

Rocket Rumbblings



Newsletter of the New England Oldsmobile Club

Vol. 18

WWW.NEOLDS.COM

Edited by Jim Schmitz

Summer 2013

Show Season in Full Swing for 2013

Well the summer hasn't been the best so far, June was all wet, July was hotter than hell and August seemed like we skipped right to September. However, it seems to have been a pretty goos summer for car shows in my neck of the woods.

We had a nice showing at Mark's Cruise night with close to 50 Oldsmobile's on display of all shapes and sizes.

Despite concerns over the elected officials and grown men and women not being able to play nice together, the OCA Nationals were a hell of a good time. A new member from Bermuda, yes you read that right, Bermuda, was on hand and penned a short article on his trip that starts in this issue along with some photos from the show.

And last, but certainly not least, we have the NEOC's own All Olds show coming up quickly on September 22. Don't forget the planning meeting at the host hotel on Sept. 14th!

Keep the shiny side up and the rubber on the road, where your Olds was meant to be! **RR**

Important Dates

Sept 22 - NEOC's 17th Annual All Olds Show
Days Inn - Berlin, CT

Sept 27/Rain Oct 4 - Drag Day—Friday
Lebanon Valley Dragway - Lebanon, NY

Oct 3 - NEOC Mtg - Thursday 7 PM
Jean Roy - East Hartford, CT

It's SHOWTIME!

Preparations are in full swing for NEOC's 17th Annual All Oldsmobile car show. We will be returning to the Days Inn, 2387 Berlin Turnpike, Berlin, CT (860) 828-4181. The show date is set for Sunday, September 22nd, with a (don't say it out loud) rain date the following Sunday. We will be utilizing the services of the same DJ and food vendor as last year and are again planning some great raffle prizes.

We continue to get a great turnout of cars and show participants every year, and anticipate that this year's show will be equally successful. Pre-registrations have already starting to arrive. The show has been advertised on numerous car show information websites. Based on some feedback from last year's show we will make some changes to the show field layout and raffle ticket sales. We are still in need of a few more volunteers for set up, show field parking/traffic control, raffle ticket/merchandise sales, judging and clean up. The more volunteers we have, the more time everyone will be able to have to enjoy the show. Those of you who have volunteered in the past have done a great job, and your efforts are greatly appreciated.

Mike Barillaro

mikbl@att.net

The New Guy

Over the last year I have had the opportunity to meet many of our members and see firsthand their passion for the Oldsmobile brand. The NEOC is made up of great people who share a knowledge base that is second to none and an open that welcomes new members and makes Olds ownership more fun. It was because of this that I accepted our President's request to serve as your Vice President this term. Glen and our

(Continued on page 3)

NEOC Meeting Notes

Meeting Minutes – June - 2013

The June meeting was attended by 9 members and held at the home of Dean Franco in New Hartford CT. The meeting was called to order at 7:15 PM.

Old Business

Bill Black read the treasurers report.

The GMO spring dust off was held on Sunday May 19th at Kimball Farms in Lancaster MA. and was well attended. Thanks go out to the GMO for another job well done!

The Pioneer Valley GTO club's show was held on Sunday June 2nd and showcased Oldsmobiles...of which there were 18 present plus a few late comers.

The June 10th Olds night at Mark's was rained out...new date is Monday July 29th. NEOC picnic has been rescheduled for Saturday August 3rd at the home of Don Mucci in Enfield CT.

New Business

NEOC Car show - The 17th annual car show will be Sunday September 22 with a rain date of September 29th at the Day's Inn in Berlin CT. We are looking for a few more volunteers and even a committee head. Give one of the officers or Mike Barillalo a shout.

The August meeting will be held in conjunction with the club picnic on the 3rd at Don Mucci's home in Enfield CT. The September meeting will be held at the Days' Inn in Berlin CT.

Reported by Larry Gagain – Club Secretary

Meeting Minutes – August - 2013

The August meeting was attended by 10 members and held at the home of Don Mucci in Enfield CT. The meeting was called to order at 1:00 PM.

Old Business

Olds night at Mark's was held on Monday July 29th and

attended by nearly 50 Oldsmobiles. The NEOC picnic held on Saturday August 3rd...another great job by Don and Cheryl Mucci!

New Business

The responsibilities of membership coordinator have been transitioned from Ed Palmieri to Glen Morris.

Jeff Walsh gave a nice overview of this years nationals. NEOC Car show - The 17th annual car show will be Sunday September 22 with a rain date of September 29th at the Day's Inn in Berlin CT. We are looking for committee heads and volunteers.

