



ROCKET RUMBLINGS

Newsletter of the New England Oldsmobile Club

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WWW.NEOLDS.COM

Parting is Such Sweet Sorrow on eBay



By Mark Misercola

If you own a classic car, chances are you're trolling the internet for parts. You've got your favorite go-to suppliers,

maybe a junk yard or two, leads from the local car club, and then there's always eBay, which is fun to skim through and great for comparison shopping. And if you're like me, you spend more time on eBay than all the others combined.

I don't think it would be overstating it to say that eBay transformed the way owners hunt for parts. Back before eBay's arrival in 1995, the choices were often long-shots — area junk yards, annual scavenger hunts at Hershey, other local owners or the classified ads in Hemmings. EBay put all that and more in one place in an online auction format for the first time.

Over the years, I've bought a lot of parts on eBay for my cars and have rarely been disappointed. My greatest finds have been pretty mundane: Bulk shipments of period correct oil filters and fuel pumps, dashboard switches, headlights, clocks, side mirrors, moldings and trim. Occasionally I will find a long sought-after accessory that I never thought would appear.

For the most part, I've found the prices competitive and many of the sellers are motivated for repeat business. But that's not always the case. I'm often amazed at how many parts listings languish online at prices that are absolutely absurd.



This front bumper for a 1960 Olds is a perennial listing on eBay.

Usually these are hard-to-find parts, rare NOS items, high-end or fairly large items like bumpers, hoods and engine components.

In fact, some of the same parts that are on eBay today have been listed on and off again for years without selling.

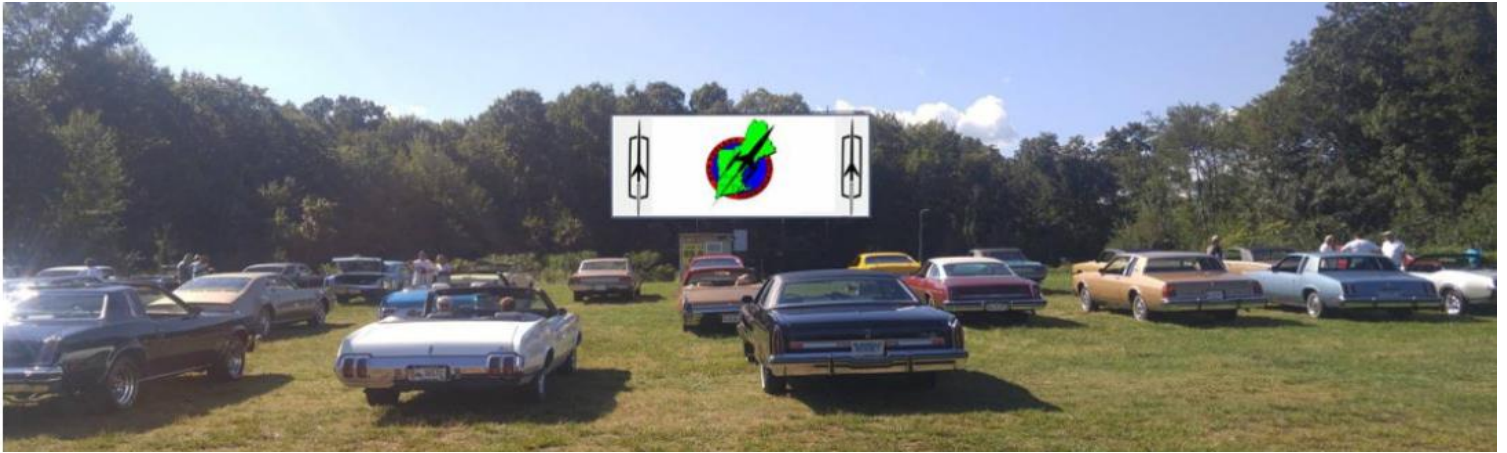
One of my favorites is the re-chromed front bumper pictured above for my 1960 Oldsmobile. It has been listed and re-listed multiple times on eBay in recent years for the wildly optimistic sum of \$1,770 plus shipping. The bumper — both top and bottom halves — looks fabulous. But I know if I pull mine off my car right now and march mine up to my local chrome shop I can have them both done to the same quality standard for about \$1000.

(Continued on page 6)



Oldsmobile Club of America President Sal Barberi is our special guest columnist this month. A familiar face to many NEOC members from the nearby Hudson Valley (N.Y.) Oldsmobile Car Club, Sal writes about his love of Oldsmobiles, his long-standing ties with the NEOC, and the close relationship between the two local clubs. Check out Sal's column on page 3.





