



ROCKET RUMBLINGS

Newsletter of the New England Oldsmobile Club

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Celebrating 25 Years of NEOC All- Oldsmobile Shows

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1974 Olds Omega

Silver Anniversary Look Back Edition



Celebrating 25 Years of All-Oldsmobile Shows in New England

Editor's Note: Mike Barillaro, Glen Morris and Bill Black compiled this special look-back report.

It's hard to believe our first NEOC All-Oldsmobile show happened nearly a quarter century ago on July 26, 1997. NEOC President Jeff Salinardi and Vice President Steve Minore, the founders of the club, were the driving forces behind this show.

Their vision was to promote interest in Oldsmobiles and set up show classes for unique models and groups of model years. Starfires, Toronados, W-Machines and even modern era vehicles such as Oldsmobile vans and SUVs would be featured in separate classes for the first time.

Up until that day, Oldsmobiles were often grouped at car shows with a broad assortment of collectables. As a result, the special features that made them what they are and all the work that went into restoring and maintaining them were not well noted or appreciated.

Our first show was held at Alderman Cadillac/Oldsmobile on Broad Street in Meriden, Ct. Owner and NEOC member Scott Platt allowed us to use his dealership for our premier show and several that followed through August 2003. Approximately 70 Oldsmobiles entered the first show in seven judged classes. The following year, we expanded to 14 judged classes and Jeff Salinardi received the first best of show for his 1970 Rallye 350 in 1998.

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Celebrating 25 Years of All-Oldsmobile Shows

(Continued from page 3)

Parking by class began in 2002 and was a huge success. With 154 entries it became our largest show ever. Shriners clowns, parade cars and Carl Dudash's not so famous pudding toss kept us all amused.

Changing Venues

In August 2004, we held our first show at Schaller Auto World in New Britain. Body shop manager and NEOC member Bruce Plourde offered the use of this new venue.

Rain, heat and humidity were always threats in August, and two years later we changed the show dates to mid-September and cooler weather. In 2006, we celebrated the 10th anniversary of our car show with special plaques to all 125 attendees. September 28, 2008 was the first time we used an out of state venue.

Because we were chosen to host the 2010 Oldsmobile Club of America (OCA) Nationals in Sturbridge, MA, we decided to use the host hotel for our show site to get acquainted. Unfortunately, rain dates were not an option and inclement weather dampened attendance in 2008.

The NEOC hosted the OCA Nationals at the Sturbridge Host Hotel from July 21st through July 25th 2010, with much help from our sister chapter in Massachusetts, the GMO.

Some 450 Oldsmobiles were pre-registered for this first ever national event in New England. Three years of hard work went into the planning and execution of this huge event.

A year later, on September 11, 2011, we held our first show at the Days Inn on the Berlin Turnpike in Berlin. CT.

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Club member Jean Roy provided this welcome sign for our first show in 1997. It is still being used today.



Above, Shriners races became a featured attraction at NEOC shows in 2002. Below, Carl Dudash's infamous pudding toss contest added even more color to our parking lot.



Celebrating 25 Years of All-Oldsmobile Shows



The NEOC Annual Show moved to the Southington, CT Drive-In in 2017, where it has since remained.

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Mike Barillaro, Bill Black and Glen Morris did a lot of leg work to find and secure this new site.

This was also the 15th annual show and the 10th anniversary of the terrorist attacks on American soil. All 112 participants received American flags and at 1 p.m. we held a tribute and moment of silence followed by the national anthem.

Then came a NEOC first — a “moment of noise.” This was coordinated by several show participants with modified noisy Oldsmobile rockets who revved them up on cue.

Shows at the Days Inn continued through September 18, 2016 where we had anywhere between 78 (2014) and 135 (2015) entries. New England’s unpredictable weather again forced several rain dates and dampened other shows.

On September 17, 2017, the show moved to our current site the Southington (CT) Drive-In. Club officers decided that we had outgrown the Berlin Days Inn and needed a new and larger area to showcase all the cars.

Southington resident and NEOC Chapter President Jeff Walsh was able to secure this new and well accepted site. The Drive-In features more than ample space for show cars, trailers, spectator parking and vendors, as well as a covered pavilion with picnic tables.

The first three years in Southington were very successful. Covid 19 and the world pandemic prevented us from safely holding our show in 2020. A modified cruise was discussed instead, but a lack of support and stringent Covid guidelines prevented it from happening.

The show returned in 2021 as strong as ever with close to 100 entries, beautiful weather and a crowd of Olds enthusiasts eager to resume car show activities.

To date, over \$40,000 has been donated to charities from the proceeds of our shows, including the Shriners Hospitals for Children. We typically donate as much as \$2,000 annually to the Shriners. The generosity of numerous show sponsors with both financial and raffle prize donations, has enabled the club to maintain this tradition.

Many, many club members and show participants have volunteered their time year after year both in the months of planning and preparation, as well as the day of the show. For all this continued support we are truly grateful.

2022 will mark the 25th anniversary of this great event and we look forward to seeing all of you there in September. And the show goes on.