We will again be doing a separate raffle for a big screen TV. The folks who donated large items for the general raffle are being contacted once again.

The September meeting will be held at the Day's Inn on Saturday the 14th @ 1PM. The October meeting will be held at the home of Jean Roy in East Hartford.

Reported by Larry Gagain – Club Secretary **RR**

New Atlantic NE Zone Director

Finally, some good news from the mothership. At the 2013 Nationals in Springfield, two new zone directors were voted in. One is very well known to most of us in the NEOC as well as the GMO... Everett Horton!

A hearty congratulations goes out to Everett. This can be a thankless job but Everett has the level headed coolness to pull it off!

Most of you know Everett from his support of our club, OCA swap meet coordinator starting at our 2010 Nationals, and Oldsmobile parts guru for many years. Hopefully everyone will offer Everett their full support going forward. As Glen Morris said earlier, "We need positive change in the OCA and Everett will certainly pursue that."

The other new Atlantic Northeast Zone Director is Al Bouney due to Bonnie Fochi having tendered her resignation as well.

Hopefully, these two individuals will be spared some of the childish behavior that befell one of the last zone directors! **RR**



Updated NEOC Judging Guidelines

It has come to our attention that not everyone may be happy with awards and judge criteria at our annual car show. So, we have formulated some new and simplified judging guidelines in order to attempt to pacify everyone.

- **Trailered Class:** In order to alleviate “trailer queen” issues, a show vehicle that has been within 100 feet of a trailer in the past (3) months will be placed in this class. Each entry starts with 1000 points. Ten points will be deducted for each of the following trailer options: -10 points for open trailer, -20 for trailer with an air dam, -30 for an enclosed trailer, -40 for enclosed trailer with A/C and living area. (Furnishings and appliances each subtract an additional point). Trailers do not need to accompany show car but a picture is required.
- **Senior Class:** If the judged points from last year added to the driver’s age exceed 1,000, you will be placed in this class. Hey, you may never be a junior again.
- **\$\$ Spent Class:** Entrants will provide all restoration receipts and their latest W-2. The cost of gas to get to the show may also be included. Results may be weighted by the W-2. Points will be deducted for incomes over \$50k. Wallet content inspection may be required. Vehicle does not need to be present.
- **Prior Scores Class:** Last year’s score sheet must be presented. Each year 10 points will be added. In 30 years, a 700 point car will score 1000.
- **Look at my display Class:** To be entered in this class, you must display all previously won trophies. (These may be loaded on your trailer also). Large display boards, mirrors, ramps and lights are encouraged. (Power will not be supplied.) Scoring is based on the length of the trophies laid end to end down the center of the show field. Excessive blinding glare will be a tie breaker.
- **Big Head Class:** Entrants must be convinced that they will win no matter what. You will also be in the

“Look at my display” class and scoring is based on your ability to outshine and out brag other entrants.

Display only Class: All entrants guaranteed a good time but not a trophy! They must supply their own beer. If anyone is caught with any cleaning materials, they will be disqualified. You may switch to this class if you don’t feel like a winner.

Realignment of classes: It was brought to our attention that a 1967 green 4 door Cutlass was placed in the same class as a yellow 1967 2 door Cutlass. Not acceptable in someone’s eyes. Therefore our current 16 class structure will be expanded to 846. Participants are now required to provide their own trophies – The bigger, the better.

In order to encourage new judges and expedite judge time, we will now provide a 6 pack of Red Bull to all volunteers. Consumption is required before judging commences and bathroom breaks will not be allowed.

Note: If you believe ANY of these points, you need to check your medication. (This article parody was very loosely based on an article from Greg Childs in the 9/91 issue of JWO.) Please don’t hold it against us.

The New Guy (Con’t)

(Continued from page 1)

club leadership have done a great job promoting both the club and Oldsmobile. For those of you who don’t attend our monthly meetings, I hope you will stop in and take an active role in your club.

With that said, I want to introduce myself for those who I have not had the chance to meet (but hope to do so). I’m Frank Tupka and I’ve got the Olds bug. Since 2005 I have been the OCA adviser for the 82-96 Cutlass Ciera and I love talking to other Olds owners. I had had two articles in JWO, the cover story in Jan 2012 and another article about including younger members a few months later. I have also had an article in the Toronado-Aurora Chapter’s newsletter and one in our own newsletter last summer.

I currently own two Oldsmobiles, my 1985 Cutlass Ciera Holiday coupe (featured on the cover of JWO) and my 1988 Toronado Trofeo. My Cutlass Ciera was

(Continued on page 7)

OCA Nationals 2013

By Peter Card

Hi Everyone, I have started on my long awaited road trip from Newport to the Oldsmobile National Meeting in Springfield IL in my 1970 Cutlass. When we were restoring the car in 2011 the plan was for me to show the car and have it judged once, just to get some recognition for the hard work, and also because it gives it credibility in the car world. I was hoping to do that last year, but the Newport Bermuda race was at the same time and that took precedence. So I have been planning for this year's show since I drove to Newport from Denver in June 2012.

There has been quite a bit of preparation, and I have enjoyed many hours of tinkering over the last year, going up to Newport a few times and spending every moment in the garage, sometimes to Helen's chagrin. Over the last year it has seemed like I had all the time in the world, and yet the day of departure arrived quickly and it was exciting.

The show this year is in Springfield the capital of Illinois, I don't have much time to travel, so the route I am taking will have four travel days. The first of just 180 miles to Putnam Valley New York, from there I will go down to New Jersey and out I78 to I76 through Pittsburg, PA, then through West Virginia, Ohio and Indiana to Indianapolis. The last day will be on I74 through Illinois and then I72 down to Springfield. If I do not get lost it will be about 1,200 miles. I generally hate Interstate driving, but it is the quickest way. Coming back I will be taking my time, and go on secondary roads where practical.

Helen agreed to drive the first day with me, stopping off in Putnam New York (about an hour north of NY City) and visit some friends. I packed the trunk with all the stuff I needed for the car; cleaners, oil and other engine fluids, tools, new parts to put on just before judging, spare parts including a spare distributor. The trunk was pretty full, with no room for Helen's suitcase!

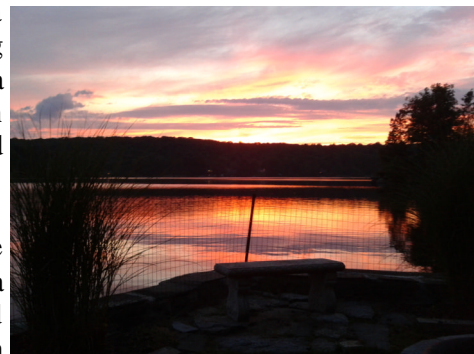


So we started out at 8 am on Saturday and were glad we did. The prior week had seen record high temperatures, and my Cutlass does not have air-conditioning. Saturday was scheduled to be a bit cooler, but it soon got hot. Helen was a good sport about it, and we had the windows open, which in a 1970 convertible means you cannot hear anything, much less the radio

(Helen's mandatory travelling companion).

We made good time – I stayed on the main highway to speed us along, and we soon made our turn onto secondary roads going to Putnam. We stopped at Dunkin Donuts (Helen's second mandatory travelling companion). Back out to the car, and it would not start. I had not had any previous problems with the starter, so this was a surprise to me, and an event of panic for Helen. I believe that it may have been what is called "heat soak" on the starter solenoid. At any rate, I fussed around with everything I could think of, and after 30 minutes she started right up and off we go. We stop for gas, and sure enough the car will not start again. Now Helen is getting perturbed, but I ask her to go sit in the Dunkin Donuts next door, in the air conditioning, and I fuss around with the starter. I am sweating bullets at this point it is so hot in the sun and my head under the hood with a 455ci (7.4L) engine at over 200F (90C). Again, 30 minutes later she starts right up. So off we go, again.

We go along some truly amazing country roads in southern New York. You could not ask for a more picturesque drive, with the trees forming a canopy above and the sun streaming down through the leaves. Motorcycle heaven. We arrive at our friends Steve and Matina's house just in time for wine and lunch. In the evening the sunset was fantastic, and we sat outside and listened to a band performance from across the lake. All in all a great day. Nothing really bad happened, a little excitement with the car and good food and wine.



Sunday morning we were up early, and a quick glass of chilled espresso and I was on my way by 9:00. The secondary highways in Connecticut and lower New York are a delight to drive in the summer, and I made good time. Then I hit New Jersey, and traffic was pretty heavy for a Sunday morning. I was having trouble keeping my eye on the road and trying to figure out the directions I had copied from Google (no printer); I had writ-



RICHARD P. SACCHETTI
TEL. 401-461-0600
FAX 401-781-1375
1-888-526-0900

Licensed in
RI, MA, CT, FL, NV

PO BOX 8230
845 POST RD.
WARWICK, RI
02888

www.sacchettiagency.com

ten them too small. Of course I missed an exit and ended up going South on the NJ parkway. I knew that I could pick up I78 somewhere along there so I just felt my way along and took some road going west. It turned out to be a good connection to I78 and I had only gone about 20 miles out of my way.

The car was running fine, and much cooler. On Saturday I had been running at about 220F, which is high, but I attrib-



uted it to the high outside temperatures. Today I was running at 185F, which is the specification for the thermostat. I think because I do not drive the car regularly that perhaps the thermostat had been stuck but had no worked itself loose. I had no problems with the starter solenoid until the afternoon.

Driving from New Jersey West into Pennsylvania you climb some hills and go through some great old tunnels. Finally you reach one tunnel that exits onto a view of a beautiful valley with farmland, rivers and rolling hills in the distance. Doing this in the morning light is surreal. The weather was good and the traffic light at this point and I ate up the miles. Going through the tunnels I had put my lights on, and had forgotten about them. I stopped for fuel and again the starter would not work. I got out my voltage meter and began tracing the wires through various connections, and while getting readings I was not sure if they were strong enough. The car was not that hot, and after 30 minutes with still no response I was getting frustrated. Then I notice the lights. I turned them off and the car started right up. What a relief. Another clue about what might be the problem.

I drove until 5:00 and stopped in Somerset, PA for the night. The hotel let me keep the car under the entrance canopy since there was a risk of severe weather(thunderstorms and hail). Dinner tonight was nothing like the fish Matina had made; a Subway veggie sandwich and water had to suffice, but it was all good. Hotels these days do not have windows that open, so my sleep was nothing like being in the woods, but I was tired and did not notice.

Monday morning I was up early and on the road by 7am. The car started up no problem and the drive in the morning was good: cool, and there was no traffic. Then I hit Pittsburgh. I had been travelling on the toll road and now moved

onto I70 and there were trucks, lots of trucks. The road surface was abysmal and we were just trundling along, moving but slow. Then it started to rain. I have never seen rain so hard; the traffic was going 45 mph and even that was too fast. I felt like I was driving through one of those car testing facilities with water coming at you from all directions. It rained for about two hours and it was so noisy on the roof I could not hear the radio. The good news is that my top did not leak!

Finally about noon the rained stopped and it got hot and humid, think jungle. I stopped for gas, and the car had the starting issue again; I had left the lights on again (feeling sheepish). I will have to install a warning buzzer for that! The weather had cleared completely as I came into Indiana, and I was firmly in the farm belt. Corn, corn and more corn. The land is lush and green and a joy to look at. The people are very friendly and helpful (think of the song Shambala by Three Dog Night: <http://www.youtube.com/watch?v=xnyh6i9NvmE>). I stopped at 4pm in Crawfordsville IN, in the middle of a corn field.

The last day out and again I was up early, and today it was very cool. I74 was almost deserted and the speed limit was 70. It seems I get better gas mileage the faster I go. At 60 mph I am getting about 13 mpg, at 75 mph I am getting 15mpg. (*Peter, did you try 85? LOL*) I had the engine dyno tested after the rebuild and it was most efficient at 3200 rpm, so I think 70-75mph is the sweet spot. I had only about 3 hours left before arriving in Springfield and they went by quickly. It was so cool I could keep the windows up and the radio going. Led Zeppelin, Steppenwolf and The Band kept me company.

I arrived in Springfield about noon. Coming in from the North the view is dominated by three of the tallest smoke stacks I have ever seen. I was told that they are putting out steam, and the effluent looks white, but it is coming from a huge coal fired utility. The room was not ready, so I headed for the car wash to get the road dirt off and detail the engine. After checking in later that afternoon I hooked up with a couple other members from the New England Olds Club and the show began.

Cheers, Peter

E & G Automotive

NOS / Used Oldsmobile Parts

EVERETT HORTON

Fax (401) 435-5580

Cell (401) 573-6361

ANTIQUOLDS@AOL.COM

54 Redland Ave.

Rumford, RI 02916-1215

A View of the 2013 OCA Nationals *Photos from Springfield!*



**Cool Nationals License Plates!
Bet these will be collectible!**



**Senior Cars lined up to see who will
move to preservation.**



**Want to build yourself
a W-Machine?
Just check out the
swap meet goodies!**



**A movie star?!
"Hamilton" from the ABC pilot "The Price
of Motor City" was present and polished
to perfection.**



**Wonder how fast they
went with Linda Vaughn
on the back of that H/O?**



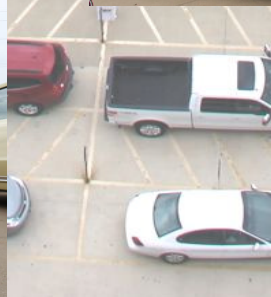
**Jethro, meet me
out by the cee-ment
pond.**



**Pick your flavor! Stock or modified,
then pick your color.**



Love those through the bumper scoops!