Plans are shaping up for our annual NEOC Car Show — a traditional fall classic — at the Southington , CT., Drive-In

NEOC Show Car Show Update

By Mike Barillaro

Fellow Olds enthusiasts, preparations for the annual NEOC Car Show at the Southington Drive-In on Sept. 19 are well underway.

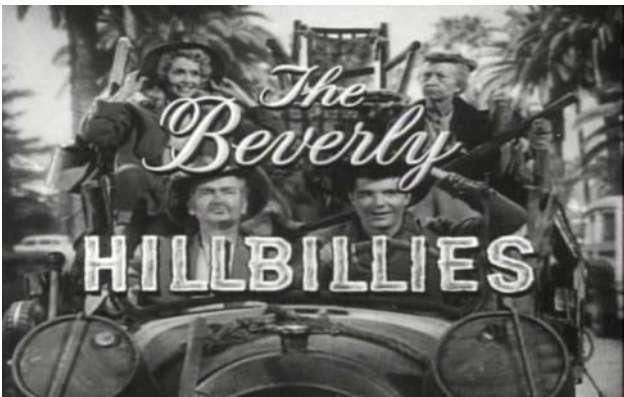
We've already received some registrations from show participants. Our DJ service, Rent-A-DJ, will be returning again this year to provide music. The Rockabilly Food Truck will also be back to provide food service.

An email was sent to all club members recently with the show flyer for this year's show attached. Please print copies and keep them handy to distribute at cruise nights that you attend this year. Ask a local business if you can put up a copy on a bulletin board or in their shop window. The more exposure we get, the better.

As in past years, we will be advertising the show on several websites, including the *Hartford Courant*, Southington Patch, classicoldsmobile.com, oldride.com and the Connecticut Seaport Car Club website. If you know of other websites that we should be advertising the show on, please let us know.

We anticipate gift certificates and other great raffle prizes again this year as well. The day of the show we will be looking for volunteers to assist with set up, field parking, raffle tickets and merchandise sales, judging and clean up.

Think you know Oldsmobiles?



Did you know that the truck that Jed Clampett and his kin folk drove on the *Beverly Hillbillies* is actually a modified 1921 Oldsmobile 46 Roadster? It sold at

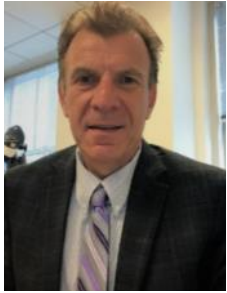
NEOC Meeting Minutes

The NEOC held a long overdue meeting via Zoom on March 21, 2021. Nine members and one cat participated. Notably absent was Bill Black who had technical difficulties when the string broke on his coffee can. Glen offered to play some Mexican music for ambience like we were having our normal meeting at Margarita's restaurant. I think he had an adult beverage off camera.

Prez Jeff (for those who remember him) started the meeting promptly at 7 p.m. We discussed our show flyer approval (thanks Jim Schmitz), and the status of our car show which is a go for Sept. 21 this year.

(Continued on page 8)

The New England Oldsmobile Club's Positive Impact



By Sal Barberi
President, Oldsmobile Club of America

My love for Oldsmobile started back in 1968. I was 10 years old, and my cousin bought a brand new 1968 Jade Green

442 in the Bronx, NY. The car had an awesome sounding dual exhaust, bucket seats, a console, and was just so cool.

My interest in Oldsmobile continued through high school but the car that really got my attention was the Hurst Olds.

In the mid-'70's muscle cars were declining, and personal luxury cars were growing more popular. In late 1976, I was ready to purchase my first car and I wound up putting a deposit down on a "planned soon-to-be-released" 1977 Hurst Olds.

Unfortunately, that project was cancelled so instead of a Hurst Olds, my first new car was a 1977 Cutlass Supreme Brougham which I designed after what I thought the Hurst Olds would look like (super stock wheels, raised white letter tires, T-tops, black and gold color scheme, etc.)

Returning to the Fold

My first car is long gone and after we parted ways, I took a 30-year hiatus from Oldsmobile. In 2005 I bought a couple of 1975 Hurst Olds. In 2011, I bought a 1969 Hurst Olds and started attending car shows.

Mysteriously but not surprisingly, I would rarely see another Oldsmobile at any local car shows. I thought geez there must be Oldsmobiles and Oldsmobile Clubs out here. I researched and joined the Oldsmobile Club of America.



Shortly after I found out about and joined both the New England Olds Club and the LI/NYC Olds Club, as they were the closest Olds chapters to my house in Brewster, NY. I wound up joining the NEOC in 2011 and believe I have been a member of the club since, with maybe a year lapse here or there.

I always enjoyed attending the NEOC annual shows and learned so much about Oldsmobile cars at each of their shows. Unfortunately, I really lived too far away to actively participate in the clubs' local events, meetings, etc. Since there was no local Oldsmobile Chapter in my area, I thought it would be a great idea to start one. I had several starts and stops getting our new club launched, plus I was scared stiff as I never ran a car club before.

Many members of the New England Olds Club offered me so much help, support and encouragement. They spent a lot of time providing me with templates for club applications, by-laws, judging sheets, and numerous other items.

Glen Morris, Steve Minore, Jeff Walsh, John Suess, and other people I am forgetting to thank were very instrumental in helping me start up the Hudson Valley Oldsmobile Club which was officially ratified on July 22, 2016.

Now that we were part of the Oldsmobile family, I wanted our club to succeed and grow and needed the expertise of the other local Oldsmobile Clubs, so I started a monthly call with all the leaders of the local Oldsmobile Clubs in the Atlantic Northeast Zone and the New England Olds Club always participated.

The New England Olds Club is special and has impacted the Oldsmobile community in such positive ways. The club's generosity never ceases to amaze me, donating thousands of dollars to the Shriners Hospitals for Children year after year!

(Continued on page 8)



See You in September ...

New England Olds Club

Presents the

24th Annual All Oldsmobile Car Show

to benefit the Shriners Hospitals for Children

Largest All Olds Show on the East Coast!

Free Entry for Pre-1950 cars!



1966 F-85

Sunday September 19, 2021 9am-3pm

Rain date: Sunday September 26

See Rain Date Policy on back

Held at:

The Southington Drive-In Theatre

995 Meriden-Waterbury Turnpike, Plantsville, CT 06479

Look for the Southington Drive-In Sign

- ★ Dash plaques to the first 100 cars (incl. all pre-registered)
- ★ Awards in all classes
- ★ Raffle Prizes
- ★ DJ Music
- ★ Food & beverages
- ★ Club Merchandise
- ★ Fun for all!





For sale: 1969 Olds 442 442 W-32 with Ram Air selling for \$2,600 or best offer. Get it while it's hot!

When was the last time you saw a 1969 Olds 442 W-32 with Ram Air selling for \$2,600 or best offer? Or a 1968 442, with an all original numbers matching, 400 engine, auto, ac, tilt, 3:23 posi, red with white interior, clean car, for \$5500? Truth be told, it's been a while. Both cars were last selling at those prices in the NEOC classifieds in 1995-96. The ads that follow are from our archives, and presented not to tease you but for perspective. If we only knew then, what we know now. Glen Morris says he would have bought them all.

1977 Toronado XS, drive anywhere condition, same family since new, driven less than 5k miles per year, needs very little to be a show contender. \$2500 drives it home. Don.

1967 Cutlass Supreme 2dr hardtop with turnpike cruiser package: 400 engine, TH400 12 bolt posi rear front disc brakes, factory tach and gages, fresh aqua marine exterior with white interior \$4500 b/o. Ron.

1969 442 W-32. Ram-Air. VERY RARE CAR. 400 ci engine, turbo 400 trans, 12 bolt posi 3:42, many extra parts, must sell, \$2600 or best offer. Steve



1971 Cutlass SX convertible, 455, 4bbl, turbo 400, posi rear, dual exhaust, buckets, console, ac, pw, ps, new GM quarters, new floors, over \$10k invested, must sell \$2850. Frank.

1968 442, all original numbers matching, 400 engine, auto, ac, tilt, 3:23 posi, red with white interior, clean car, \$5500. Frank.

1972 Cutlass Supreme, factory original number matching, 455 ci, 4bbl, M-20 4 speed, 3:23 10 bolt posi, dual exhaust, bucket seats, 4 speed console with factory Hurst shifter, Rallye pac & tic toc tach, rally steering wheel, factory front and rear sway bars and boxed lower control arms, ac, ps. Power disc brakes, rear defogger 116k miles, and a very rare car, \$2000. Kevin.

1969 Cutlass Supreme holiday coupe. California car. All original paint, no rust and no bodywork, 350 4bbl, auto, a/c, gold with black vinyl top and gold interior. Has window sticker and extra parts. \$2900. Glenn.

Parting is Such Sweet Sorrow on eBay

(Continued from page 1)

Next on the list are a pair of convertible quarter panel windows that would fit on any 1959-or '60 GM convertible, including mine. The glass is cracked on one side and the chrome looks like it's been through a war.

So in addition to new glass, both windows would also need to be rechromed. But before you get to that point, you will need to cough up \$1,600 for the windows push shipping.

The same holds true for parts on my 1966 Toronado. The vacuum operated hideaway headlight system, which was problematic from the start, is no easy fix. The headlight switch with vacuum ports tends to leak from behind the dash board. And the one-year only canister actuators at the front of the car often crack and are just as unreliable.

Yet a quick search of headlight switches finds one "OEM Delco Remy" that may (or may not be NOS) selling for \$345. It's a hard-to-find part that's been listed before and at that price will likely be there again. That's a lot of money for a part that may or may not work.

Let There be Light

A set of headlight actuators for the '66 were also on sale recently for \$525. That's a pretty lofty price, particularly when you consider more reliable electric replacement actuators are now available at a much lower cost.

I appreciate that these are rare finds, mainly because there aren't that many survivors left, and that the owners want fair prices when they have something truly special. But when no one is biting, what's the point of relisting it again and again and again at the same price? If I was a motivated seller, I would take a cue from the lack of bids or "buy it nows" and drop the price. After all, isn't that the point? Sell the damn thing.



Rarely Speaking

Shortly after I bought my convertible I picked up a back seat speaker grille for my convertible from another Olds owner. I bought it because it came with an original intact speaker that would have replaced the temperamental back speaker on my car. But when I disassembled it, the speaker head literally crumbled in my hands.

For \$50, it wasn't a big loss, and I still had the grille which was in decent shape if I ever need it. But then I noticed a similar rear seat and grille assembly (minus the speaker) pop up on eBay for \$650. The big difference? This one was billed as "rare" and "in near-mint condition."

When I finished cleaning mine up, it looked in near mint condition too. So I took a chance and listed it for sale in the Oldsmobile Club of America magazine without a price. Shortly afterwards, I got a call from the owner of a '59 Olds convertible, which used the same part. "How much are you looking for it?" he asked. "Well, there's one going on eBay right now for \$650," I replied. "I saw it. And at that price, you can keep it," he said. I got his point and it stuck with me.

Today, you can bid on an "original" chrome rear seat speaker grille on eBay "with a few light specks in the chrome" just like the one I have for \$20. Finally, some sanity has prevailed.

Just so you know, I recently started selling extra parts on eBay, and I've found a big part of the challenge is getting the price point right. So I'm doing my homework, looking at comparable parts that have either sold before or are currently being advertised. If I list a rare part, I'll ask a fair price. When it doesn't move after a reasonable time, I'll lower the price until it does.

Meanwhile, I'll continue to troll eBay for virtual prices and keep reminding myself that all that glitters online may not be as golden as advertised. As always, enjoy the ride!

Rocket Retrospectives

You can always count on
OLDSMOBILE!



**SHELL AND CANNON
FOR THE U.S.A.!**



NEW B-44 FOR YOU!

**EVEN BETTER LOOKING, EVEN BETTER
LASTING, EVEN BETTER BUYING THAN
ANY OLDSMOBILE IN 44 YEARS!**
Cannon and shell have right of way at Oldsmobile! All the plant facilities and main power
needed for their mass production are going "full
speed ahead." Oldsmobile's remaining facilities
are engaged in producing, in limited quantities,
a new kind of car that's completely in tune
with the times. It's the Oldsmobile B-44—styled
to your modern and built to stay young. It features
new Double-Duty Bumpers, Fudge Fenders,
Dreadnaught Frame and engines of greater "fire-
power." For dependability—depend on the B-44!

**HYDRA-MATIC
DRIVE**

With no clutch pedal to press and no gears to
shift the Hydra-Matic gearbox ensures ease in
driving by its 17 fully automatic gears. Hydra-
Matic Drive is available on all models of
new Oldsmobile B-44, both six and eight
cylinder.

It's Quality-Built to Last!



Our illustrated show, Ninety-Eight Holiday Coupe, New Super "49"
for 1959 also now on display at your dealer's, A General Motors Value.

Ladies and gentlemen, here is Oldsmobile's candidate for
the best-looking, best-driving car of all for 1959. It's the
glamorous new Ninety-Eight—the last word in "Rocket"
engineering and Classic styling. That distinctive, long rear
deck is balanced by a new, longer "power" hood. The front-
end is new, more dramatic. The chrome trim is new, more
distinctive. The whole silhouette is new, more exciting.
Interiors have been enhanced and "entranced" by new
upholsteries and Custom-Lounge Cushions. Even the
"Rocket" Engine is NEW—with higher power (165 hp.),
higher compression (8 to 1), higher voltage (12-volt
ignition). There's a new Power-Ride Chassis, new Pedal-
Ease Power Brakes*, Power Steering*, and even Frigidaire
Car Conditioning*! See the new Classic—the new
Ninety-Eight—now on display at your Oldsmobile dealer's.

**"ROCKET"
ENGINE**

OLDSMOBILE

*Ninety-
Eight*

*Optional at extra cost.

Oldsmobile advertising played a big role in creating the brand's rocket imagery over the years. Starting with this issue, *Rocket Rumbblings* looks back at the classic ads that rocketed Olds to fame.

1971 Oldsmobile fleet cars make servicing a "snap."

If you've been running a
fleet of Oldsmobiles, you already
know it's a long stretch between
service stops.

This year, if a stop is nec-
essary, your 1971 Oldsmobiles
will be back on the road faster
than ever.

For example, Olds Delta 88s
now feature "snap-in" instru-
mentation and lower panels, so
servicing the instrument panel
is a quick and simple matter.
And, less costly, too.

Quick-service upper
doorpanels now give you the
same advantages.

Our attention to less
and easier service contin-
ues under the hood. Exclusive Olds Positive
Valve Rotators reduce

valve maintenance. The battery
now features side cables to elim-
inate corrosion, prolong battery
life. There's a metal thermal by-
pass hose to cut hose replace-
ment. And more:

■ A pollution-fighting V-8 that
runs on no-lead, low-lead or
regular gas and increases the life
of spark plugs, exhaust system
and other engine components.

■ Bias-ply, belted tires for longer
wear, improved traction and

resistance to road hazards.

■ Heavier-gauge front and rear
bumpers for greater ding and dent
resistance.

■ Thermoplastic front-fender
liners for greater rust resistance.

■ Aluminized exhaust system to
light corrosion.

■ Exclusive Olds Supershocks
for smoother, longer service.

■ Power steering and power front
disc brakes are standard for
added convenience and value.

Best of all, you can
move into an Olds Delta
88 for little or no more
than ordinary cars.

For more complete
details, write: Fleet Sales
Manager, Oldsmobile
Division, Lansing, Mich-
igan 48921.



OLDSMOBILE CUTLASS 17.6 MILES PER GALLON



**Recent Proving Ground tests show
17.6 mpg average at 55 mph.**

What you'd get in a 74 Cutlass of
course depends on how and where
you drive. But in times of gas short-
age and confusion about mileage
claims, we think it's fair to report
what kind of mileage Cutlasses get
at today's maximum highway speed.

Three Cutlass models were driven
at a steady 55 mph on a level, straight
road at the GM Desert Proving
Grounds in Mesa, Arizona. All tests
were run with a "fifth wheel" for accu-
racy, and the cars were broken in and
warmed up. Engine tuning and tire

Whatever happens with gasoline, the important thing to
you is the car you put the gasoline in.

OLDSMOBILE



Rocket Chips

The New England Oldsmobile Club's Positive Impact

(Continued from page 3)

The NEOC has supported the Hudson Valley Olds Club by attending our annual show in the past and some members of the Hudson Valley Olds Club have attended the NEOC Annual Show too. We even share members that are part of both clubs.

Being a part of the NEOC has taught me many things and influenced me in so many ways. The encouragement and support I have received from all of you is priceless. You also played a big part in my recent election to president of the Oldsmobile Club of America. Thanks for all the support!

In addition, your chapter president Jeff Walsh is also the OCA's Treasurer. Jeff has provided much needed accurate, concise financial information. I am honored to be a part of the NEOC and would like to extend my gratitude to the club and its members. Remember to have fun and enjoy your wonderful cars! You guys "rock!"

Sal

NEOC Meeting Minutes

(Continued from page 2)

The Northeast zone show is still a go for Aug. 26-28, and OCA Nationals are scheduled from Aug. 3-8. Some other shows will go on contingent with CDC Covid state guidelines. Sal Barbieri offered an update on the nationals and his dilemma with other chapter guidelines and cancellations. We hope to get more information about future shows and cruises once we drive out of the pandemic.

The go-forward plan is to re-start monthly meetings to discuss our show and other club events. Jeff will let us know when and where this will happen. The meeting continued until 8:15 p.m. when Glen reminded everyone that it was near his bedtime and he still had a long walk home. Meeting was adjourned.

Glen Morris
NEOC Secretary and Membership Coordinator

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.

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



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

Place
 Stamp
 here

To:

