



# ROCKET RUMBLINGS

Newsletter of the New England Oldsmobile Club

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[WWW.NEOLDS.COM](http://WWW.NEOLDS.COM)



## SPECIAL EDITION NEOC'S 24th ANNUAL ALL-OLDSMOBILE SHOW

# Talk With the President



*A picture perfect September day at the Southington, CT., Drive-In set the stage for the 24th annual all-Oldsmobile show.*

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## NEOC Annual Show is Another Fall Classic



**By Jeff Walsh**  
**President, NEOC**

Another NEOC All- Oldsmobile Car Show is in the books! It was an awesome day all around as the weather was about as perfect as it could be for mid-September with no humidity. Once again we had a wide array of Oldsmobiles on display from all over the Northeast region. This issue of *Rocket Rumbblings* pays tribute to all the Oldsmobiles and their owners who made our 24th annual show so special.

We are still going through the financials for the show, however, I wanted to at least share with you that we had 96 Oldsmobiles on the show field!! A total of 97 registration packages were handed out, 70 registration forms were handed in, 69 cars were judged and there was one no-show. It all made for one fantastic show.

It was great to reconnect with some old friends and there were plenty of new faces and Oldsmobiles that we have not seen at prior years' shows as well. In addition, we also had some "OCA Royalty" present as well. OCA President Sal Barberi showed up with his beautiful '77 Cutlass and Northeast Zone Director Tom Aukzemas drove in with his stunning Alero.

I would like to thank everyone who helped out in volunteering and/or planning the show. There are too many individuals to name and I would be afraid of accidentally omitting someone, so I will just say a big thank you to everyone who chipped in on some component of the show. Without your assistance, this show would never happen. All of the feedback I've received so far has been nothing but positive. Thank you for making our show a great success once again!



## A Show For the Ages

By Mark Misercola

If you had a good time at this year's annual New England Olds Club annual show and drove away with that "good Olds feeling" you're not alone.

There is something special about this event starting with the Southington Drive-In for a backdrop, and it just keeps getting better every year. It showcases and celebrates some of the best Rockets in the country. It recognizes the many unique Oldsmobiles that were produced over the decades, along with judging classes that are distinct to just about every style, model, and vintage that Oldsmobile ever produced.

### Where else?

Think about that for a second. Where else besides another Olds chapter show will you find an event that knows how special your Rocket is?

Where else will your '77 Cutlass Supreme or '70 442 convertible be grouped together with similar vintage Cutlass Supremes and 442 convertibles and judged on its own merits?

I drove my 1960 Olds to the oldest classic car show in Connecticut in August and found myself parked next to a 1959 Cadillac and a 1960 Rolls Royce (yes, you read that right, a Rolls Royce).

The class I was in featured 1957-1962 models from both sides of the Atlantic and there were some stunning classics in the field. The judges certainly took notice of the Caddy's 42-inch fins, and the Rolls' stately Grey Poupon looks and pedigree.

Both are outstanding classics and real testaments to their owners. But what in the world was I doing camped out next to both of these vehicles? In a head-on beauty contest, my Oldsmobile isn't going to win the crown. Sour grapes? Not at all. Looks, fins, and price tags count and I've made my peace with it. Sort of.

### What do you do with an Oldsmobile?

Aside from the 442s, event organizers at most local classic car shows really don't know what to do with Oldsmobiles. My '66 Toronado often gets lumped together with Plymouths, Fords and just about anything from the mid to late '60s that had hide-away headlights.

That's not the case at the NEOC show. In fact, Toronados have their own class, something you will never see anywhere else. And this year I had the pleasure of bunking next to a '77 Toronado owned by Long Island's Craig Rubacha, and a nearly identical '67 Toronado owned by Arlen Roth. The photo opp was priceless.

If you found yourself feeling at home in your judging category on Sept. 19 keep in mind that it was no accident. The founding fathers of the NEOC Chapter had the foresight to recognize the disparity and lack of respect Oldsmobiles often get and did something about it.

"That was the dream when this all started," said Steve Minore, when he accepted the Best in Show trophy at this year's event for his stunning gold, factory original '70 Cutlass W-31.

"Sometimes people don't even recognize an Oldsmobile when we drive into a show. We want to ensure that every Olds had a place and judging category of its own. And I think to a great extent we succeeded."