The competition's view!

Directions To The Next Couple of Meetings

The **October meeting** will be hosted by Jean Roy on **Thursday October 7th.**

Jean Roy - (860) 568-4280

139 O'Connell Dr., East Hartford, CT

From the North, East and West;

From I-84, take Rout 2 south out of Hartford towards Norwich/new London. At SR-2 Exit 5C, turn off onto Ramp.

Turn LEFT (East) onto Maple St. for 1.0 mile.

Turn RIGHT (South) onto Forbes St. for 0.2 mi.

Turn LEFT (East) onto O'Connell Dr. and go 0.4 mi. to #139.

From the South;

From I-91 (North) get off at Exit 25-26, for CT-3 / Glastonbury / Old Wethersfield.

Merge onto SR-3 [Maple St] (North) for 1.4 mi. Turn off onto Ramp and proceed 0.3 mi to Main St / Glastonbury.

Turn LEFT (East) onto Glastonbury Blvd for 0.3 mi.

Continue (East) on Griswold St. for 0.6 mi.

Turn LEFT (North) onto Prospect St for 0.4 mi. Continue (North) after Prospect turns into Forbes St for 0.2 mi.

Turn RIGHT (East) onto O'Connell Dr. Go 0.4 mi to #139

Where will the **November meeting** be? Why not volunteer to host a meeting and show off your car & garage?

The New Guy (Cont'd)

(Continued from page 3)

my first car and is responsible for igniting my passion for Oldsmobiles. While far from being a six figure collectable, cars such as this represent a great way to pass on the Oldsmobile bug to younger members who then move up the Olds ladder and keep the brand's legacy alive.

My other Olds was a surprise purchase that even came with a genuine "Little old lady who only drove to church and the grocery store" story. Although I am still not sure why a 90 year old woman had a car as sporty as this just to go to church, the condition and price were right. The car is a blast to drive. The Toronado stands out...then again I think the DR.OLDS plate helps. Previously I have also owned a 1988 Delta 88 (with over 300,000 miles), a 1988 98 Touring Sedan, and a 2001 Aurora 3.5. While my Olds ownership has been quite different from that of most club members, my love of everything Olds is not. I am very excited for this opportunity to serve our club and the Oldsmobile hobby at large.

Outside of the NEOC I am a high school Social Studies teacher and history buff. I live in West Haven, CT

where I somehow convinced my better half that there is no better way to spend a weekend than detailing one of the cars. I love automotive history and any excuse to check out classic Detroit Lansing iron.

I'm looking forward to getting to know more of our membership and to working with the executive board. Please feel free to contact me any time.

Frank Tupka

Vice President, New England Olds Club

99 Cooper Rd, West Haven, CT

Droids88@yahoo.com

(203) 499-8770

Rocket Classifieds

Club members are entitled to ONE free ad per issue. There is no charge for members. 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: Jim70442w30@aol.com

Snail mail: Jim Schmitz

860-379-5221

24 Pioneer Dr.

New Hartford, CT 06057

New England Oldsmobile Club

Business Address:

77 West Dayton Hill Rd.
Wallingford, CT 06492-5324
Email: gmmorris01@aol.com

Membership Information:

77 West Dayton Hill Rd.
Wallingford, CT 06492-5324
Email: gmmorris01@aol.com

Newsletter Publication:

24 Pioneer Dr.
New Hartford, CT 06057
860-379-5221
Jim70442w30@aol.com

Executive Board:

President - Glen Morris
Vice President - Frank Tupka
Treasurer - Bill Black
Secretary - Larry Gagain
Membership Coordinator - Ed Palmieri
Activities Coordinator - Open Position



**Oliver
Autobody Co., Inc.**

1519 Dwight Street
Holyoke, MA 01040

Phone 413-532-9413

Fax 532 - 7218

**Riley & Scranton Automotive
Service Center, Inc.**

Earl Bancroft - Manager Shelly Bancroft - President

**Complete Auto Repairs
Foreign & Domestic**

138 Welles St.
Glastonbury, CT 06033

Phone 860-633-3669
Fax 860-659-8459

To:

Place
Stamp



From:
New England Oldsmobile Club
24 Pioneer Dr.
New Hartford, CT 06057