

ROCKET RUMBLINGS



VOLUME III, ISSUE I

DECEMBER 2016



Photo of the “Coliseum” Bristol Motor Speedway before the Oldsmobile Club of America invaded the track with over 90 Oldsmobiles. See the following pages for more photos and the NEOC’s involvement of the Bristol Track day that was part of the 2016 OCA Nationals.

NEOC Officers and Coordinators:

President - Jeff Walsh (jiffy852000@yahoo.com)

Vice President - Frank Tupka (drolds88@yahoo.com)

Treasurer - Bill Black (dragonflyfarm@att.net)

Secretary & Membership Coordinator - Glen Morris
(gmmorris01@aol.com)

Events Coordinator - Don Mucci (damucci@sbcglobal.net)

Car Show Coordinator - Mike Barillaro (mikbl@att.net)

ROCKET RUMBLINGS

PRESIDENT'S MESSAGE

Where has the time gone? It seems just like yesterday it was January 2016, and now here we are at the beginning of December and starting to talk about 2017 and all of our resolutions for the new year. Before I get too far into my message, I first want to apologize to the club for the lack of newsletters this year. I started out in January with the intention of issuing a newsletter on a quarterly basis. However, I was then put on several out of state work assignments between March through October, so I was basically living out of a suitcase for most of the week and then trying to take care of all personal items and chores over the weekends before having to head back out again. The only benefit to all of this travel is that I have just about made "Platinum" status with Sheraton/Marriot hotel network.

Anyway, let's discuss something more positive and exciting. 2016 was a great year for our club! We crossed over the 100 member mark in our club for the first time in a long time according to our Membership Coordinator, Glen Morris. We smashed our old record of 50 Oldsmobiles at Oldsmobile Night at Mark's Cruise night in early July. This year we had 57 Oldsmobiles show up!!! We almost ran out of room to park them all!! We had one of the driest summers on record, which allowed us to enjoy our Oldsmobiles more during the summer. We had one of the largest representations of a regional Oldsmobile club at the Oldsmobile Nationals in Kingsport, TN, with 13 NEOC members attending the Nationals this year. Then in September, we had 94 Oldsmobiles attend our 20th Anniversary of our All Oldsmobile Car Show under cloudy skies and the threat of rain. Fortunately, the rain held off on the day of our show. Our show proceeds resulted in the NEOC donating \$2,100 to the Shriners Hospital for Children in Springfield, MA and \$500 to the R.E. Oldsmobile museum in Lansing, MI.

The highlight of the year for me was having the opportunity to accompany our Treasurer, Bill Black, to the Shriners Hospital in mid-November with our donation from our car show. We were one of several groups that presented their donations to the Shriners that day. During the presentation, we got to learn about 2 young brothers who were 8 and 10 years old, who were receiving treatment for a genetic hip issue that created issues for them trying to walk and be active. However thanks to the Shriners, these 2 young boys had surgery completed over the summer that will now allow them to walk and run and most importantly be active kids again.

While we were at the Shriners Hospital, Bill and I found out that the NEOC has donated over \$24,000 (including our donation made this year) to the Shriners Hospital in the past 18 years!! Hearing that made me proud to be part of a great group of people that is able to give back to a charity like the Shriners and help young kids and their families get the medical help they need so their kids can hopefully have a normal childhood.

I hope everyone agrees with me that 2016 was a great year for our club. Now the question is how can we top this for 2017? I am up for the challenge, are you?

Jeff Walsh

UPCOMING EVENTS

Here is a summary of upcoming events in early 2017 and beyond:

- Saturday January 7, 2017 at 6 PM, NEOC Holiday Party at J Timothy's Taverne, 143 New Britain Avenue, Plainville, CT. **Please RSVP Bill Black or Jeff Walsh by December 30, 2017, if attending.**
- Saturday February 4, 2017 at 1 PM, NEOC monthly meeting at Margarita's Restaurant (directions are on the last page of this newsletter).
- July 18 - 23, 2017 Oldsmobile Club of America National Show Albuquerque, New Mexico
- Date TBD — NEOC Picnic and Mini Car Show at Jeff Walsh's house, 1225 Shuttle Meadow Road, Southington, CT
- Date and Location TBD — 21st Annual NEOC All Oldsmobile Car Show

