show. We located the dealer-



ship with no problems and found the lot was already two thirds full by 9:30 am. Everyone was given a name tag with their first name when registering which was nice when talking to those we didn't know and great for people like me with unreliable memories when talking to people we do know. Other NEOC club members who are also GMO members such as Ted Lorenz, John Anderson, Dave Johnson and Everett Horton were present as well. Everett was aided by crutches as he had recently torn a ligament. Best wishes to him for a speedy recovery.

Lloyd Woodland, driver of the Berijik Motors spon-

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sored race car for the Smothers Brothers racing team, was on hand with a nice display of vintage photos, articles, awards and trophies, and even artifacts such as his vintage fire suit and Smothers Brothers Team jacket. Really neat stuff! Mr. Woodland was available to answer any questions. Did you know their 1968 race car came loose from its tie downs on the trailer while being towed and sustained serious damage? Some more cars from Connecticut arrived including Robbie Brainard (who was still cleaning rubber off his 64 442 from drag day two days earlier), John Welsh and Jack Bielinski. I

the lot and rolled out the red carpet for us. It was a very nice location for a show. There was the usual 50/50 raffle along with other raffle prizes, plus some vendor gift certificates and a restaurant gift certificate were auctioned off. Ted Lorenz was the recipient of this years Doug Stavros outstanding club member award, congratulations Ted. Ted is the webmaster, secretary, receives and sends the clubs email correspondence and countless other things behind the scenes for the GMO. Trophies were presented and then it was time to head back west. The ride was uneventful in a good way. I



never heard what the final car count was, but I think they drew almost 90 cars, including a bunch I had never seen before.

George Berejik was the MC. I suppose it was a little odd for George to be MC'ing from the site of an Oldsmobile dealership he once competed with, however the former Berejik Motors buildings have been or are in the process of being torn down. I think I have attended just about every GMO spring dust off, the first few were as a spectator before I finished my car. I'll always have fond memories of those Berejik shows, they were a good time and it was cool to be at the epicenter of Olds performance in the Northeast.

was able to make it down and back with a single battery, unlike Drag Day two days earlier where I needed three to complete the trip. Once again the GMO put on a fine show and gave us a reason to get the Olds' out of the garage. Let's hope they do it again next year. **RR**



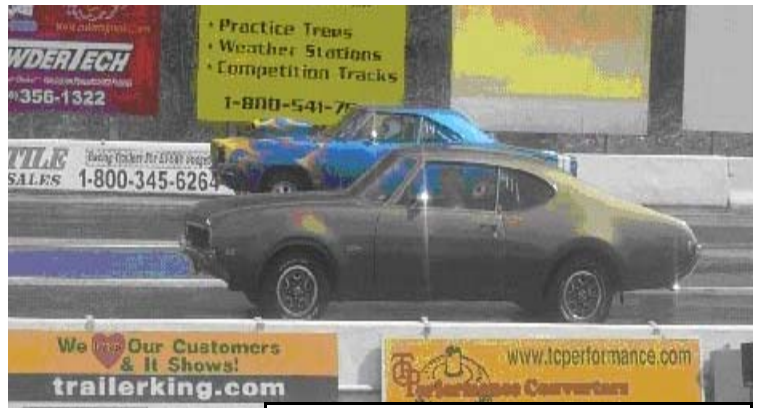
The Haskins family cleared out

Drag Day Spring 2006

(Continued from page 1)

ready to open 'em up. Of course you always have the die-hards, those members that lie awake at night just thinking about what they can do to make their cars faster than the year before.

While writing this article I asked several racers to let me know their results. When I went looking for mine, they



Glen Morris shows where experience counts as he gets the jump on Harry a co-worker, in the Mopar in the far lane. His '69 Cutlass W-31 clone with the "crappy 2.56 one-egger rear end" (*his words, not mine*) managed a best of 16.2 @ 83 mph. Who needs posi anyway?

This was the first time out with this unknown car (no knowledge of any engine work ever being done). The only promising thing here is that it was 0.2 seconds and 2 mph faster than his last '69 with similar equipment. Although Glen says he is still looking for gears...

Tuning was a big factor: Steve Minore and Dan Allesandrini helped tweak the total advance which was kicking in too quick which brought me from 16.5 to 16.2 seconds. Air bags in the rear springs also made a big difference out of the hole.

Earl leaves the line hard looking to beat his best time of the day of a 12.75 @ 106.47. With his '67 tipping the scale that day at 3195 lbs. (*Wow... my '70 was almost 3950 with me, didn't realize I weighed that much more than Earl!*)

With the limited number of cars, Earl was able to make over 15 runs, ranging from the high 12's to low 13's.

Gas for the truck....\$80.00
10 gallons of 108 octane....\$64.00
Beer after the ride home...\$20.00
One hell of a great day...priceless!!

were laying out in the back of the Suburban, one note to all of you... the ink on the time-slips fades quickly in sunlight!

A friend of Dan Alessandrini's had some weather equipment in his car and noted that the headwind was 11 mph. Imagine what we could have done without driving into that?

Does anyone know if Lebanon Valley has an NHRA Correction Factor? If so, what is it?

A good time was had by all!
Thanks Carl!. **RR**



Here we see Steve King's '71 442 convertible leaving one of those "other" makes in the dust!



Glen Morris must be practicing at home. Here he gets the jump on yours truly off the line!



OK, so how did our pair of 1964's fare at the track?

Rob Brainard's '64 442 weighted in at 3400 lbs (without driver) [*Boy I got to get my car on a diet!*] ran a best that day of 15.3 @ 91 mph with a 60 foot time of 2.5 seconds. With a little more traction off the line to help the 60 foot time, this car is a solid 14 second machine.

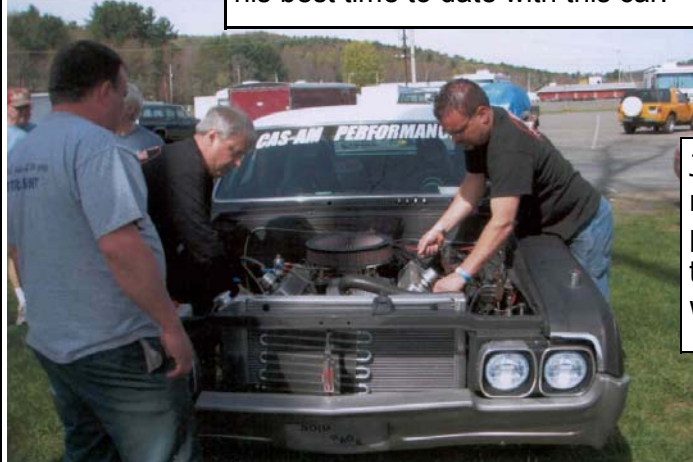
Dan Alessandrini's '64 Cutlass weighted in at 3600 lbs (without the driver, but with lots of stuff in the trunk) ran a 14.4 @ 96 mph with a 60 foot time of 2.3 seconds.

As the Rolling Stones say ' Can't get no Traction' (or was that Satisfaction?)

Both drivers were having problems with traction (Drag radials would have helped) [*gee... doesn't anyone know a good discount tire dealer?*] Rob did catch rubber in all 4 gears. Dan was having a fuel problem due to either fuel pump or carb, he doesn't know yet.

Stock time for a 64 442 is 15.5 with 3.55 gears. Rob has 3.36 and Dan is running 3.55's. So it looks like both of these cars are doing quite well in the 1/4 mile!

Bill LaPierre launches towards his best time of the day of 11.270 @ 116.69. Which was close to, but just short of his best time to date with this car.



Just like a government job, one supervisor for every two guys actually workin'!



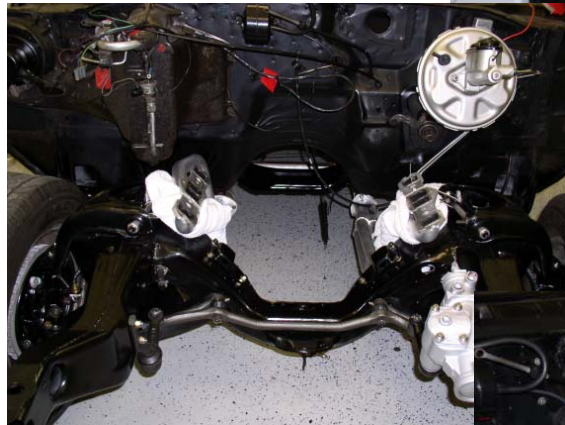
Glenn Johnson gets ready by dropping his exhaust on his '79 Omega. His best ET this Spring of 11.8 seconds @ 115mph was shy of last year when he ran 11.4 seconds @ 117mph. Glenn stated that he didn't make any effort to tune at all. (*guess if you're running that good maybe you don't need to!*) The day got off to a rough start with battery failures and Glenn left his helmet at home. With only making 7 passes, he still had a good time though!

Pioneer Valley GTO Assoc. Car Show June 4th

The Pioneer Valley GTO Association's 8th Annual car show is Sunday June 4th from 9 AM to 4 PM. The show will be at the Polish American Club on Route 57 in Agawam, MA. Show vehicles are \$10 and general admission is \$3. The show is open to all makes and models.

For more info contact; Paul at (413) 267-5834 (email paul@hisandhers67gto@aol.com) or Jim McDonald at (413) 532-5857 (email nogto@charter.net). Pioneer Valley GTO Association, 258 Lower Hampton Rd, Monson, MA 01057.

Reports are that this is a good show with such attractions as the state K9 patrol and a few Hooter's girls. Money raised goes to the Shriners Hospital like our show.
RR



The Garage Scene

Gus Kutschker sent in these photos from his garage last month. Hopefully we will all see vast improvement in the progress of his car. Seems to me the last photos Gus sent in showed his OTHER Oldsmobile all in pieces in the garage... where does he put all those parts? Well at least we heard he was only buying parts, not selling, otherwise I'd be worried. **RR**



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Directions To The Next Meeting

The **June meeting** will be hosted by Gus Kutschker on **Thursday June 1st** in Canterbury, CT. This will give all you members in Rhode Island and eastern CT and MA an opportunity for a short ride to a meeting.

Gus Kutschker 860-546-6868
178 Wright Pond Rd.
Canterbury, CT 06331

From Providence and points East

Take Route 6 West toward HARTFORD CT from your location, continue West (approx. 25 miles from Providence) In the town of Brooklyn (about 5 miles West of I-395), turn LEFT onto WINDHAM RD (a sign for Wrights Tree Farm is a landmark) continue for 2.5 miles.

WINDHAM RD becomes BROOKLYN RD. continue for approximately 0.5 miles.

Turn LEFT onto WRIGHT POND RD. (There is a trailer on the corner of Wright Pond and Brooklyn Road. If you're driving a newer, fuel efficient vehicle you can hit your trip odometer when you turn onto Windham road off of Route 6. It is exactly 3 miles to Wright Pond Road from there.)

Continue to the second house on the right - 178 Wright Pond Rd. (approx. 0.1 mile)

From Worcester and points Northeast

Take I-395 South to US-6 (Approx. 28.5 miles South of the Mass Pike)

Head West on Rt-6 and follow the directions above

From Hartford and points West

From I-84, I-291 or I-91, take I-384 East towards Willimantic. Travel approximately 7 miles to Rt6.

Bear Right onto Rt-6 towards Willimantic for approximately 11 miles.

Bear LEFT onto Rt-6/66. (Columbia Ford will be on your right just before the light) Continue to follow Rt-6 East (approx. 13.5 miles).(There is an intersection at the end of the Route 6 multilane bypass around Willimantic. Stay in the right lane and continue East on route 6. You'll pass a Western Auto on your left).

About 7 miles East of Willimantic turn RIGHT onto CT-97/PUDDING HILL RD. and take a quick LEFT on CEMETERY RD. Bear RIGHT on S BIGELOW RD. and take another quick LEFT onto SAND HILL RD. for approx. 1.3 miles

Turn SHARP LEFT onto WINDHAM RD.

WINDHAM RD becomes RAYMOND SCHOOLHOUSE RD. which then becomes WRIGHT POND RD at the Brooklyn Road/Raymond Schoolhouse road intersection. (There is a trailer on the corner lot at this intersection).

Go straight through intersection and up the hill to the second house on the right (178 Wright Pond Rd.)

Rocket Classifieds

Club members are entitled to ONE free ad per issue. Please submit ads by the 15th of the month. Written submissions are preferred.
Note: ads only run for 1 month, please renew monthly.

To submit a classified ad:

Email: Jim70442w30@aol.com

Snail mail: Jim Schmitz 860-379-5221
24 Pioneer Dr.
New Hartford, CT 06057

Lead: 1970 442 Conv, Nugget Gold w/black top, auto, buckets, SS II wheels. Mileage unknown as speedo or cable is broken. Odometer 'shows' 20K. The selling owner's name is Tom, but he's leaving his dad's contact phone number. Those interested can leave their number and Tom will get back to them. The car is in Cheshire, CT 203-272-4455.

Wanted:

Can anyone help me out ? I'm looking for a LH DUAL exhaust manifold for a 65-69 Olds 88 or 98.

Ken Pilver @ 860-295-9397 or pepsirocket@earthlink.com

For Sale:

Lots of 1968 Cutlass/442 chrome trim and parts. NOS emblems and more. Time to clean house here. E-mail for needs and prices. Very reasonable. Call Glen @ 203-269-4365 or gmmorris01@aol.com.

Wanted:

Posi rear to pep up my anemic '69 Cutlass. Prefer complete and working either a 3.23, 3.31, 3.42 ratio 10 or 12 bolt reasonably priced.

Call Glen @ 203-269-4365 or gmmorris01@aol.com.

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