Indeed they did. We all owe a big thanks to Steve and the founding fathers of NEOC— Jeff Salinardi, Glenn Johnson, Dave Richter, Glen Morris, John Lenihan and Jean Roy — for creating a show where we can all feel like we belong.

*(Continued on page 13)*





# Here's to the Winners



## **NEOC BEST OF SHOW CHOICE CAR OWNER**

**1970 Cutlass W-31**

**Steve Minore**

**DON ROSS MEMORIAL AWARD  
NEOC club member: Mark Misercola**

## **APPRECIATION AWARDS**

**CAR**

**OWNER**

**1949 88 Hot Rod**

**Dave & Caroline Pavone**

**1974 Omega**

**Jim Savage**

**1970 442 W30**

**Dan Duclos**

**1970 Rallye 350**

**Jon Gallicchio**

**2004 Silhouette**

**Mike Panek**

**2004 Alero**

**Tom Aukzemas**

# Here's to the Winners

## 2021 NEOC Car Show Results

### Class #1---Stock, 1897-1963 all models ex. F-85

	CAR	OWNER
1ST	1963 Starfire	Winston Oakes
RU	1956 Holiday	Richard King
RU	1956 88	Leo Bolduc

### Class #2---Stock, 1964-1972 all models ex. Toro, Cutlass, 442

	CAR	OWNER
1st	1970 98	Paul Orlando

### Class #3---Stock, 1973-1987 all full size 88,98, Custom Cruiser

	CAR	OWNER
1st	1977 98	George Hashem
RU	1976 98 Regency	John Capone
RU	1987 Delta 88	George Gioggi
RU	1975 Delta 88	Mark Satlof

### Class #3A---Stock, 1973-1980 all models ex full size, Toro, 442, Hurst

	CAR	OWNER
1st	1977 Cutlass	Peter Demetrion
RU	1977 Cutlass	Sal Barberi
RU	1974 Omega	Jim Savage

### Class #3B---Stock, 1981-1987 all models ex full size, Toro, 442, Hurst

	CAR	OWNER
1st	1982 Cutlass	Bob Warner
RU	1982 Cutlass Supreme	Wayne Gilbert
RU	1983 Cutlass Supreme	Ronald Kosarko

### Class #4---Stock, 1988-present all models ex. Toro, 442, Hurst

	CAR	OWNER
1st	2004 Alero Final 500	Tom Aukzemas
RU	1995 Cutlass	Tara Duclos
RU	1995 Cutlass conv.	John Daddio
RU	1989 Cutlass Phantom	Don Mucci
RU	2003 Aurora	Pavel Musiyenko
RU	1994 Cutlass	John Daddio Jr.
RU	2004 Silhouette final 500	Michael Panek

### Class #5---Stock, all Toro

	CAR	OWNER
1st	1966 Toronado	Mark Misercola
RU	1977 Toronado	Craig Rubacha
RU	1967 Toronado	Arlen Roth

### Class #6---Stock, 1961-1967 Cutlass, F-85

	CAR	OWNER
1st	1967 Cutlass conv.	Ray Crochetieri



# Here's to the Winners

## 2021 NEOC Car Show Results

### Class #7---Stock, 1964-1967 442

CAR	OWNER
1st 1965 Cutlass 442	Shawn Demar
RU 1966 Cutlass 442 conv.	Spencer Nelson
RU 1964 Cutlass 442	Ed Stuczko

### Class #8---Stock, 1968-1972 Cutlass, F-85

CAR	OWNER
1st 1971 Cutlass Supreme	Miles Mann
RU 1971 Cutlass conv.	Paul Decker
RU 1972 Cutlass conv.	Eugene Persico

### Class #9---Stock, 1968-1969 442, W-30, W-31, Hurst - Convertible

CAR	OWNER
1st 1969 442 conv.	Dominic Lucibello
RU 1969 442 conv.	Dean Berube

### Class #10---Stock, 1968-1969 442, W-30, W-31, Hurst - Hardtop

CAR	OWNER
1st 1969 H/O	Dino Buongiorino
RU 1968 Cutlass	Tim Trickett

### Class #11---Stock, 1970-1972 442, W-30, Hurst, SX - Convertible

CAR	OWNER
1st 1971 442 W-30	Dave Mahar
RU 1970 442 W-30 conv.	Scott Platt
RU 1970 442 W-30	A.J. Leonard

### Class #12---Stock, 1970-1972 442, W-30, W-31, Hurst, Rallye, SX - Hardtop

CAR	OWNER
1st 1971 442 W-30	Greg Schaller
RU 1970 442	Brian Mecteau
RU 1970 Rallye 350	John Gallicchio

### Class #13---Stock, 1973-1987 442, Hurst

CAR	OWNER
1st 1979 Cutlass	Peter Alison

### Class #14---Modified through 1969

CAR	OWNER
1st 1969 442	Glenn Johnson
RU 1959 Dynamic 88	Frank Esposito
RU 1968 442	Billy Davis
RU 1965 Cutlass	Bruce Plourde

### Class #15---Modified 1970-Present

CAR	OWNER
1st 1972 Cutlass 442	Chris Pizzi
RU 1971 Cutlass	Chas Evans
RU 1970 442 W-30	Tom Comer

### Class #16---Seniors, previous 1st place winners

CAR	OWNER
1st 1970 Cutlass W-31	Steve Minore
RU 1984 Delta 88	John Lupo
RU 1968 442 conv.	Steve Innaimo
RU 1953 98 conv.	Don Jack
RU 1979 Cutlass	Bob Mirto
RU 1970 442 W-30	Jack Ellsworth



# NEOC Show Photo Gallery



***Hello Wisconsin! No it's not the same 1969 Vista Cruiser from that '70s show, but its pretty close . This '72 belongs to an owner who identified himself only as "Little Bear." Below, John Gallicchio's 1970 Rallye 350 was a runner up in Class #12 (Stock, 1970-1972 442, W-30, W-31, Hurst, Rallye, SX - Hardtop).***





# NEOC Photo Gallery



*Above, Class 8 featured a dazzling array of 1968-1972 Cutlasses and F-85s. Below, a 1964 Dynamic 88 owned by Martin Titus, was among the first full-size rockets in Class #1 (Stock, 1897-1963 all models ex. F85).*





# NEOC Photo Gallery



***Leo Bolduc's stunning two-tone 1956 Holiday 88 won a runner's up award in Class # 1.***





## NEOC Show Photo Gallery



*Oldsmobile guru Stephen Minore's Galleon Gold 1970 Olds Cutlass W-31 captured best in show.*



# NEOC Show Photo Gallery



**Dave Mahaar won First Place in Class #11 (Stock, 1970-1972 442, W-30, Hurst, SX - Convertible) with his stunning Black Beauty 1971 Olds 442 W-30 4-Speed.**



# NEOC Show Photo Gallery



*In 1968, the Delta Custom was one of the Oldsmobile's most prominent luxury cruisers. This four-door beauty is owned by Frank Murphy.*





## A Show for the Ages

*(Continued from page 3)*

And the good news is it continues to grow and evolve. This year's show had 16 judging classes encompassing everything from Golden Rockets of the '50s and '60s to F85s, Starfires, muscle cars and late model Aleros and Silhouettes.

Chapter leaders based the current classifications on the number of cars that were consistently showing up each year. This isn't always easy. For example, there have been years when as many as six Toronados have shown up for judging and other years when there has been only one. Nevertheless, the current set up segments all the classes in ways that are fair and offer the greatest number or awards.

### Give the Golden Rockets a class of their own

Club officials are always open to suggestions. Here are two worth considering:

- Class 1 featuring Oldsmobiles from 1897 to 1963 is too broad and should be divided up. The Golden Rockets of the mid-'50s stand alone and shouldn't be competing with pre-war models or the lower and less flamboyant models of the mid-'60s.
- Next, consider creating a special class for original, unrestored Oldsmobiles that are driven to the show. A few of them showed up this year and I think there are more. Let's give them a reason to come out and show the world that Oldsmobiles that have survived the test of time deserve to be recognized too. The Antique Automobile Club of America has a historical preservation of original features category (HOAF) and we should too.



## Welcome New Members

More new members signed up at or shortly before our all Olds car show this year. I am always impressed with the new interest and motivation of these and other new members. Welcome all and hope to see you soon.