MEMBER HAPPENINGS

Since this newsletter is long past overdue to all NEOC members, I felt it was necessary to bring everyone up to speed on what various NEOC members have been doing throughout 2016, with a touch a humor as well. So, let's go around the room (even though we are not in the same room, just bear with me and my weak sense of humor). Let's start with the NEOC officers:

Jeff Walsh, NEOC President – Jeff started 2016 off by finally admitting that he is suffering from a mid-life crisis. Unable to purchase one of his dream cars, a '71 Hemi 'Cuda, Jeff settled on purchasing a 2010 "plumb crazy" purple Dodge Challenger with the 5.7 liter Hemi V-8 and 6 speed transmission. The car Jeff found only had 30,000 miles on it when he bought it. It now has a little over 40,000 miles before it starts its winter nap. Jeff's neighbors are currently filing a grievance to the Southington, CT Planning and Zoning Board claiming that Jeff's driveway and garage is more like a used car lot than a residential property, due to the 5 vehicles in his ownership. In addition, Jeff's family is finally convinced that his car collecting addiction has gone too far now and is not capable of making any rational decisions anymore. They are currently seeking professional help in treating Jeff's condition....

Frank Tupka, NEOC Vice President – Being a high school educator, Frank is constantly looking to expand his knowledge so he can remain more knowledgeable than his students. This past winter Frank completed a new pilot program at Wyotech pertaining to carburetion fuel management. Frank decided this course was financially necessary for him as he has said, "The level of incompetence with the current crop of mechanics that rebuild carburetors is beyond tragic." I heard that Frank's graduation speech was focused around the importance of making sure your air/fuel mixture screws are not stripped before you start your rebuild. If only his original carburetor rebuilder knew that before they attempted to rebuild Frank's carburetor, Frank could have downgraded his AAA coverage from "AAA Plus" to the standard coverage.

Also for those of you that know Frank, he has had more than his fair share of bad luck with motor vehicles over the past few years. Many of us have called his string of bad luck the "Tupka Curse". I am pleased to report that the curse appears to have been broken prior to the summer cruise season. Over the summer, Frank has been collecting trophies like candy at various local cruises and shows over the past few months with his other classic car, a '64 Pontiac Catalina. Word has it Frank's detention students are using their detention time to construct a trophy case so that Frank has a place for all of his new "hardware".....

Glen Morris, NEOC Secretary – Although Glen has been retired for a few years now, he felt the need to supplement his retirement funds by performing glass repair services on the side. Late last year before storing his '68 Ram Rod, Glen's original driver side door glass mysteriously developed a few scratches after cranking the window up and down. Due to the rarity of his car, and limited availability of OE non-tinted glass, along with Glen's acute attention to detail from being a retired engineer, no glass technician that Glen was referred to, wanted to attempt to repair the scratches after learning that he is retired engineer. So being the perfectionist that Glen is, he decided that "if you want it done right, you have to do it yourself". In addition to Glen's new glass business, he and his wife Nancy have decided that it was time to have another cat in the house, given it has been four years since the passing of their last feline. However, one cat was not enough this time, as they adopted 2 sibling kitties named Marco and Molly. Rumor has it, Glen considered naming them Ram and Rod, after his '68 Ram Rod, but then he heard there was an old NEOC by-law that mentioned if a club member were to name their pets after their Oldsmobile, they had to pay dues on the pets also.....

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ROCKET RUMBLINGS

MEMBER HAPPENINGS, CONTINUED

Bill Black, NEOC Treasurer – Upon hearing that the 2018 Oldsmobile Nationals will be in Gettysburg, PA, Bill has been telling everyone at the monthly NEOC meetings that we are not pronouncing the name Gettysburg properly. According to Bill, it should be pronounced as follows, (Get – es -burg), with a “hard” e in the middle of the name, instead of being pronounced (Get – ees – burg) as has been pronounced by all since the start of time. Bill will continue to research this and will present a final report at the annual NEOC holiday party in January. One more reason for everyone to attend the NEOC holiday party.....

Glenn Johnson – After a multiple year hiatus of having his '69 442 on display at the Oldsmobile Nationals, Glenn decided that the 2016 Nationals in Kingsport, TN, was the perfect opportunity to display his '69 again. Glenn followed his pre-trip checklist which included making sure the steering wheel was properly tightened to the steering column, so it didn't come off while driving on the highway, (to learn the full story on this, you need to attend our monthly meetings) and caravanned with fellow NEOC member Dave Richter, the 700 miles down to Kingsport. Unfortunately, an unanticipated heat wave with a heat index of 105 degrees, no A/C, a black vinyl top, and a black interior can make for an uncomfortable drive. I hear that Glenn's next '69 442 will have A/C or a portable water cooler so that he can remain hydrated on long drives in the extreme summer heat....

Dave Richter – Dave has been very busy this past year. Dave started off the year by providing his Facebook friends with regular updates and photos of his odometer on his daily driver, a 2000 GMC Jimmy 4x4 SUV, on his Facebook page as he closed in on hitting the coveted 200,000 mile mark. I am pleased to report that Dave did cross the 200,000 mile mark in late June. Congratulations Dave!! Now you are only 33,000 miles away from passing the mileage on my '85 Delta 88. Once he cleared the 200,000 mile mark on his daily driver, Dave started making his preparations to drive his '67 442 convertible down to the 2016 Nationals. Dave was really excited to drive his car on the Bristol Motor Speedway track, however in order to make sure his car could handle to 700 mile drive with his “lead” foot, Dave had to swap out his 4.10 gear rear end for a 2.78 gear rear end to keep his highway RPMs down and to ensure that he as the saying goes, “could pass anything on the road, *including* a gas station.” However, Dave forgot to pre-check his hub caps before the trip (more on that in 2016 Nationals article in this newsletter).....

Mike Babij – After completing the restoration of his '66 442 coupe in the summer of 2015 and winning the Best of Show award at our 2015 NEOC All Oldsmobile Car Show, Mike decided that he needed to upgrade his daily driver as well. His '94 Cutlass Supreme was starting to show it age and was having engine reliability issues, so Mike decided it was time to upgrade his daily driver to an '07 Cadillac DTS. I hear the IRS would like to catch up with Mike and take a closer look at his tax returns now that he has a beautifully restored '66 442 and a beautiful '07 Cadillac that were both registered in his name within the past year.....

Jim Schmitz – To celebrate his 25th wedding anniversary, Jim and his wife Judee, took a trip to Ireland, after consulting with Bill Black, the NEOC's resident Ireland expert. The timing of this trip was carefully planned so that Jim and Judee would return home just in time for Jim to load his '67 Cutlass convertible onto his car trailer and make the 700 mile drive down to Kingsport, TN for the Nationals. If everything went to plan, Jim was scheduled to arrive in Kingsport the night before the Bristol Motor Speedway trip where OCA members were allowed to drive their Oldsmobiles on the famous half mile track. Unfortunately, Jim's trailer tires decided they were not up to the challenge in Southern Pennsylvania, requiring Jim to get some new trailer tires and turn a one day drive into a two day trek. Fortunately, Jim's “lead” foot along with not drinking any water on day two of his drive, allowed him to complete the remaining 450 miles from southern Pennsylvania to Bristol Motor Speedway in about 6 hours and arrived at the speedway around 4:30 PM. This gave Jim just enough time to get his car off the trailer and to find a men's room before the cars got on the track.....

MEMBER HAPPENINGS, CONTINUED

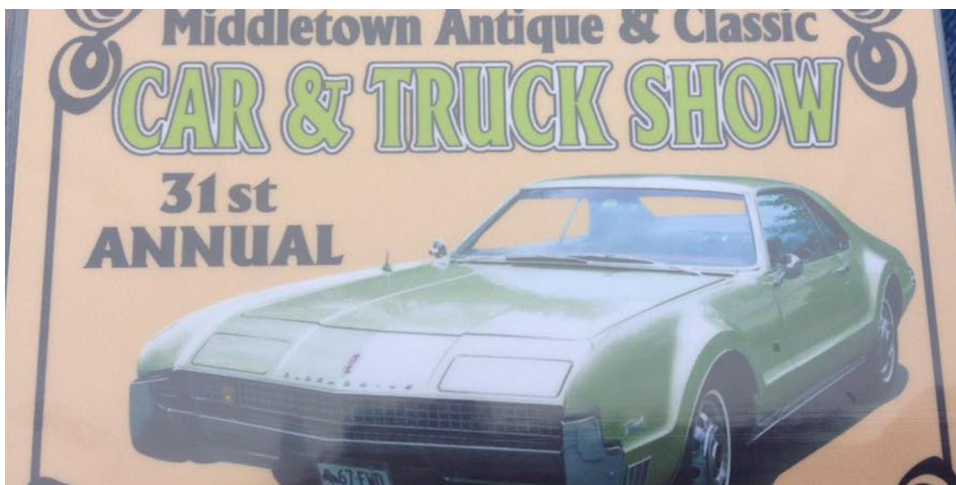
Mike Barillaro – Not to be outdone by Jim Schmitz's trip to Ireland, Mike and his wife Mary, decided their summer vacation would be a trip to Australia. Of course, just like every trip that Mike and Mary take, Mary has family or knows someone in the area they are visiting, so this trip would be no exception. During their trip, Mike and Mary visited Mary's sister who lives in Australia. I hear that Mike and Mary will be visiting the South Pole next year as Mary also has friends that live down there also....