Celebrating 25 Years of All-Oldsmobile Shows



Above, the Southington, CT., Drive-In has been the home to NEOC shows since 2017 and a great place to spot your favorite Youngmobiles. What's this 1976 GM Motorhome below doing at a NEOC Show? It's powered by a 425 cubic inch Olds Toronado engine. It remains one of the more unusual entries at our show.



Celebrating 25 Years of All-Oldsmobile Shows



In 2008, the NEOC held its first out-of-state show in Sturbridge, MA., as a prelude to hosting the Oldsmobile Club of America (OCA) Nationals at the Sturbridge Host Hotel in 2010. Some 450 Oldsmobiles were pre-registered for this first ever national event in New England, including a fabulous selection of linear look 1959 and 1960 Oldsmobiles below.



Celebrating 25 Years of All-Oldsmobile Shows



After an initial run at Alderman Cadillac/Oldsmobile in Meriden, CT, the NEOC show moved to Schaller Auto World in New Britain in 2004, courtesy of Schaller body shop manager and NEOC member Bruce Plourde.



Schaller hosted the club's 10th anniversary celebration in 2006 and 125 cars.

Special commemorative plaques like the one on the right were also handed out to attendees at the 2006 show.



One for the Show: NEOC's Annual Show Booklet

By Bill Black

I went to my first NEOC car show in September, 2000, at Alderman's, having just bought my 1970 Cutlass Supreme convertible the month before. At that show I joined NEOC.

I started to attend the club meetings and took an interest in helping out. As the next year's show was on the horizon, I became active in club matters and pitched in whenever I could.

When I joined NEOC, the Shriners' Hospitals for Children was already a major recipient of each annual shows net proceeds. A good portion of each year's donation came from donations that Earl Bancroft procured from members and businesses.

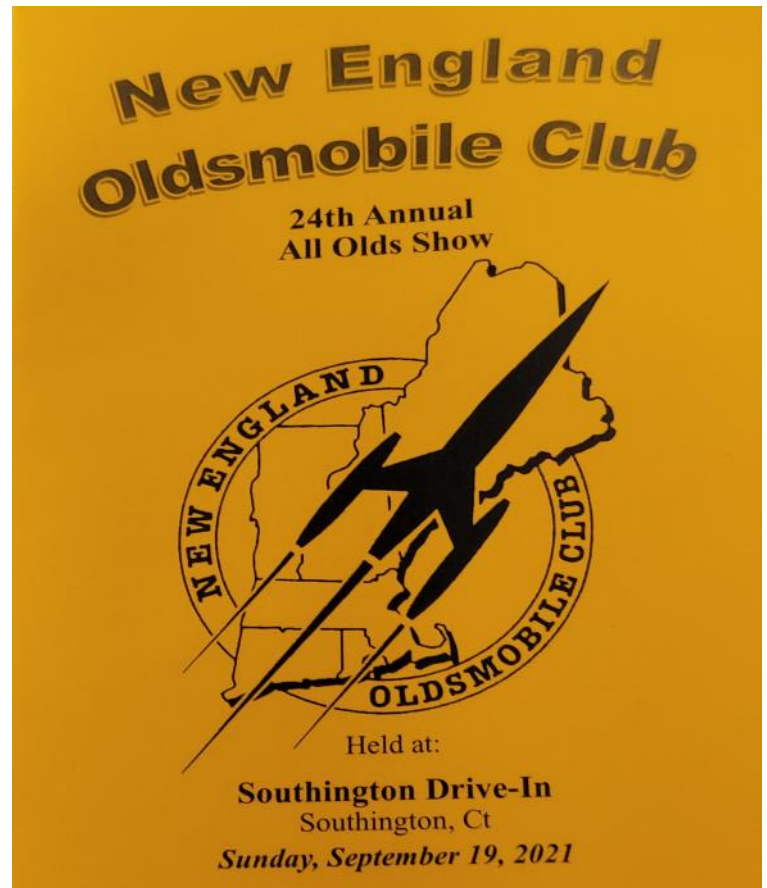
I can't remember what year it was but at some point Earl asked me if I would like to take over what he had been doing for a number of years—asking for donations from members and businesses.

I was never comfortable just asking for money, so I decided to start a Show Booklet. I would sell ads in the booklet for a modest price, \$100 a full page, \$50 for a half and \$25 for a ¼ page ad.

A front cover inside page and the back cover and inside back cover went for more. These prices have remained the same to this day.

The Show Booklet was successful and I felt good about giving those who donated something for their money. It allowed them an opportunity to promote their business, while at the same time contributing to a most worthy cause, the Shriners' Hospitals for Children.

After successfully hosting the 2010 Nationals in Sturbridge, MA (we made over \$14,000 and distributed to various charities over \$12,000), I started to look at the Show Booklet in a different way.



The NEOC Show Booklet has evolved over the years, allowing members to promote their businesses and cars while supporting great causes.

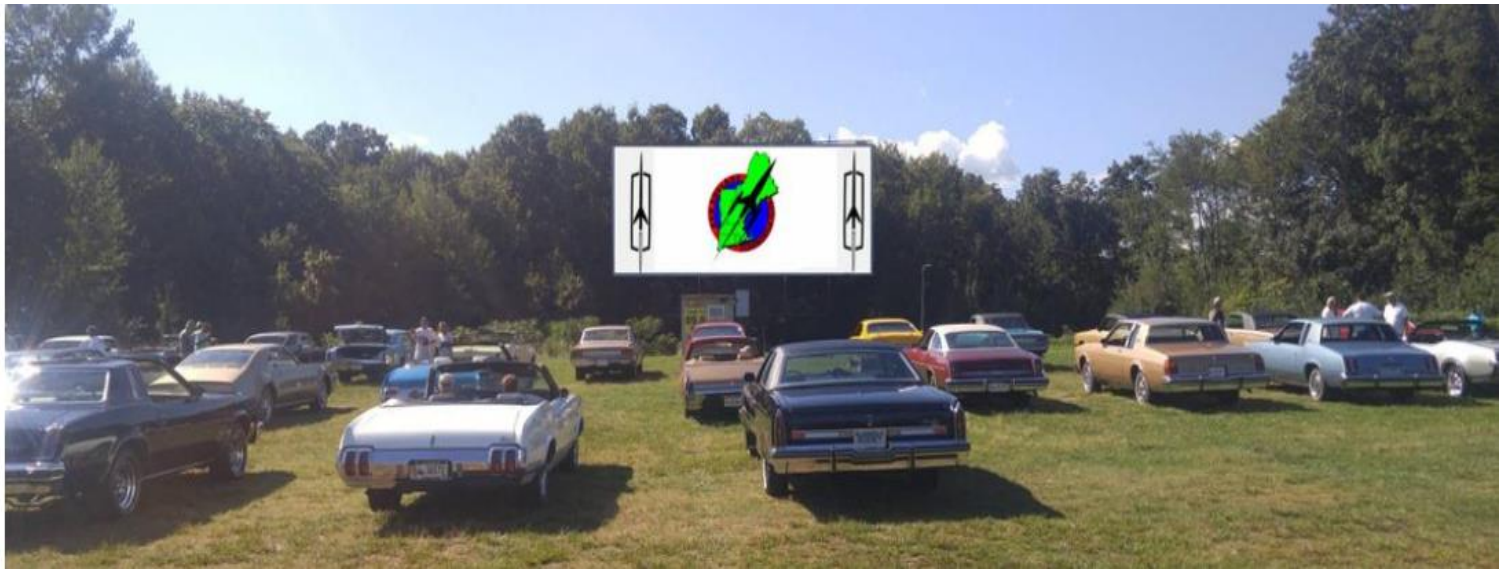
Space in the 2010 National's magazine, which we produced, was offered to OCA members to showcase their beautiful Oldsmobiles.

For a set fee they could send in a picture of their car. This feature, which was never done before in a Nationals magazine, was very successful and made me wonder why we couldn't offer our own members this same feature for our annual show booklet.

Our membership embraced it and to this day we get a fair number of member car picture ads. With the show booklet proceeds going to the Shriners Hospitals for Children, it allows our non-business owner members to help make a difference.

The success of the Show Booklet is a big reason why our club has been able to donate over \$30,000 to the Shriners' Hospitals for Children over the years.

Talk With the President



Driving Home a Winner in 2022



By Jeff Walsh
President, NEOC

Happy New Year everyone! I hope you all had a relaxing holiday season with your families and friends. 2022 is looking to be a very busy year with a lot of various activities being planned, so between now and early Spring, is the time to get your Oldsmobiles ready for the car show season.

I will be braving the cold in my garage to get some items addressed on my Olds. However, before we start going over all the exciting stuff, let's get the boring administrative items addressed first.

'Tis the season for dues, if you have not already done so, please submit your dues renewal to our Membership Coordinator, Glen Morris. The sooner everyone renews, the sooner Glen can go back to playing computer games and watching classic car auctions on TV. A copy of the renewal form is included in the newsletter on page 17.

Also, 2021 was an election year for the NEOC, however, due to COVID, we forgot about it. So if there is anyone who is interested in running for any of the officer positions in the NEOC, let me know as we are planning to have our elections sometime in March or April.

Now let's get started with the fun stuff. Our webmaster, Glenn Johnson, has been busy this winter updating our club website by switching it to a new web provider. Please go check it out at www.neolds.com. Glenn is also looking for photos of members' cars to post on the website. If you have a photo of your Olds, feel free to email it to Glenn at gj44269@gmail.com.

We've started planning for our All-Oldsmobile Car Show at the Southington Drive-In on Sunday, September 18th. As noted in Mike Barillaro's article from the last newsletter, this is our 25th anniversary of our All-Oldsmobile Car Show, and we are looking to make this year's show standout and be one for the books.

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Cruising the Vistas



Remembering the Vista Cruiser

By Mark Misercola

"It's a Vista Cruiser. You can, literally, cruise the vistas!"

Red Forman, "That '70s Show"

Can there be any doubt that Red Forman, the temperamental father on *"That '70s Show,"* did more to reshape the image of Oldsmobile's Vista Cruiser than anything that came out of Lansing's Marketing Department in the '60s and '70s?

I can speak from experience here. When I was 10, my father purchased a first generation 1967 Custom Vista Cruiser in Buffalo, N.Y. Back then, no one would have ever confused the Vista Cruiser for a muscle car or a future classic. Oh it had plenty of giddy-up with an optional 320 horsepower Jetfire Rocket V-8 under the hood. But that's not what Olds' advertising would have you believe.

The ads proudly proclaimed the Vista Cruiser as "roomy enough for eight," "comfortable" and "beautiful." Not a single word remotely hinted that this might be a long roof wolf in sheep's clothing.

In 1967 you were more likely to see Vista Cruisers at Dairy Queen or the supermarket on Friday night than at a local drag strip.



The Vista Cruiser I remember was a family hauler; perfect for drive-in movies, vacations and versatile enough to haul lumber. My father's Vista Cruiser was gold with champagne colored seats and an optional front-facing third seat so you could see where you were going, not where you had been. More than any other option, the back seat tipped the scales in Oldsmobile's favor with my old man.

Only Buick's Sport Wagon offered a similar front-facing third seat package in 1967. Chevrolet, Pontiac and Chrysler wagons were bigger, but their third seats were all rear facing. Ford's Country Squire offered side-facing dual rear seats. But my father just couldn't see the logic in any of them and went with what he knew best.

The Vista Cruiser's signature raised roof with split skylight glass was a curiosity at best and never really factored into his buying decision.

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The Vista Cruiser's panoramic domed skylight distinguished it from a crowded field of American long roof models in 1967.

Remembering the Vista Cruiser

(Continued from page 10)



The Vista Cruiser's optional front-facing third seat tipped the scale in Oldsmobile's favor.

Similar to the widely popular dual-deck buses operated by Continental Trailways in the 1950s and '60s, the glass paneled elevated roof increased headroom by 3.50 inches—or cargo space by a few more cubic feet—while providing extra ambient lighting for rear passengers.

No one really made a big deal about it, except when the summer sun turned the interior cabin into an oven. I don't remember the skylights leaking, but they definitely enhanced the car's visual appeal, as did the fake wood grain trim that extended from the front to the back of the car and across the tail gate.

We had some memorable times cruising the vistas in the Vista Cruiser. On one trip to Washington, D.C., the temperature light lit up like a Christmas tree. Fearing an overheated breakdown on the Beltway, my father had it towed to a nearby gas station where the mechanic tested the laws of physics and paid the price when he opened a hot radiator cap without ducking.

Fortunately, a local Olds deal was open and traced the problem to a faulty temperature light on the dash. My old man was really steamed about the bill but four hours later we were back on our way.

The Vista Cruiser was temperamental in other ways as well -- the power tailgate window would stick at the worst possible moments. The back end was pretty light and the rear wheels would spin in the snow even with posi-traction and studded snow tires. And like most station wagons, the car rattled a lot even when new. But it was still the family wagon and we loved it.

Big Changes in '68

My favorite Vista Cruiser story came in August of '67 when word leaked out that Oldsmobile had redesigned the '68 models. The second generation would be longer, wider, sportier and more powerful than the '67s, which didn't sit well with my old man. He liked to buy his cars by the pound.

He replaced his first Oldsmobile, a 1950 88 with a bigger 1954 Super 88. Six years later it was succeeded by an even bigger 1960 Super 88.

My father made an exception with the Vista Cruiser, which was a mid-sized A-body entry because of the front-facing rear seat. When the '68s finally appeared in showrooms a few weeks later he was plenty agitated and swore he would never buy another Oldsmobile wagon unless it was a full-sized model.

Olds finally unveiled the full-size Custom Cruiser in 1971, which was basically a 98 clamshell wagon. But by that time my father had tired of the long roofs and went for the top-of-the-line luxury sedan instead.

Nevertheless, the '67 Vista Cruiser holds a special place in our family's history. It endured the rigors of family life and seven Buffalo winters. It took a pounding and always got us where we needed to go.

As a whole, Vista Cruisers were rarely babied and that's why so few of them survive to this day. Prices typically can top \$30,000 for those in excellent condition, and sometimes even \$100,000 for modified survivors at more recent auctions. It's more common to see stock survivors selling in the teens or \$20,000+ range. Many come with structural issues, rust and leaking skydomes.

(Continued on page 20)



Generation 1 Vista Cruiser Advertising

All new from the top down!



Vista-Cruiser...a brand new kind of station wagon by OLDSMOBILE

Look to Olds for all that's new! And you can start with this brand new family-of-wagons for wagon families! Vista-Cruiser—a beautiful combination of prestige and practicality in four fashionable versions! Unique Vista-Roof gives you a whole new point of view! Lets you sit up, facing forward, even in three-seat models! Gives you extra room for cargo... and more height to load it. Add a spirited Jetfire Rocket V-8 Engine that puts up to 290 horses to work for you. And a full ten-foot wheelbase to wed you to the road. Here's a new-size, you-size beauty that spells wagon with a capital "Wow!" See and drive the versatile new Vista-Cruiser at your Oldsmobile Quality Dealer's soon!

'64 OLDS
WHERE THE ACTION IS!

Third seat faces forward... folds down! Vista-Cruiser three-seat models give every passenger full-sized comfort! Rear-seat passengers enter through second door rather than tailgate. Just fold up and easily into place for cargo. (Two-seat Vista-Cruiser models are also available.)

Cargo room to spare... over 100 cubic feet! Vista-Cruiser's shipping cargo area exceeds most wagons on the road. Extra roof height (33.7 inches) accommodates tall objects with ease.

Olds Vista-Cruiser
carries more than 100 cubic feet of cargo
...the proudest family in town
...and a price that starts below 38 other station wagons!



You're looking at a wagon that's loaded with convincing reasons to go Olds in a big way.

- Like a cargo capacity over 100 cubic feet high.
- And a Jetfire Rocket V-8 with up to 290 horses.
- A forward-facing third seat that makes back seat passengers part of the family.
- And a tinted glass Vista-Roof that makes back seat riding part of the fun!
- But Vista-Cruiser's biggest surprise is this: For all its niceties, prices actually start below 38 other station wagons!

'65 OLDSMOBILE
The Rocket Action Car!

Generation 1 advertising emphasized family, comfort and roominess. Olds touted the Vista Cruiser as the perfect combination of "practicality and prestige."

STEP OUT FRONT IN '66...in a Rocket Action Olds!



You'd expect a wagon this big and beautiful to cost a bundle more. But that's Oldsmobile's Vista-Cruiser for you. Full of surprises.

carsandstripes.com

First surprise: Vista-Cruiser's distinctive look. Downright extravagant. Next: Room. Loads of it. Over 100 cubic feet of it! Next: Comfort. Foam-padded More... all facing forward. Then: Ride. Like a glide. Four coil springs. Full 120-inch wheelbase. Performance? Rocket V-8 action all the way. Best surprise of all: Price. Mighty low for such a mighty big wagon! **LOOK TO OLDS FOR THE NEW!**

The Rocket Action cars are out front again!



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

Witness this big, sleek new Custom Vista-Cruiser Station Wagon. Packed from Guard-Beam Frame to sporty Vista-Roof with Olds quality features. Like that striking walnut-grained vinyl trim. 250-hp, regular-fuel Jetfire Rocket V-8 Engine. Or that cavernous 100-cubic-foot-plus cargo area. Inside, people comforts aplenty: Deep-foam seats. Deep-loom carpets. Even a forward-facing third seat so you see where you're going, not where you've been. Now that you're heading in the right direction, see your Olds Dealer and price the '67 Vista-Cruiser. You never had it so reasonable, either.

There's a Rocket for every pocket at your Olds Dealer's One-Stop Transportation Center. 36 Tornado-inspired Oldsmobile models—with a wider range of prices, features and standard safety equipment than ever!

Engineered for excitement...Tornado-style!
OLDSMOBILE 

Generation 2 Vista Cruiser Advertising

Young budgets never had it so good.

So good in style, for instance, as this Vista Cruiser youngmobile aptly illustrates. Wood-grained vinyl paneling outside. Tailored Maroon or cloth upholstery inside. And neat appointments all around.

Or so good on the job. Bigger 121 inch wheelbase. Eight inches longer overall. Vista Cruiser carries a bigger load than ever.

100.3 cubic feet! Offers two or three seats, all facing forward!

Or so good on the road. Standard engine is bigger than ever. Rocket V-8. But a 480-cubic Turbopike Cruising package is yours to order, too, if you like.


Or so good on the budget. Oldsmobile's Vista Cruiser wears a surprisingly modest price tag. And the full list of new GM safety features is included in it. See your nearest Olds dealer today. He's here to prove the point. You never had it so good!



Drive a youngmobile from Oldsmobile



Oldsmobile recreates a scene from the classic movie.




Olds Vista-Cruiser: Keeps a sharp lookout with 11 windows.

It's easy to see why Olds value is way ahead of its price. Take a look: Over 100 cubic feet for storage, 2- and 3-seat models—and all seats face forward. Tinted Vista Roof. You can order a luggage rack for it. And

a baggage that drops or swings. You'll see youngmobile thinking in its new styling. Rocket 250 V-8 engine. GM safety features, too. Get a new view on wagons—at your nearest Olds dealer is.

Escape from the ordinary.



Generation 2 advertising took a bolder and more aggressive approach by showcasing the Vista Cruiser's new looks, performance and versatility. In 1971, the Olds family of wagons expanded and the Custom Cruiser became leader of the pack.

Olds Vista-Cruiser: The only wagon with a built-in observation roof!

The new Olds Vista-Cruiser is built to suit. Its 11 windows give you a beautiful outlook on the world. The new design is great for you. Tailored Maroon or cloth upholstery inside. And neat appointments all around.

Or so good on the job. Bigger 121 inch wheelbase. Eight inches longer overall. Vista Cruiser carries a bigger load than ever.

100.3 cubic feet! Offers two or three seats, all facing forward!

Or so good on the road. Standard engine is bigger than ever. Rocket V-8. But a 480-cubic Turbopike Cruising package is yours to order, too, if you like.

Or so good on the budget. Oldsmobile's Vista Cruiser wears a surprisingly modest price tag. And the full list of new GM safety features is included in it. See your nearest Olds dealer today. He's here to prove the point. You never had it so good!




THE BIG THREE.
FIRST THEY'RE OLDSMOBILES. THEN THEY'RE STATION WAGONS.



SPACE.
OLDS CUTLASS CRUISER: Over 93 cu. ft. of load space, 116" wheelbase; seats 6 adults. Tailgate swings out or down. Power front disc brakes, Rocket 350 V-8 engine, all-vinyl interior—all standard.

MORE SPACE.
OLDS VISTA-CRUISER: Up to 105 cu. ft. of cargo space. Exclusive observation roof lets the sights in, helps keep the glare out. All-vinyl interior, wood-grain vinyl paneling outside, Rocket 350 V-8 engine—all standard; 121" wheelbase; 2- or 3-seat models.

MOST SPACIOUS.
OLDS CUSTOM CRUISER: As luxurious as most luxury sedans. Load space, 109 cu. ft. Wheelbase, 127". Glide-Away tailgate actually disappears. Standard: Rocket 455 V-8, Turbo Hydramatic transmission, power steering, power front disc brakes... and a front bumper that helps absorb minor impacts. Wood-grain vinyl paneling outside, supple vinyl inside.

OLDSMOBILE
ALWAYS A STEP AHEAD



Driving Home a Winner ...

(Continued from page 9)

Since we have changed our show location to the Drive-In five years ago, we have flirted with having 100 Oldsmobiles on display each year, and this year we want to smash the 100-car count and break our all-time record of 154 Oldsmobiles! We are on the lookout for old photos and favorite memories from prior years' shows along with doing some special things at this year's show to celebrate the 25th anniversary.

Ramping Up for Murfreesboro

The Oldsmobile Club of America's National Car Show is taking place July 6th through July 9th in Murfreesboro, TN. OCA President Sal Barberi and the Nationals Planning Committee have been hard at work since last fall getting all the specifics worked out for this year's meet.

The registration form and all the hotel information will be included in the February edition of Journey with Olds. The host hotel, the Embassy Suites in Murfreesboro, will start taking reservations on February 14th. The Nationals Planning Committee has successfully negotiated to keep the room rate the same as last year.

While we are returning to the same location as the 2021 Nationals, all the events planned for this year's Nationals, with the exception of the Grand Ole Opry on Friday night, will be different from last year's event, starting with a National Superspeedway appearance that you won't want to miss.

That's right, the OCA is invading another NASCAR track. On Thursday, July 7th, you can drive on both the 1.33-mile D oval track and the road course at the Nashville Superspeedway under paced conditions.

(Continued on page 15)

NEOC Meeting Minutes

By Glen Morris

We held our first NEOC chapter meeting of 2022 via Zoom on Jan. 22, 2022 at 7 p.m. Ten members participated.

Jeff started the meeting with a wish that Covid would leave us soon. We all prayed! There was a suggestion to have Saturday afternoon meetings for greater attendance. Jeff will consider this. We welcome your feedback.

Member renewals are going well at 56 of 80 renewed so far. Jeff reported that we missed officer elections for this year. He will update us on a modified election by the first quarter of this year. We also discussed a possible Spring picnic/cruise/club get together to make up for the loss of the holiday party and picnic last year.

Jeff gave a lengthy summary of the events of the OCA Nationals this year. Registration will open Feb. 14. The 2023 Nationals location is yet to be determined and planning for the Northeast Zone Show continues.

There was a lot of discussion on our own 25th annual show. We're looking for ideas to make it special. A special raffle, anniversary t-shirts, show tokens, and show plaques were all suggested. We are looking for YOUR ideas!

Publicity via TV, internet, local news, etc., was discussed for the show. Mark Satlof and John Welch will report on this at the next meeting.

Glenn Johnson reported on the new platform for our club website. It is up and running saving us some \$\$ and making Glenn's new retired life much easier! Glenn welcomes suggestions and pictures for the site, www.neolds.com. You can email him at gj44269@gmail.com.

Jeff is also looking into a new apparel vendor to replenish our supply for this year. Any suggestions for apparel needs? The meeting closed around 8:20. Everyone was told to avoid the virtual traffic after the meeting and to stay safe. Our next meeting is scheduled on Feb. 3.

Driving Home a Winner ...

(Continued from page 14)

Unlike when the OCA went to the Bristol Motor Speedway in 2016, the Nationals Planning Committee is invoking the Dave Richter Rule and will be inspecting all hub-caps and wheel covers to insure they are properly secured before entering the track.

Everyone should go to Dave Richter's YouTube channel, DMR67442, to check out his video from 2016 when we drove on the Bristol Motor Speedway and pay attention to the 5:11 mark of the video for why the Richter Rule is now in effect.

The Nationals Planning Committee is currently working on determining a site for 2023 and should have that determined by the time the 2022 Nationals are taking place. I do know that the location for the 2023 Nationals is going to be somewhere east of the Mississippi River.

The Third Annual Northeast Zone Show is scheduled for September 23rd and 24th in northern New Jersey. The Hudson Valley Olds Club and Garden State Rockets are working on finalizing the location at this time. I should know more information about the location for this event in the coming week or so. Once I learn more, I will pass it along to the membership.

Last but not least, I want to congratulate the latest NEOC members who have "crossed the finish line" to retirement within the last year. I meant to include this in the previous edition of our newsletter, but I forgot.

Congratulations to Glenn Johnson, Mike Babij, and Larry Gagain on their respective retirements. I hope each of you enjoy this next chapter, while others like me, still have a long way to go before getting to that milestone.

I hope everyone is staying safe and warm this winter and is hoping for an early spring.

Jeff Walsh



Jim Savage's 1974 Omega in 2017 when he took delivery, sporting louvers and a Rust-Oleum paint job. The previous owner wanted it to look like a Chevy Nova SS.

The Road Back: Restoring My 1974 Oldsmobile Omega

By James Savage

When I was young, some 50 years ago, I was lucky to own a 1963 Corvette convertible. Unfortunately, it was eventually sold shortly after I got married.

About five years ago I began thinking it would be nice to maybe own an older Corvette again and I began casually looking at Craigslist when I came across a 1974 Olds Omega. Being it had the same body style as a Nova it caught my eye and I ended up purchasing it.

The owner was an older guy who purchased it from the original owner (an elderly lady) a few years before. It had just over 20,000 miles on it and was a really solid car. However, he had repainted it poorly and tried to make it look like a Nova SS.

Needless to say, it didn't do the car justice. It was also a six-cylinder which he had souped up a bit with a cam, headers and two-barrel Weber. It had power steering and brakes, which was nice, but they were drums all around.

So I decided to strip it down and eventually got it repainted and looking like the Omega it should. I spent a year stripping and sanding it to get it ready for repaint.

(Continued on page 16)

Silver Anniversary Look Back Edition



Jim' Savage's '74 Omega today minus the louvers and Rust-Oleum. Jim received runner up and appreciation awards for his efforts at the NEOC's annual show last September. Below, right, the Omega gets prepped and primed for a facelift.

The Road Back for My '74 Omega

(Continued from page 15)

This also entailed disassembling bumpers, lights, grill, window chrome, and doors, none of which I done before. I was fortunate to have a friend who had painted a few cars before and he did the paint for me. The vinyl top was an ugly green (the car was originally green), and it just didn't look that nice, so I took a chance and colored it black. It turned out really nice.

I was able to find a nice set of Rally wheels to replace the original hubcaps to which the original owners had added spinners. The car had dual cherry bomb mufflers that ended midway under the car, so I purchased an exhaust system and replaced cherry bombs with a full exhaust.

I'm really happy with how the car looks considering I didn't invest a ton of money in it. I never planned on building a show car. I just wanted a nice looking car that I can enjoy and feel I've accomplished that.



Renew Your Annual Club Dues Now

If you haven't renewed your annual dues which expired at the end of 2021, don't delay. Please use the form below with your check for \$20 payable to the New England Oldsmobile Club. By renewing your dues now, you will be kept up to date on all club activities, stay in touch with your fellow members, and receive our excellent resurrected newsletter, *Rocket Rumbblings*. If you have any membership questions, please contact Glen Morris at the email address below and I will get back to you.



NEW ENGLAND OLDSMOBILE CLUB Membership Application and Renewal Form

☐ New

☐ Renewal

Name: _____

Spouse's name: _____

Street: _____

City: _____ State _____ Zip _____

Phone - home _____ Phone - cell _____

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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

Ownership of an Oldsmobile is NOT required to join our club. Any year or type of Oldsmobile is welcome in our ranks.

Calais Corner



How high will they go? This 1972 Vista Cruiser Wagon from the Joe Spagnoli Collection sold for \$110,000 at the Mecum Auction in January.

Auction Prices, Olds Nationals and the Movies

By Gene Miller

At the time of this writing, the first Mecum auction of the year in Kissimmee, Fla., had concluded, and the Barrett-Jackson auction in Scottsdale was about to start.

Following the Mecum auctions, I was wondering if anyone else shares my bemusement at the prices some of these Oldsmobiles (and others) were attracting at venues like these and have considered what this is doing to the hobby.

Are they creating a pricing bubble or can these prices actually be sustained? I'm thinking bubble. I can't help but think the everyday pricing of any Olds would be driven up as anyone and everyone will believe they've got a high-priced classic in their garage.

This, in turn, serves to price out the entry level folks who are so badly needed for the car hobby's survival. We'll see.

(Continued on page 19)

Auction Prices, Olds Nationals and the Movies

(Continued from page 18)

Get ready for another trip to Murfreesboro, Tenn., for this year's Olds Nationals. It's a repeat of last year's successful show.

Our club was well represented both on the show field and in terms of awards won. I'm really looking forward to seeing as many of us as possible make the 14-plus hour trip.

With today's high gas prices I'm looking to drive rather than trailer my vehicle. I will probably drive the white 1996 Cutlass, which at 30 mpg on the highway, is the mileage miser of the fleet. See you there!

Movie Update

So in my last column I touted the fact that my 1979 blue Olds Calais was to be in a just released movie, "The Tender Bar."

Well, I was partially correct. In one scene I saw the front of my car, and that was through the side window while the actors were sitting in the feature car, a blue Cadillac convertible. That's Hollywood.

I got my 2 1/2 seconds of partial fame. It's a good movie worth seeing though. Period correct Oldsmobiles were used, the most prominent being the black Toronado driven by the kid's father and the green Cutlass S parked in front of the bar.



Above, Glenn Johnson, left and Dave Richter, soak up the sun at last year's Olds Nationals in Murfreesboro, Tenn. Below, Earl Bancroft, left, his wife, Shelly, and long time Nashville friend, Mike Pace, celebrate after his 1967 442 convertible was awarded best in class at the OCA Nationals.





Olds redesigned the Vista Cruiser in 1968, making it longer, wider and more powerful than first generation models.

Cruising the Vistas

(Continued from page 11)

The Vista Cruiser is an emotional favorite for me. It's a bridge between Oldsmobile's great boulevard cruisers of the '50s and '60s and the muscle cars of the late '60s and '70s. And while little has been written about it, the Vista Cruiser was one of Madison's Avenue's greatest advertising sales jobs.

It was a muscle car disguised as a station wagon and it sold like hotcakes to a market demographic that would be the least likely to buy horsepower and sizzle. Houdini would have bought one.

Fast Facts: 1967 Olds Vista Cruiser

Overall Length:	209.3 inches
Overall Width:	76 inches
Wheelbase:	120 inches
Curb weight:	3990 lbs
Cargo Space (cu ft) :	102 (custom, standard 3-seat) 106 (standard 2-seat)
Tire Size:	8.15x14
Standard Engine:	Jetfire Rocket V-8

Note: Olds sold a lot of Gen 1 and Gen 2 Vista Cruisers. From 1964-'72, *Hemmings Motor News* reports the Vista Cruiser found a total of 265,586 buyers.

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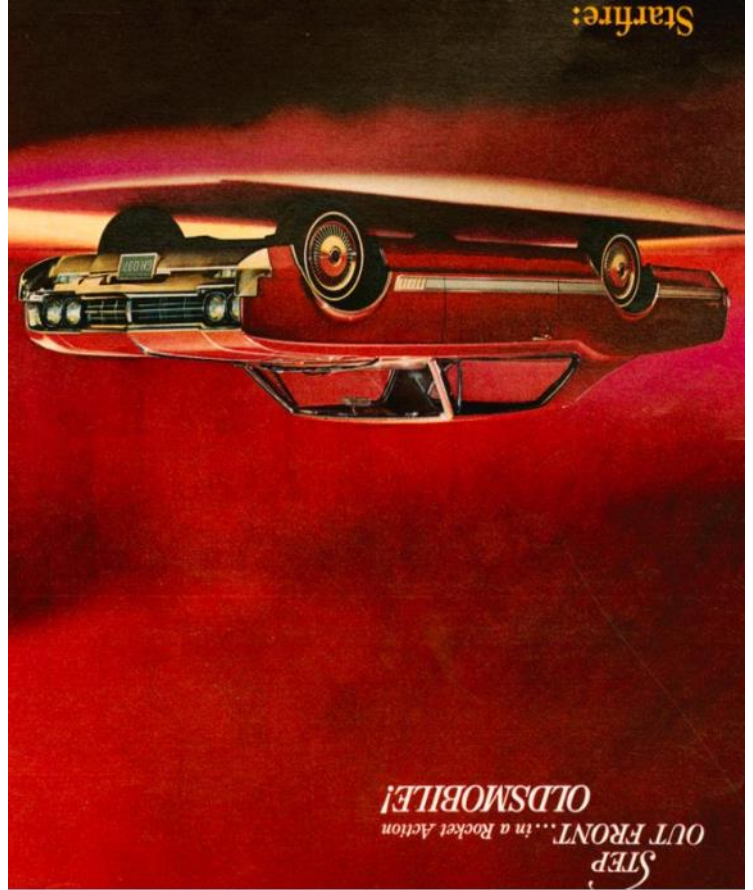
For Sale: Sanborn Air Compressor, 5 HP, single stage, 230 volt, single phase, 15 amp, 60-gallon tank. Runs well, upgraded mine and don't really need two! \$300 OBO. Jim 860-485-8788 Email: Jim70442w30@aol.com



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. I also have a header panel for a 1973 Hurst Olds - black with gold stripe - requires restoration - \$50. Please contact Mike at mikbl@att.net.

If you 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 love that we put into 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. To submit a classified ad. email: misercola@yahoo.com. Snail mail: Mark Misercola, 62 Old Tree Farm Lane, Trumbull, CT 06611.

New England Oldsmobile Club



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