- **George Goggi**, member #438. George lives in Bristol and owns a 1987 Delta Royale. He also received a runner up award at our show!
- **Wayne Laytin**, member #439. Wayne lives in Walden, N.Y., and is the proud owner of a 1965 Starfire conv. (an Oldsy but a goody!)
- **David Pavone**, member #440. David and his wife Caroline live in Haddam and tool around in their 1949 88 hot rod. They had the oldest car at our show this year!
- **Leo Bolduc**, member #441. Leo owns a newly acquired 1956 Rocket 88. Leo is looking for fellow members who can help him find parts. He also received a runner up award this year!
- **Spencer Nelson**, member #442. Spencer lives in Londonderry N.H., and owns a 1966 Cutlass 442 convertible. He is very happy that he received member #442 along with his runner up award at our show.

**Glen Morris**  
NEOC Secretary and Membership Coordinator



**Craig Rubacha** dedicated his runners up award in Class 5 to his daughter, who died earlier this year at the age of 34. His '77 Toronado has given him something the focus on and the strength to carry on. He made the trek from Long Island on the Port Jeff ferry and back. In October, Craig's Toronado also won an AACA award Hershey in the HOAF category. Craig has owned dozens of Toros over the years. He is an inspiration to us all.

# Rocket Retrospectives



Rocket Rumbings looks back every issue at some of the classic ads that rocketed Olds to fame over the decades .

Proven Quality... standard on every '68 Olds!

Above: Ninety-Eight Convertible Coupe.

Spirits go up... when tops go down! Put yourself in the driver's seat of this dashing Olds convertible. Take the wheel... get that *New Olds Feeling* of quality, craftsmanship and performance. Choose a glamorous Ninety-Eight, sporting Super 88, or a value-packed Dynamic 88. Now's the perfect time to visit your Olds dealer!

OLDSMOBILE

DIVISION OF GENERAL MOTORS CORPORATION

GM

This advertisement for the Oldsmobile Ninety-Eight features a large illustration of the orange convertible in the foreground. In the background, a man and a woman are standing near a building, and a small airplane is flying in the sky. The text 'Proven Quality... standard on every '68 Olds!' and 'Above: Ninety-Eight Convertible Coupe.' is printed in a small font. A large block of cursive text describes the car's features and encourages a visit to the dealer. The Oldsmobile logo and 'DIVISION OF GENERAL MOTORS CORPORATION' are at the bottom, along with a small GM logo.

**Beneath that air-scooped, fiberglass hood rumbles as large a V-8 as ever bolted into a special-performance, production automobile.**

**Olds 4-4-2: The complete Escape Machine.** The name of the game is cubic inches. 4-4-2 packs 455 of them, standard! But this V-8 is more than big. It's revolutionary. It features Olds' exclusive Positive Valve Rotators for smoother, more trouble-free performance. Something else that's news — the 4-4-2 suspension with front and rear stabilizers. The imitators are popping up faster than you can say "me too." The special hood? It's part of the new W-25 package you can order. Do so — while you're still young enough to enjoy it!

Oldsmobile: Escape from the ordinary.

GM

This advertisement for the Oldsmobile 4-4-2 features a large illustration of the orange coupe in the foreground. In the background, several men in white lab coats are working on engines. The text 'Beneath that air-scooped, fiberglass hood rumbles as large a V-8 as ever bolted into a special-performance, production automobile.' is printed in a bold, sans-serif font. Below that, a block of text describes the car's features and encourages ordering the W-25 package. The Oldsmobile logo and 'Oldsmobile: Escape from the ordinary.' are at the bottom, along with a small GM logo.



# Rocket Chips

The Rocket Action cars are out front again!



After you've walked off with all the honors, what do you do for an encore?

Meet Olds Toronado—'67 edition.

Awards for this. Awards for that. Awards for just about everything. But rest on its laurels? Not Toronado. Sporting new look outside. Push new detailing inside. Doors with torsion-bar spring assists that open easier than ever to the flat-floored, room-for-six interior. Even that fabulous front-wheel-drive ride is smoother and quieter for '67. And front disc brakes and radial ply tires are available. Trend-setting Toronado: Proved and applauded by tens of thousands of satisfied owners. Greater than ever the second time around!

See most four pages for more exciting news from Olds!