Steve Jerome – Steve also decided to make the trek to Kingsport, TN for the Nationals with one of his beautiful '76 98 Regency coupes in his collection. However, Steve added a little twist to his trek by allowing his son Steven who just started driving, to drive the full 622 miles from Staten Island to Kingsport. It's not every day that a new driver and future Oldsmobile fan, gets to drive a 455 big block "Rocket" V-8 on the highway, even if it is under the close supervision of his father. I think it is safe to say that speed was closely monitored during this drive, so Steven probably never had a chance to floor it and know the full potential of that big block V-8. Steven did win the "youngest driver" award at the Nationals awards banquet, congrats to Steve and his son Steven!!!

Ed Stuczko – Ed decided to prove that the classic car driving season in New England can be extended well beyond the end of October/early November. During the exceptionally warm weather period that we had in late December 2015, Ed decided that he would take his '64 Cutlass out for a drive while looking for additional evidence of global warming and if this warm weather was here to stay. According to Ed, his research is inconclusive at this time and will require more drives in his '64 Cutlass during the upcoming winter months....

Doug Feest – Doug wanted to ensure that he could retain the title of "Most Famous NEOC Member". Back in June, Doug took his '67 Toronado to one of the Klingberg car shows in New Britain, CT and ran into Wayne Carini of F40 Motorsports in Portland, CT and host of *Chasing Classic Cars* on the Velocity Channel. According to Doug, he had a 15 minute conversation with Wayne and said that he is a "down to earth" individual who was genuinely interested in learning about Doug's beautiful Toronado. At the end of the conversation, Wayne agreed to have his photo taken with Doug and his Toronado. Then in early October, to make sure he retained his title, Doug's Toronado was the feature car for the Middletown Antique and Classic Car & Truck Show and a picture of his Toronado was on the show's dash cards. I guess it is safe to say that Doug does retain the title of Most Famous NEOC Member....

As you can see the NEOC has been quite busy in the past year. Let's keep the momentum going into 2017!!



NEOC Member Doug Feest's '67 Toronado featured on the show card for the Middletown Antique & Classic Car and Truck Show from early October 2016.

ROCKET RUMBLINGS

MEMBER HAPPENINGS, CONCLUDED



Maybe there is some truth to “global warming”. NEOC member Ed Stuczko and his wife Gail, taking their ‘64 Cutlass out for a drive in late December 2015.

NEOC’s “Most Popular” member, Doug Feest after meeting Wayne Carini from *Chasing Classic Cars* on the Velocity Channel at a Klingberg Car Show in June 2016.



NEW MEMBER UPDATE

The NEOC has several new members added during 2016, and I would like to introduce them to the membership.

- R.J. Crawford owns a 1952 98 convertible.
- Jack Haverty owns a 1961 Starfire convertible.
- Charles Vinci owns a 1969 Delta 88.
- Paul Fehrer owns a 1972 Cutlass Supreme.
- Larry Samplatsky owns a 1938 F38 convertible coupe.
- Wally Thompson owns a 1967 Cutlass convertible and a 1970 Cutlass S
- Gerardo Tatlen owns a 1955 98 and a 1972 Vista Cruiser
- Steve Innaimo owns a 1967 442
- Dave Robinson owns a 1967 442 and a 1985 442
- Steve Solek owns a 1983 Hurst/Olds
- Ted Cain owns a 1966 442, a 1966 F85 and a 1966 Cutlass convertible
- Jeff Krason owns a 1970 Cutlass Supreme Convertible.
- Ralph Mesite owns a 1966 Toronado.

Welcome to the NEOC! Our membership is over 100 at this time and near an all time high! I hope we can get new members feedback at our upcoming meetings.

Glen Morris

Membership Coordinator

MEMBERSHIP RENEWAL TIME!

Well it is that time of the year again, it is time to make our Secretary and Membership Coordinator earn his “keep” by tracking our membership renewals. For those of you that joined the NEOC at our annual car show in September, you are all set. For everyone else, you know who you are, it is time to renew your membership! A copy of the membership renewal form has been inserted at the back of this newsletter. Please complete and submit to Glen Morris with your money, as soon as possible. We don’t want to distract Glen too much from his retirement!!

ROCKET RUMBLINGS**2016 OCA NATIONALS SUMMARY**

As the summer season gets into full swing, the days are longer and the temperatures continue to rise. It also means that the Oldsmobile Club of America National Car Show is just around the corner. As with prior years, I kept putting off my “to do” items on my Olds prior to loading it on the trailer and heading out for the Nationals, but this year I pushed through during that final weekend before the show and got my undercoating cleaned up and repaired, where needed before heading to the Nationals.

For the first time in 5 years, the Nationals was not in the mid west region. While the drive out to the mid west is very scenic, I will not miss the long drive across Pennsylvania and the numerous tolls in Ohio, Indiana, and Illinois. This year, we were heading down to Ole Dixie!! That’s right, we were heading south of the Mason-Dixie Line and headed to Kingsport, Tennessee. In addition to the change in direction to head to the Nationals, so did the mileage incurred to make the trip. In the last 4 years, I had averaged close to 1,000 miles each way to make the trek, while this year the trek was only about 700 miles! Given the shorter mileage to get to the Nationals, several additional NEOC members decided to make the trip also. In addition to myself, the following NEOC members made the trip to Kingsport: Frank Tupka, Bill Black, Jim Schmitz, Dave Richter, Glenn Johnson, Peter Card, Steve Jerome, Sal Barbieri, Gene Miller, John Lenihan, John Anderson, and Jean Roy.

In addition to the increased number of NEOC members on hand for the Nationals, the heat and humidity came as well. As Dave, Glenn, and I arrived at the Meadowview Marriott on Tuesday afternoon, so did a very powerful and dangerous thunderstorm. After pulling into the lot, I spent 15 minutes sitting in the cab of my truck on the showfield and watched traffic barriers being blown around like sticks and saw the skies open up like I have never seen before. I guess it was a good thing I didn’t clean the car before loading it onto my open deck trailer. Once the rain ended, the sun brought the humidity, which stayed with us for the duration of the week. However it is going to take more than temperatures in the high 90’s and high humidity to keep the NEOC from having a good time. While there were many activities that took place during the Nationals, the highlight for just about everyone was the tour of Bristol Motor Speedway and having the opportunity to take our Oldsmobiles onto the famous half mile track.

For those that don’t follow NASCAR racing, the Bristol Motor Speedway is one of the most famous tracks on the circuit. Some people call it the “Coliseum of NASCAR” because it has approximately 160,000 seats for a half mile track and from the track surface, the seats just go straight up! After getting a chance to see this track up close, it makes me want to get down there for a race even more. Anyway, back to the topic at hand, getting to drive our cars on this famous speedway....

Prior to arriving at the track, no one really knew if we were just going to be able to drive on the apron of the track, or if we were able to drive on the actual track surface, and how fast could we go. The other thing to know about Bristol Motor Speedway is the track banking, the turns are banked around 31 degrees. From the pit road area, the turns at the track almost look like you are sideways when you drive on them! There were approximately 95 Oldsmobiles that made it onto the track and were lined up in 3 lines on pit road. The pace car took cars out in groups of 10 to turn 10 laps on the speedway. The rules were simple, no passing and keep pace in the line up. Much to my surprise the pace car was going about 50 – 60 MPH during these laps!

Now I was getting nervous. The first couple of groups of cars that went out were comprised of primarily Hurst/Olds’ and 442’s that have wider tires, better suspensions, along with a lot more horsepower than my ’85 Delta 88 with 232,000 miles, worn out suspension components, and skinny 75 series profile tires. To make matters worse for me, I was going to be in the same group with the NEOC’s original “lead foot” driver, Dave Richter and Jim Schmitz, who also is known not to be a feather with the accelerator.

2016 OCA NATIONALS SUMMARY, CONTINUED



Let's go racing!! NEOC members Dave Richter's '67 442, Jim Schmitz's '67 Cutlass, and Jeff Walsh's '85 Delta 88 are lined up on Pit Road and ready to get on the track.

NEOC member John Anderson riding shotgun in NEOC member Glenn Johnson's '69 442. This picture was taken just before Glenn and John went on the track. As this picture was taken, John was verbally providing his last will and testament to Dave Richter and Jim Schmitz.



ROCKET RUMBLINGS

2016 OCA NATIONALS SUMMARY, CONTINUED



Glenn Johnson's '69 442 running on the track at Bristol Motor Speedway.

NEOC Member Steve Jerome and his '76 98 Regency Coupe coming off of Turn #2. As this photo was taken, Steve floored it and everyone on Pit Road heard that 4 barrel Edelbrock open up and heard his 455 V-8 come to life.



2016 OCA NATIONALS SUMMARY, CONTINUED

Once we get on the track, we take the first lap slow, then once the pace car completes the first lap, the hammer drops and the pace car takes off. Dave, Jim, and I were car numbers 8, 9 and 10 in our group, so Dave does the obvious action while on the track and slows down before getting to the straightaway, which requires Jim and I to slow down. The only problem is Jim and I are still on the steep banking of the turn, so I am feeling my car fighting to hold its grip on the banking as I had to slow down because of Dave slowing down. Then all of sudden, Dave drops the car into first gear and floored it. I could hear his car roar to life as he rowed through the 4 speed of his '67 442.

Once Dave took off, Jim and I hit the gas also. Jim took a higher line on the race track than I did, but was still a good 6 feet from the track wall. Me being the conservative accountant, I choose a mid line on the track. Of course my father who was riding shotgun in my car, kept trying to convince to go higher on the track and to go faster. After a lap or two, I felt much more comfortable that my old suspension and skinny tires would hold, so I started to really push the gas on the straightaways and get the secondaries of my carburetor to open up. Due to the short straightaways, I didn't get much chance to look at the speedometer while driving before I had to tap the brakes going into the turns. However, I did notice that I did get to 60 MPH on the straightway on one occasion. Then the real excitement came on the track.

For those NEOC members that don't know Dave Richter well, he has been known to be a little aggressive when driving his 442 and has broken the occasional part or two due to his heavy right foot. Well our 10 laps on the track were no exception. On lap 7 or 8, while going into turn 4 aggressively (I don't think used his brakes at all while on the track, except for pulling onto pit road at the end of the 10 laps), Dave's right rear hub cap decided it wanted to end its relationship with Dave's tire and popped off and started rolling up the track banking on the track. The only problem is when you have 31 degree banking, what goes up the banking, must come down. As Jim and I headed into the turn, we had to keep an eye on Dave's hubcap and pick a line to avoid it as it came back down the track. Luckily Jim and I both missed the rolling hub cap as it started to roll back down the track. Of the 95 cars that went on the track, Dave's car was the only one that dropped pieces on the track. We can now say that Dave can't drive around an oval without breaking something. Leave it to the NEOC to bring the excitement to party.....

Once the 10 laps were completed we pulled back onto pit road and caught up with Glenn Johnson who was in an earlier group. After we finished our laps, NEOC members Steve Jerome, Gene Miller and Sal Barbieri went off in later groups. While they all pushed their cars hard on the track, Steve takes home the award of having the loudest air sucking noise. Steve's '76 98 Regency coupe is equipped with a 455 cubic inch big block with an aftermarket Edelbrock intake manifold and carburetor, so when he floored it on the straightaways, we could hear his Rocket 455 sucking in as much air as it could and pull away from his race pack. Hopefully Steve had a full tank of gas before he got on the track, because his big block V-8 definitely burned a few gallons on the track.

Once everyone finished their laps, our time at the track came to a close and all off the cars exited the track for dinner and then the 30 minute drive back to the show site and hotel. While there were other events that took place during the week, the time at the track was the highlight of the week for just about all that were there.

While the 2017 Nationals are going to be in Albuquerque, New Mexico, the 2018 Nationals are going to be held in Gettysburg, PA, which is only 5 hours from the southern New England region. If you have not been to a Nationals show, you have approximately 18 months to get your Olds ready. Just don't be like me and wait until the final weeks to get your car ready for the show.....

Jeff Walsh

ROCKET RUMBLINGS

2016 OCA NATIONALS SUMMARY, CONTINUED



NEOC Member Gene Miller with his '79 Cutlass Supreme speeding down the back straightaway approaching Turn #3 .

Dave Richter's '67 442 back on Pit Road after turning 10 hard laps. Is there something missing from his car?



2016 OCA NATIONALS SUMMARY, CONCLUDED



Dave Richter after he found what he was missing. The top portion of the hub cap is all banged up due to its “adventure” up the track banking on Turn #4, hitting the wall and then rolling all the way down to the apron of the track. A fellow OCA member awaiting their turn on the track grabbed it and returned it to Dave when he returned to Pit Road. Rumor has it Dave has hung his “trophy” on the wall in his garage.

NEOC Vice President Frank Tupka and his purchase from the OCA Swap Meet area. Leave it to Frank to find something in the Swap Meet area that does not pertain to Oldsmobiles. At least it is still in the “GM Family”. Rumor has it, Frank was suffering from heat stroke that day and thought he was at the Pontiac Nationals, which he was going to the following week in Ohio.



ROCKET RUMBLINGS

DID YOU KNOW THIS?

Did you know the headrest of car seats is deliberately kept detachable and sharp so that it could be used to break open the glass of a car in case of fire or emergency.

Thank you to NEOC member Jim Fraulo for sharing this.



FOR RENT

Keep your Olds clean and safe this winter. Bill Black has a space for rent.

One bay of a two car garage for rent for the winter. You'll have access to your car at anytime. \$100 per month for NEOC members and \$125 per month for non-NEOC members. The garage is located in North Guilford. Call or email Bill Black, (203) 457-1459 or dragonflyfarm@att.net.

HELP WANTED

The NEOC is looking for a few good people. Our Vice President, Frank Tupka, is not seeking another term at his post. Frank has faithfully served for 2 terms as the NEOC Vice President and has played an instrumental role in boosting our attendance at the annual Oldsmobile Night at Mark's Cruise Night and at our annual All Oldsmobile Car Show.

Attendance at the monthly meetings is not a requirement to serve, you just need to have a love for Oldsmobiles.

Also our Head Judge for our annual All Oldsmobile Car Show, Jim Schmitz, is also stepping down from his role after serving as the Head Judge for the past 3 years. The Head Judge oversees the judging at our car show and will address any tie break issues that may occur as the judging takes place.

If interested in either of these roles, please e-mail Jeff Walsh.

On behalf of the NEOC, thank you Frank and Jim for all you have done over your respective terms.

Jeff Walsh

MEMBERSHIP RENEWAL FORM

Name: _____

Spouse's name: _____

Street: _____

City: _____ State _____ Zip _____

Phone - home _____ Phone - cell _____

E Mail address: _____

Oldsmobile Club of America (OCA) membership is **no longer** mandatory. We do encourage membership in the OCA. If not a member, you can log onto the OCA website and apply on line at http://www.oldsclub.org/joinOCA_2.htm

OCA member # _____ (if applicable)

Oldsmobiles owned:

Signature _____ Date: _____

Annual dues are \$20.00. Dues expire on December 31.

Please make personal checks or money orders payable to: New England Oldsmobile Club.

Mail completed form and check to: **New England Oldsmobile Club**
77 West Dayton Hill Road
Wallingford, Ct. 06492

Questions? Contact Glen Morris, Membership Coordinator @ 203-269-4365
or e-mail GMorris@aol.com or check our website at www.NEOLDS.com

From:

New England Olds Club
77 West Dayton Hill Road
Wallingford, CT 06492

As a Matter of Fact



To:

Directions to Margarita's Restaurant

Directions to upcoming NEOC Meetings at Margarita's Restaurant, 350 Roberts St. East Hartford CT

From Manchester CT and points East:

Follow I84 West to Exit 58 Roberts St. At the end of the ramp turn right. The restaurant will be on your left.

From Hartford and points West:

Follow I84 East to exit 58. At the end of the ramp, turn left and go over the overpass. Restaurant will be on your left.

From the north:

Take I91 South toward Hartford. Take exit for I84 East (exit will be on the left). Follow directions from Hartford per above.

From the South:

Take I91 North toward Hartford. Take exit for I84 East. Follow directions from Hartford above.