Olds knows of your safety, too, with the 100-mph-rated air-brake/working steering system that can completely stop wheels impact up to 50 mph. And with Toronado's expert steering system, better steering action, dual master cylinder brake system, plus many other safety features—see standard for '67.

Engineered for excitement... Toronado-style!

'67 OLDSMOBILE



## Rocket Advertising



Vintage Auto Repair

860-633-3669

Earl Bancroft - President

Ed Chase - Manager

138 Welles St.

Glastonbury, CT 06033

## Rocket Classifieds

**For Sale: Sanborn Air Compressor, 5 HP,** single stage, 230 volt, single phase, 15 amp, 60-gallon tank. Runs well, upgraded mine and don't really need two! \$300 OBO. Jim 860-485-8788 Email: Jim70442w30@aol.com



**For Sale: 1973 Oldsmobile Cutlass Supreme interior door panels.** Interior panels for 73 Cutlass Supreme 2-door (red interior) including dash, upper and lower door panels, front and rear kick panels, A-Pillar panels and Sail Panels. \$300 for everything. Please contact Mike at mikbl@att.net.

If any club members have or work for a business that would like to advertise in the newsletter, please email me. Many members here WANT to take their pride and joy to someone who understands the investment and pride that we have in these vehicles.

Members are also entitled to one free classified ad per issue. Insert a photograph for better results. Please submit ads by the 15th of the month. Email submissions are preferred, but snail mail is fine. If you need photos scanned and returned, please include a SASE.

THE SATURDAY EVENING POST

# Now! HYDRA-MATIC DRIVE

**NO CLUTCH!** **NO SHIFT!**

offered in the **BIGGEST LINE OF CARS IN OLDSMOBILE HISTORY!**

Three Stars! Three Eight! These different ratings of outstanding style. That's what Olds offers for 1961—on and eight cylinder models of the magnificent Custom, Cruise, the amazing Dynamic, and the big, low-priced Olds Special!

Car illustrated: Dynamic, Cruise, Club Sedan—available as either a Six or an Eight

No other "drive" in the world is like Hydra-Matic Drive—no other does so much for the driver. Hydra-Matic is the only "drive" that combines fluid coupling and a fully automatic transmission—the only one that completely eliminates the clutch and all manual gear shifting in the forward speeds—the only one that provides full accelerating power without shifting gears by hand. With an Olds Hydra-Matic, half the effort of driving is gone! Beyond steering, all you do is press the accelerator to go and press the brake to stop. In city driving, you save 30 to 40 operations a mile—and you get quicker getaways, greater flexibility and smoother all-around performance. On the open road, Hydra-Matic Drive gives you a special fourth speed for cruising—a special pick-up gear for passing other cars and climbing hills. It improves reaction on slippery pavements—increases mileage on gasoline. Visit your Oldsmobile dealer—pick the Olds model of your choice from the money-saving body styles offered—then try Hydra-Matic Drive!

**STAYED LEAD BUILT TO LAST**

Built and backed by General Motors—proved in the hands of thousands of owners—Hydra-Matic Drive is offered in all Oldsmobile models for 1961. \*OPTIONAL AT EXTRA COST

**THE CAR Ahead! IT'S OLDSMOBILE**

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 Vice President - Jim Schmitz  
 Treasurer - Bill Black  
 Secretary - Glen Morris



**Make way for the '67 Oldsmobile Vista-Cruiser**  
 Your family never had it so good.  
 Or roomy. Or comfortable. Or beautiful.

Worries this big, sleek new Custom Vista-Cruiser Station Wagon. Packed from Guard-Room Frame in heavy Vista-Steel with Oldsmobile's rugged V-8 Engines. Or that swirling wheel-ground control tires, 250-hp, regular-jet Jager Rocket V-8 Engines. Or that cushion two-tone carpet area. Inside, people comfort adjusters. Deep-foam seats. Deep-beam carpets. Even a forward-facing third row as you see where you're going, not where you've been. Now that you're heading in the right direction, no year Olds Explorer and price the Vista-Cruiser. You never had it so reasonable, either.

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*The Rocket Action cars are out front again!*

From:  
 New England Oldsmobile Club  
 77 West Dayton Hill Road  
 Wallingford, CT. 06492

Place  
 Stamp  
 here

To: