

Rocket Circle

Monthly Newsletter Of The Oldsmobile Club Of Southern California

Welcome to summer!

May was a busy month with the Zone Show, Mike and Char's gathering to celebrate with our Canadian Visitors and Rocket Science Racing running the Spring Event of the ANRA season. Since we have already talked about the Zone Show and the party I will share the Racing info. You will see a few pictures from the party in this issue and an article about the California Dreamin Cruise through our area.

It was a very hot weekend in Bakersfield at the Famoso track, Saturday 113 degrees and Sunday 100 degrees. We had our 3 grandkids from Oklahoma and Scott our favorite Scott man with us. The air conditioner in the motor home was barely working so it was very uncomfortable. But that did not stop Grant from having a stellar racing weekend. He decided to run Hot Rod which is a bracket class and D-gas which is a 10.60 index class. He did well even in the heat. He went to the semifinals in D-Gas and to the final in Hot-Rod, which meant he brought home a trophy and a bit of cash. Saturday he was the number 7 qualifier in D-gas which won him a bit more cash. We had lots of help as the end of the day was approaching on Sunday and we were being called to the lanes in a round robin fashion. It was run a lap, get back to the pit area where the fans, charging system and fuel was waiting to give the batteries a bit of juice, top off the gas tank and give the radiator a blast of cooler air. It was a team effort. We thank all our fellow racers for jumping in to help us out! We climbed way up the point's ladder reaching 2nd overall in Hot-Rod and 4th overall in D-Gas. Next Race weekend is the last weekend in August.



Continue on page 4



Come visit us at the membership meeting!

July 3, 2013 7:30pm start

Mimi's Cafe, 8455 Firestone Bl., Downey, Ca

Mimi's cafe offers a 10% discount if your a AAA member

Hope to see you there!

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JUNE 23, 2013 ALL G.M. Show

Arriving at 8:30 am there was the usual long line of show cars waiting their sign in at the entry gate. The cool cloudy day helped to keep the day quite comfortable. Joe Tannerbauer was busy setting up his 'easy-up' and operating the club display booth items. Someone mentioned that we may have had two possible club sign ups for the day.

The wide variety of Oldsmobile's on hand ranged from Neil Matranga's 1903 Curve Dash Runabout to Sandy Bettelman's 1999 Shelby Oldsmobile sports car.

I hand counted 40 Oldsmobiles on display on the show field at 10 am. At 11 am there was 41 due to the arrival of Jay Leno's highly modified 1966 Toronado.

The following list of popular choice winners are as follows; Please excuse my butchering of names I may have misspelled...
POST WAR;

3rd. Place.....Eric Unsak - 55 Olds 88,
2nd. Place....Bob Prichard - 54 Olds S-88 Conv.,
1st. Place.....Don Baldwin - 50 Olds 88,

MODERN;
3rd. Place.....Bill Anderson - 66 Olds 442 L-69,
2nd. Place....Bob Stokes - 70 Olds 442 W-30,
1st. Place....Tom Mateyka - 65 Olds 442 W29.

LATE MODEL;
3rd. Place.....Karon - 85 Olds Toronado,
2nd. Place....Jerome Magazine - 77 Olds Toronado,
3rd. Place.....Sandy Bettelman - 99 Shelby Olds

SPECIAL AWARDS;
MOST AMBITIOUS PROJECT; Mike Izzo - 1919 Olds Truck.
DAVE HIGBY AWARD; Ken Brock - 63 Olds 98 2-dr. Htp.

The L.A. Chapter of the Buick Club is to be congratulated for hosting another great event. Also, a representative of the Buick Club said they will be forwarding us a complete list of show winners at their earliest.

Al Allande, Club Area Representative.....

Upcoming Events

July

14.....Oldsmobile club tour at Automobilia
23-28.....Oldsmobile Nationals Car Show, Springfield, IL

August

24.....Wheels and Windmills: www.wheelsnwindmills.com

JUNE 5TH MEMBERSHIP MEETING MINUTES

Al Allande called the meeting to order at 7:30pm; there were three guests: Kent Decker, who owns a '72 Cutlass, and Frank & Tanya Gattuccio, who own a 1970 Cutlass, Grant has rebuilt the engine.

Scott reported the treasury balance to be in good shape.

OLD BUSINESS: The May Membership minutes were approved by Scott, seconded by Grant.

Jim C & Joe T. reported on the April & May LB swap meets; good weather, lots of interest in the club.

Grant reported on the Zone Show; there were 33 cars, decent weather other than a lot of wind in the afternoon, and a fun BBQ Welcome Party for our friends (19 of them!) from Canada and points north on Sunday. Grant and Karon scouted a new location for the Zone Show. Mike Izzo reported that the Monday tour of LA and the Tonight Show went well, and three broken-down Olds' were repaired at Mike's place!

BREAK/50-50 RAFFLE TICKET SALE: Joe T.

NEW BUSINESS: Al Allande mentioned the upcoming All GM Show at Woodley Park June 23rd; get your car entered; filling up fast!

Keith Berg talked about his "Automobilia Tour" on July 13th, off the 710 @Del Amo; there is a diner across the street for lunch; see R/C for details.

Joe T. reported no date has been set yet in August for the TG's/Alan Mest Tours.

Ellen talked about the Memorial Car Show Sept. 15th @Yorba Linda Park; get sponsor donations/raffle prizes from the club members! Also, get registered EARLY for the Oct. 6th Veterans Car Show; it fills up FAST!

Need club member's ideas for a November event!

Ellen reported the Dec. 14th Holiday Banquet is all set @Ruby's in Orange

Next month's meeting moderator will be Karon Pierce.

PARTS CALL/50-50 DRAWING: Frank & Tanya Gattuccio won \$46; meeting adjourned 9:05pm.

JUNE 12TH BOARD MEETING MINUTES

The meeting was called to order by Al Allande at 7:40pm. Guests were Thomas, Domenic and Charles.

OLD BUSINESS: TREASURER'S REPORT: Scott reported the treasury is in good order. June 23rd All GM Show: Ellen suggested we set up a table with membership apps and info for the Memorial Car Show. Joe T. will bring these items along with the club banner and table.

Keith Berg's Automobilia Tour is all set to go for July 13th. August date for Joe T's TG's Performance Shop Tour is still TBA. Keith and Grant and Karon have already secured some raffle prizes for the Memorial Show. Grant reported on the Veteran's Car Show registrations and stated that we will have a "club area" reserved for us. Zone Show Report- Scott will get all the numbers together and send a report and a check to Nor Cal. Next year's Zone Show: Karon and Grant researched the SeaCrest Oceanfront Hotel in Pismo Beach. Very beautiful place with a Marie Callender's on premises for the banquet and an excellent parking lot for the show. Karon is already speaking to both locations regarding cost and contracts. We will be able to reduce our banquet cost significantly with a complete meal. She will be getting the information together to send to Nor Cal.

NEW BUSINESS: Al Allande mentioned a Peterson Museum Cruise-In as a possibility for a November event. Ellen will be working with Rubies regarding the details for our Holiday Banquet. Grant and Scott will man the July 14th LB Swap Meet Booth.

September's meeting will be our next White Elephant Sale, so get your items ready! Next topic, how do we improve the membership renewal process and OCA compliance? It was decided that a Membership Coordinator be appointed. Grant moved that Domenic be appointed Interim Membership Coordinator. Scott seconded, motion carried.

Karon (or Grant) will be moderator for July's Meetings. Meeting adjourned 9:40pm.

Renewal Application

Membership Number: _____

Name: _____

Address: _____

Email (Required to receive Newsletter): _____

Telephone: (____) ____ - _____

Birthday: _____

Annual Membership: O.C.A.....\$30.00

Olds club of So. Cal.....\$15.00

Total due.....\$45.00

Mail to: Oldsmobile Club of Southern California

P.O. Box 661224, Arcadia, Ca 91066

Please make checks payable to:

Oldsmobile Club of Southern California

Please note if your name is on this list your membership is going to expire. Please fill out our renewal application to the left and mail it in.

If paid please disregard.

This is your last issue:

DONALD L. BALDWIN
SANDY BETTLEMAN
DONALD BOLLEN
KEITH MAGEE
R. KIRBY MORROW
HOMER PAULSON
MELISSA WARNER

Welcome to summer, Cont.

Mark your calendars for our Bi-Annual White Elephant Sale at our September general membership meeting (start gathering your goodies) and the Memorial Picnic and Car Show Sept 15th at Yorba Regional Park, which is a fantastic venue! Have you been out talking to your local businesses about getting raffle prizes? We have and we have some great items already but we need more so stop by your local merchants and ask them for a contribution.

I hope to see you at The Automobilia Event on July 13th. Enjoy the summer and stay cool. Safe travels to all of you headed to the Nationals.

Karon Pierce your Rocket Circle Editor.



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Celebrating Pininfarina's 80th Anniversary with Our Starfire at the Dana Point Concours

By Mike Van Auken

Back in the early 1970s the Italian design house and coachbuilder Pininfarina constructed two cars in connection with GM's Rotary engine program. One car was the XP-897GT Two-Rotor Corvette. The other car was the first H-Special prototype which became the 1975 Oldsmobile Starfire, Chevrolet Monza 2+2, and Buick Skyhawk.

Jumping forward to 2010 Pininfarina was celebrating their 80th anniversary. In honor of their anniversary the 28th Annual Dana Point Concours d'Elegance at the St. Regis Monarch Beach Resort had a Featured Class for Pininfarina (Non Alfa Romeo or Ferrari). Chuck Jordan, retired Vice President of GM in charge of Design, was also one of the Honorary Judges for the 2010 event. I had spoken to Chuck Jordan several years before about Pininfarina's involvement. So we applied to exhibit our Starfire into this class and it was accepted.

The Concours weekend started out on Saturday, June 26, with a reception for the exhibitors. My son and I attended and had a good time meeting everyone. It was the start of a fantastic weekend.

Sunday morning we placed our Starfire on the show field with the other cars in the Pininfarina class. The cars in the class were from left to right: a 1981 Fiat Spider 2000, 1979 Fiat Spider 2000, 1969 Fiat 124 Sport Spider, 1958 Fiat Eden Rock (1 of 2 built), 1986 Rolls Royce Camargue, two 1967 Fiat Dino Spiders, our 1979 Starfire GT, and a 1956 Nash Ambassador Custom Farina Sedan. The '79 Fiat had a brown metallic exterior with a tan interior like our Starfire.



We enjoyed seeing all of the terrific cars. Alfa Romeo was the featured marque in honor of their 100th anniversary. There were also classes for horseless carriages and vintage cars, Classics, preservation, luxury touring, sports cars, woodies, pony cars and muscle cars, hot rods, and customs as well. There were vintage aircraft flyovers too.

The judging was according to Classic Car Club of America rules. One thing about the CCCA judging that is different than OCA judging is that you have to start the car and show that it can go forwards and backwards under its own power. You also have to turn on the lights and turn signals to show that they work as well.



The Pininfarina class was split into two subclasses: one for Fiats and the other for Non-Italian Chassis. Our Starfire won 2nd place in the Non-Italian Chassis class. Award winners were informed before the awards ceremony, where we were queued up in a certain order and instructed to drive in front of the trophy stand in order to receive our award during the awards ceremony. It all went very well and concluded a terrific weekend.

Epilogue: Sadly less than 6 months later Chuck Jordan passed away in December 2010. I am thankful for the opportunity to have met and talked to him. He was very friendly and helpful.

Bibliography

Motor Trend, September 1974, pp 86-87.

Road & Track, September 1974, p 37.

Cars, January 1975, p 21.

Wyss, W.A., Corvette Prototypes & Show Cars Photo Album, pp 76-81.

28th Annual Dana Point Concours d'Elegance® - 2010, <http://www.danapointconcours.org/gallery-2010>.

Colias, M., "Chuck Jordan, 83, gave Cadillac new look in '90s," Automotive News, December 13, 2010.



1971 Olds Cutlass 350c.i.d. build Technical Article part 4

We are now going to review the process of final assembly of this Olds 350 as well as review the support items that were upgraded or replaced to better match up with this performance engine build.

Once all the engine components were thoroughly washed along with the block, and all the components final inspected, we were ready to assemble the engine. We first checked all the crank journal dimensions, measured the bore housing in the block with the bearings installed, and did the appropriate math to figure the oil clearance. The same was done with the bearings installed on the big end of the rods with the rod bolts torqued to spec. This method of establishing proper oil clearances is more accurate than the old plastigage process but that approach will work as well for the more basic rebuilds

Once we were confident we had the proper oil clearances, we prepped the new neoprene rear main seal and installed it in the block and rear main cap, offsetting the seam from the cap / block seam to better avoid rear main oil seepage down the road. The crank was dry fitted once in the block to confirm we had proper thrust (back and forth crank motion) clearance, was then given a generous coating of Lucas brand hi-performance assembly lube and installed in the block.

Next came installing the rods / pistons in the block but first we needed to check ring gap and install the rings on the pistons. To check ring gap, we took one top ring, placed it in the bore of one cylinder, then using the top of the piston, we squared the ring in the bore so we could measure the ring end gap. In this case, we ordered .005 oversize rings so I could file fit the ring gap to exact specs of each cylinder, much like the "select fit" process Oldsmobile used on the W cars and H/O's back in the day. Once the rings were all file fitted to their respective bores, the rings were installed on the pistons using a special ring expander tool. The ring end gaps were clocked roughly 120° from each other on each piston to avoid all gaps lining up during the break-in process. Note; the rings do rotate in the piston grooves and can align the gaps while running but this is normal and not detrimental to normal engine operation. It is only important during break in to get a more uniform ring to bore seating.

The pistons were installed after lubing the wrist pins with 30wt oil, one cylinder at a time with a small amount of light oil on the cylinder walls and again the Lucas assembly lube on the crank / rod journals. The crank was rotated several times after each piston installation to check for binding as well as rod side clearance which is another critical oiling point for Olds motors.

We now had the basic shortblock assembly completed and it was time to now install the camshaft and timing chain assembly. The cam was coated with the special assembly lube provided with it and then the crank gear was installed on the crank snout. Next the cam gear with chain were maneuvered into place with the timing marks indicating "straight up" aligned per the factory manual / specs. The cam bolt was hand tightened for the time being while we prepared to "degree" in the cam. This process while a bit time consuming and somewhat difficult to do with the engine in the car, is an important process with a performance build to insure the cam specs, timing marks, and chain stretch are all accounted for and the cam falls within the timing specs noted on the cam specification card. Once the degreering process was complete, the cam gear bolt, with fuel pump eccentric, was re-installed with a couple of drops of red Locktite to insure it will not come loose over the years of use. Lastly the timing chain cover was re-installed with a new front seal.



Checking crankshaft for free rotation, rear seal drag, and thrust clearance.



Short block assembled with camshaft degreed.



Heads installed and setting lash on valvetrain.

Next was sealing up the bottom end so that meant installing the high volume oil pump with its special bolt on style pick up screen, again using Locktite on the pick up bolts. At the same time the new oil pump driveshaft is installed that will fit into the bottom of the distributor gear. While fitting the oil pump, we checked the clearance between the bottom of the pickup and the bottom of the pan to insure there isn't interference but that the pickup will always be submerged in fresh oil. Ideally you want 3/8" – 1/2" clearance maximum. The oil pan was then sealed to the block using the rubber front and rear seals and crush resistant steel reinforced pan rail gaskets with a light coat of black rtv sealant.

Now it was time to install the fresh W-31 spec heads, using Corteco specially coated head gaskets, making extra sure the block deck surface and head surface were completely wiped clean with lacquer thinner to make sure there would not be any possibility for improper sealing. The original head bolts were reused and the heads were torqued to factory spec using 30wt oil on the threads.

The hydraulic lifters were soaked in 30wt oil until all the air had bled out of the internal valving and were then installed in the block using more of the special cam lube on the lifter faces. All the other valve train components (rocker arms, pivot balls, adjustment nuts, & pushrods) were installed after also being soaked in oil with hi pressure moly grease applied to the valve stem tips and rocker pivot rollers. The valves were then all adjusted to the cam manufacturers spec of true zero lash.

The final process to seal up the motor was now the installation of that beautifully polished aluminum intake manifold. This is a particularly important process to pay attention to as this is one area often incorrectly done by folks with minimal experience with Olds motors. You are trying to seal four different mediums all at the same time, oil, water, exhaust, and air flow so it is very important to use the right gasket combination and procedure. The factory used a steel "bathtub" gasket with the original cast iron intake but when using aluminum that expands and contracts significantly, the old "turkey tray" gasket is no longer adequate. In this case we used a "print-o-seal" type of composition intake gasket which incorporates a special bead of sealant built tight into the gasket surfaces. We also used black rtv for the end seals rather than the typical rubber seals as they have a tendency to shrink with heat and start leaking oil. We also applied a thin layer of Gasgacinch (contact cement) to the intake port area of the heads and the gasket to insure a good airflow seal. Lastly we applied black rtv around the front and rear water jacket ports and set the intake into place. New stainless steel intake bolts were then torqued to factory spec and the assembly was left overnight to set before further assembly work was completed.

The final assembly phase of the motor included installing the new water pump, pulleys, harmonic balancer, a/c & alternator brackets, timing pointer, carburetor, motor mounts, flex plate, distributor, egr block off plates, spark plugs, fuel pump, modified oil filter housing and other miscellaneous items.



Roller tip adjustable rocker system with heavy duty valve springs



Bottom end buttoned up with water pump installed



Test fitting the aluminum intake manifold

To complement the new and higher horsepower engine, it was decided that the cooling system should be upgraded so a new three row aluminum radiator was secured from Champion Radiator for the project. Also the transmission was completely rebuilt by Dana Sniff Transmissions with heavy duty components and a shift kit along with a new higher stall speed converter from Edge Converters to improve off idle performance . To round out the drive train upgrades, new heavy duty u-joints were installed in the driveshaft along with a new trans mount and a hi-torque mini starter for reliability with hot starts and tight header clearances.

In our final chapter of Frank's engine rebuild, we will go through the final installation process as well as the start up and break in procedures employed to get this Cutlass Supreme back on the road and ready to do battle with our Southern California traffic and the occasional rice burner "thinks he's fast" owner...lol..

As always, if you have any questions regarding this build or one you may be contemplating, please feel free to contact me anytime.



Another view of the polished intake and factory chrome valve covers



Intake torqued in place with rebuilt carb and HEI distributor

Join us at Automobilia

Saturday July 13, 2013

2790 E. Del Amo Blvd., Rancho Dominguez, CA, 90221

Automobilia is a car garage and restoration center that houses one of SoCal's most prestigious, vintage and classic, private car collections. It includes a fully working and restored 50s diner and vintage game room. Bring your Oldsmobile and get your friends to bring theirs. Plenty of off street parking. Talk to the men that do the restorations and see the shop they do it in. Coffee and Donuts

DON'T MISS THIS ONE

Our little part in the California Dreamin' Cruise
by Mike Izzo

It all started with Ken Pilidis of Sherwood Park, AB, Canada wanting to take a scenic drive down the California Coast. Planning such a road trip usually means prepping your newest, most comfortable car in the stable thus reducing the chances of a breakdown...not with Ken. From inception, his dream always included making this journey in his 1976 Olds 442. What if... some other car guys might want to join in on this trip? Well that even made the trip that much better. And so it was...Ken started putting it all down on paper, planning a route, calculating the daily mileage, rounding up other interested car guys and contacting other car clubs along the way.

That is where the Oldsmobile Club of Southern California entered the picture. I have known Ken for many years through our mutual Canadian friend Jamie Cox. Visiting Jamie over the years, we've attended numerous Oldsmobile events including the Northern Nationals in 1994 and the yearly Olds Show in the Town of Olds, Alberta. Ken contacted us over a year ago and emailed a rough route plan with a list of key points of interest. A few suggestions here, a slight change in routing there and soon his Southern California part of the trip began taking shape.

Blending in perfectly with our Pacific Southwest Zone Show, Ken's group met us in Morro Bay, CA for a beautiful Central Coast weekend of Car Guy heaven. While the Olds guys enjoyed the show, others in the Canadian group took in Hearst Castle and some scenic coastline cruising. Sunday morning we met for breakfast and soon we were escorting new and old friends alike Southbound toward a few days of Los Angeles hospitality. A short rest stop in Solvang, CA allowed our Canadian visitors to experience the California version of Denmark. Then it was on the road again with Al Allande leading the group to a mid-afternoon check-in at the Best Western, Canoga Park.

Meanwhile, the Izzo home was abuzz with all hands on deck decorating the patio, arranging tables, setting up a "Kool Aid" stand and preparing the catered evening dinner. Bakewell Catering supplied the delicious feast while Joe Tannerbauer, Kevin and Charity McElroy, Domenic and Ellen Santucci and Grant Warner & Karon Pierce arrived early to assist with setup duties. Ken's California Dreamin' group began arriving about 5:30 changing our sleepy residential street into an instant urban car show. The neighbors loved it.

Early Monday morning, the Best Western parking lot turned into a staging area for the Los Angeles Tour portion of the trip. Our first stop was the "The Great Wall" (of Los Angeles) a 2,754 foot flood channel mural designed by artist Judith Baca and painted by volunteers. It begins with prehistoric inhabitants (as in La Brea Tar Pit discoveries) and ends with protests of the 1960's. Next we took our guests to visit with some Movie Stars...dead ones that is. We caravanned to Forest Lawn Memorial Park, took pictures of the various Revolutionary War monuments, the replica of The Old North Church and the Lincoln Memorial. Along the way, some final resting places of many well known stars were spotted and photographed.



The next LA icon we visited was the Griffith Observatory in Griffith Park. Since the Observatory is officially closed on Mondays, parking the large group of collector cars was a snap. Quite a few tourists, from many parts of the world, got a real treat taking pictures with all the vintage American Iron. The great views of Los Angeles, Hollywood, the Hollywood Sign and Century City kept the Canadian cameras snapping away for quite some time. Soon we were down the hill for a cruise of Hollywood Blvd. and a stop at the Hollywood Walk of Fame. Not the footprints in the concrete, not the Stars on the sidewalk, not even the waitresses at Hooters could stop us from heading to our next destination...The Tonight Show with Jay Leno. We made it there just in time to get everybody parked and into the studio for the tapping.

Knowing the group would be hungry upon leaving the Tonight Show, we prearranged a dinner stop at Bob's Big Boy in Toluca Lake. This Bob's is pretty much known the world over as ground zero for the 1950's cruise night phenomenon. So Cal Olds Club member Ed Levitt had several meetings with Leo, the Bob's manager, to reserve the perfect cruise night parking and private dining area for our Canadian guests.

The night was not over yet. After returning the group to their hotel, several cars needed immediate service. Robert & Sharon Gaunt's 57 needed the front brakes changed, Ott & Doris Zelko's 62 Starfire needed a brake vacuum line check valve and Allen & Margaret Reid's 71 Cutlass was experiencing overheating. I felt like I was back at work teaching Auto Technology at the high school...moving from car to car, group to group, offering tools, advice and some good natured kidding whenever possible. The Izzo garage was open for business until all the work was completed at 1:30 AM Tuesday.

The plan on Tuesday morning was to escort the group to the Petersen Auto Museum, have lunch there and then send them off to their next overnight stop, Las Vegas. With several cars on the "watch list", most of the caravan opted to leave for Las Vegas early to beat the afternoon desert heat. Paul Turkovich and Stuart & Patricia Overholtzer stayed with the original plan and joined me at the Petersen.

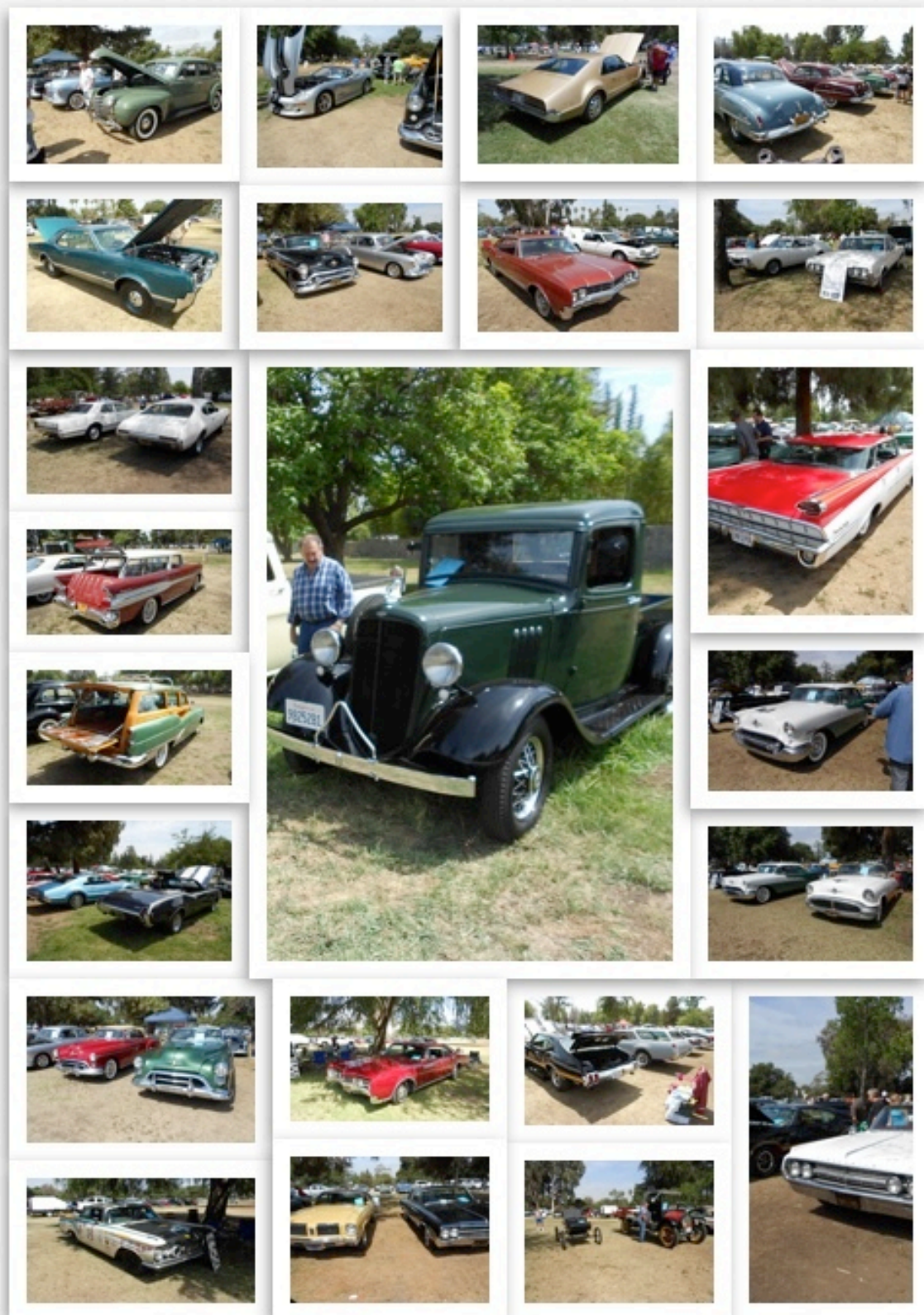
I know that at some point this article will make its way to Canada, so I would like to take this opportunity, on behalf of the Oldsmobile Club of Southern California, to say thank you to the entire California Dreamin' Cruise contingent for being such good company, easy travel companions, friendly participants and generous friends. We'll caravan with you anytime. We here in So Cal enjoyed every minute of your visit. Come back again, soon.

The California Dreamin' Cruise Participants:

Ken, Alex & Josh Pilidis, Sherwood Park, AB Canada, 1976 Olds 442
Bob & Marilyn Schlutze, Edmonton, AB Canada, 1963 Buick Riviera
Robert & Sharon Gaunt, Fife, WA, 1957 Olds Super 88
Allan & Margaret Reid, Delta, BC Canada, 1971 Olds Cutlass Supreme
Randy & Candice Emke, Wetaskiwin AB Canada 1968 Chevelle SS 396
Ott & Doris Zelko, Grande Prairie, AB Canada, 1962 Starfire Conv.
Greg & Cathye Hinton, Palm Desert, CA, 1939 Olds 70 Series Hot Rod
Paul Turkovich, Fortuna, CA, 1956 Olds 88 4 door hardtop
Stuart & Patricia Overholtzer, Morgan Hill, CA, 1991 Olds 88



All GM Show Woodly Park 2013



Oldsmobile Club Of Southern California Presents

26th Annual Memorial Car Show & Picnic



Yorba Linda Regional Park 7600 E. La Palma Ave., Anaheim Hills, Ca 92807
September 15th, 2013 9am to 3pm

Car Show Registration::
\$15.00 Per Vehicle
After September 8th & Day of Show:
\$20.00 Per Vehicle
Park Entry Fee:
\$5.00

No Firearms, No Alcoholic Beverages
Exhibition of speed not permitted

Name: _____
Address: _____

Phone: _____ OCA # _____

Email: _____

Year: _____ Model: _____

Vehicle Class: _____

Car Show Fee.....\$15.00

Each Additional Car.....\$8.00

Additional Lunch.....\$3.00 X _____ = _____

Total.....

Each Entry Fee Includes Two Lunches



Hold Harmless Agreement: I accept and assume
Full responsibility for any and all injury or loss
to me, my family, friends and/or property and
agree to release from responsibility/liability
Yorba Linda Regional Park, its officials and
employees and the members, officers and organizer
of this car show.

Participant Signature

Car Show Classes

Full size

Class-1: 1897-1948
Class-2: 1949-1953
Class-3: 1954-1963
Class-4: 1964-1976
Class-5: 1977-2004
Class-6: Toronados

Cutlass

Class-7: 1961-1967
Class-8: 1968-1972
Class-9: 1973-1977
Class-10: 1978-1999

Performance

(442, H/O, W30, W31, etc.)
Class-11: 1964-1972
Class-12: 1973-1997

Unrestored
1983 and Older

Modified/Race
All Oldsmobile years

Checks Payable to: "Olds Club of So Cal" Mail To: Ellen Santucci 732 Breezy Way, Orange, Ca 92869

Contact Ellen Santucci @ (714)633-7961 or writetoeds@hotmail.com

We ask current members with last name starting with A-L to bring salad and M-Z to bring Dessert

23rd ANNUAL VETERANS MEMORIAL CAR SHOW

Produced By

Volunteers for Veterans Foundation

In Memory of Mike Wilburn

Sunday, October 6, 2013, 8 a.m.-3:30 p.m.

At Jerry L. Pettis Memorial VA Medical Center, 11201 Benton, Loma Linda, Calif. 92357

**PRESENTING
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BEAUTIFUL TREE LINED GROUNDS - BLACKTOP PARKING

LIMIT TO 1100 CARS / T-shirt for all Pre-registered entries

**\$20.00 PRE-REGISTRATION ENDS SEPT 23rd or sold out
(SHOW SOLD OUT LAST 5 YEARS)**

Opportunity Drawing - Giving away one prize per minute

PANCAKE BREAKFAST GOOD VARIETY OF FOOD**BINGO**

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To contact Warren call 909-350-9816 extension 3

Program Advertising for 2013 Betty Volk

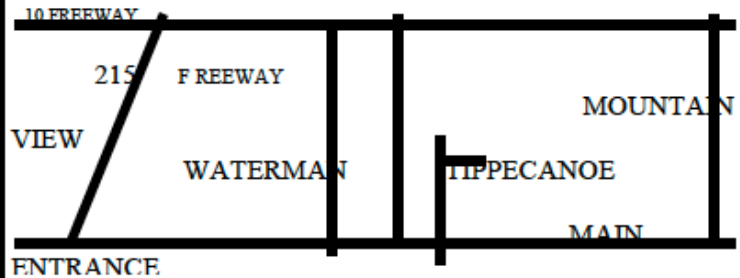
To contact Betty call 951-317-1856

www.veterancarshow.com, Fax 909 823-0899, or E-MAIL vetcarshow2002@aol.com

NO PETS, GO-PEDS, SCOOTER, BICYCLES, SKATEBOARDS, ROLLER BLADES AT THE SHOW

**REGISTRATION ENDS
SEPT 23RD OR SOLD OUT**

**(SHOW SOLD OUT LAST 5 YEAR)
CONFIRMATION LETTERS
TO BE SENT OUT SEPT 7 TH**



Registration Form

Registration \$20.00

NAME

STREET

CITY

STATE

ZIP

CLUB AFFILIATION

MAKE & MODEL

PHONE #

T-SHIRT SIZE

HOTEL INFO

EMAIL

Liability: In consideration of the acceptance of the right to participate in the Veterans Car Show, entrants and participants by execution of this form, release and discharge the representatives, and anyone else connected with management or volunteers, servants, or representatives, and anyone else connected with management presentation for the car show, from and against all liability of loss that the participants or entrant, and/or entrant's guests, including family and relatives may sustain incur as a result of any known or unknown damages, injuries, claims, demands, cost, or judgments arising from participant's or entrant's involvement in the Veteran's Car Show.

**Signature of
Entrant**

Are you Active Military or a Veteran Yes or No

E-Mail Flyer

MAKE CHECKS PAYABLE TO: Veterans Car Show

MAIL REGISTRATION TO: VA Car Show 9473 Emerald St., Fontana, Ca.92335



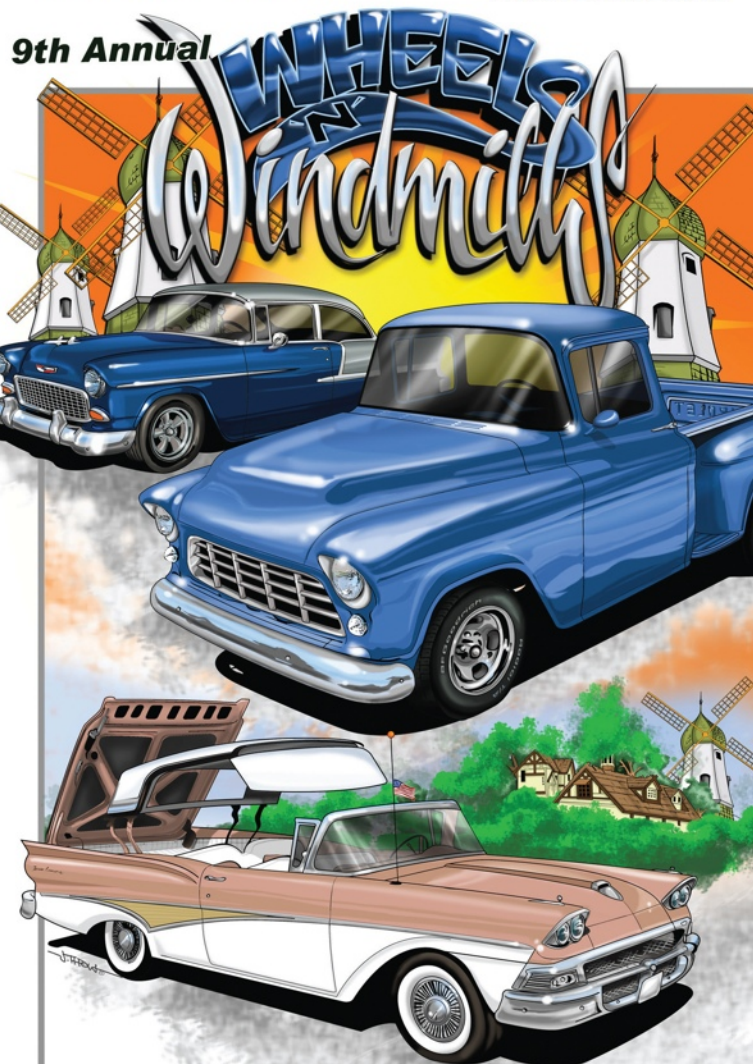
STORZ
KARL STORZ—ENDOSCOPE



Rabobank



Agent Luis Ogas



SOLVANG, CALIFORNIA
2013

Oldsmobile Club of Southern California

Vendors • Raffle Prizes • V-8 Engine Raffle • Music & More

Saturday, August 24, 2013 8am - 4pm
Honorary Grand Marshall Sam Foose



BEGA



Contact Bob at 805-688-6112 for more information or visit us online at www.wheelsnwindmills.com

SUNDAY MORNING POKER RUN

Sunday August 25, 2013

10:00AM - 12:00PM

**Awards will be presented and
Refreshments served at the last stop.**

See www.WheelsNWindmills.com
or call Dan at (805) 693-9283 for details



CAR SHOW REGISTRATION

Register on-line at www.wheelsnwindmills.com

DUE TO LIMITED SPACE, PRE-REGISTRATION ONLY! NO REGISTRATION DAY OF THE EVENT

Registration will be open until the 300 available spaces are taken or 8/5/13 (whichever comes first).
Registration Cost is \$45 for the first vehicle, which includes one event t-shirt, one "goody bag," and one dash plaque. Registration fee for additional vehicles is \$30 and does not include a t-shirt, goody bag or dash plaque.

Confirmation letters will be sent to all Registered entrants up to 10 days before the event.

Pictures of all vehicles will be taken at the registration check-in area. The pictures are for our Web Site Awards Page and Gallery.

Name _____ Phone () _____

Address _____ T-Shirt Size (Circle Size) S M L XL XXL XXXL

City _____ State _____ Zip _____

1st Vehicle Year _____ Make _____ Model _____ Color _____ Class _____

2nd Vehicle Year _____ Make _____ Model _____ Color _____ Class _____

Club Affiliation _____ E-mail _____

In consideration of the acceptance of the right to participate, entrants, participants and spectators, by execution of this Entry Form, release and discharge the sponsors, their representatives, and anyone else connected with the Solvang Wheels 'N Windmills Car Show from any and all known damages, injuries, losses and/or claims from any cause whatsoever that may be suffered by any entrant to his/her person or property. Further, each entrant agrees to indemnify all of the foregoing entries, firms, person, and bodies from any and all liability occasioned or resulting from the conduct of entrants or participants assisting or cooperating with entrant and under the direction or control of entrant.

I UNDERSTAND THAT MY VEHICLE MAY NOT LEAVE THE DISPLAY AREA UNTIL AFTER THE AWARDS CEREMONY.

Signature _____ Date _____

Signature of acknowledgement of disclaimer (Must be signed)

\$45 Registration Fee (\$30 Registration Fee for each Additional vehicle)

Qty. _____ \$ _____

Sunday Morning Poker Run - \$10.00 Entry Fee Per Vehicle

Qty. _____ \$ _____

Additional T-Shirts may be ordered at \$16.00 each (XXL & XXXL are \$18.00)

\$ _____

Size: S _____ M _____ L _____ XL _____ XXL _____ XXXL _____

Total Enclosed \$ _____

**Make checks payable to: Wheels 'N' Windmills Car Show
Mail To: 483 Dairy Way, Buellton, Ca. 93427**

Help

Hello, my name is Dennis Nickerson and I am a fellow member of The Oldsmobile Club of Southern California. I own a beautiful 1950 Olds 88 convertible. I don't drive it as often as I would like to, as it does not have power steering or power brakes. At 71 years old it makes a difference. I'd like to add these features to my otherwise stock 1950 Oldsmobile. Has anyone out there had experience doing this? Are there any premade kits that can be adapted? Should I adapt a late model steering pump and steering box, and if I do this with the large stock steering wheel will it cause the car to oversteer or be awkward to drive? I am aware there are some power brake units that mount under the car. Has anyone had experience with these or has anybody adapted a late model General Motors booster can? If anyone can offer advice on the above it would be greatly appreciated. Please email me at dennis@survivalsystems.com or call me at [\(805\)290-6119](tel:8052906119).

Thank you so much,
Dennis Nickerson

Olds Classified

For Sale

1936 olds parts. Call Perry (714)548-1649
1957 Olds 98 2-door coupe with 371 olds motor, restored. \$50,000. call 562-244-8611
1966 Olds Cutlass conv., 4-speed, no engine or trans. \$4000 call Jim @ (310)404-4115
1966 Oldsmobile 98, Convertible Texas Car. 2nd owner. Always garaged, new tires, New Dark Blue Paint , White top with Boot, Glass Window Wheel Well Skirts , White interior. AM FM Cassette. New Brakes. A/C ,Head turner, Runs perfectly. Jerry (818)-636-5475 \$10,500.00
70 Olds rear bumper, intake manifold, cam roller rocker for 350 V8. (626)215-2323
70 Olds Front bumper needs re chroming. \$70. 100's Oldsmobile in original packaging toys. Oldsmobile literature. Multiple auto service manual.
1970 Cutlass inner tail light lenses \$12 each. Rough 1950 hood ornament makes a good wall hanger for man room \$35. 2 pair of 1967 headlight bezels one pair fair one pair good \$35&45. 1996 Dealer display showroom plastic photo sheets, Achieva, Bravada,Ciera 17"X34" \$12 each. Two 1972 GM Opel dealer wall hangers featuring full lineup of interior fabrics 11X36 \$35. set. Domenic (714)633-7961
1970 floor cut out of 70 442 tweaked right front other sections a'ok \$75. great for cheap repair parts.. Domenic (714)633-7961
1977 Oldsmobile XS Brougham, Mist Green Paint with 1/2 Vynil Top, Moon Roof, New Interior, Chrome is perfect. A/C, AM FM CD Changer, Runs perfectly. Complete Car and drive it anywhere. Jerry (818)-66-5475 \$ 10.000
1956 Ninety Eight Deluxe Holiday 4dr. Hardtop, 46,000 miles on original drivetrain \$35,000.Ralph Perone 781.982.4388 or ralphrocket@gmail.com
1956 Super 88 Holiday 2dr. Hardtop, project but very restorable, call for details. \$2500. Ralph Perone 781.982.4388 or ralphrocket@gmail.com
Super 88 4dr. Sedan doors complete with grey inner panels. Rear dual exhaust bumper core with factory cutouts. Complete X-frame with rear end for 88s, straight. Ralph Perone 781.982.4388 or ralphrocket@gmail.com
1964 Ninety Eight 4dr. Holiday Sport Hardtop. \$13,000 Ralph Perone 781.982.4388 or ralphrocket@gmail.com
1970 W45 Rallye 350 Cutlass S Hardtop. \$28,000 Ralph Perone 781.982.4388 or ralphrocket@gmail.com

Wanted

1936 olds parts. Call Perry (714)548-1649
1938 Olds "slop3-back. Mike Rector (626)289-5201
1935 Olds 4 door inside moldings around windows or trim. Call Juan Valdez (909)587-3154
1936 Olds exhaust manifold. Antonio. (310)508-1954
1936 Olds convertible need driver door . Call Ed Mancillas (323)552-3780
46-48 Olds inner fender & grille, 50-52 V8 engine & trans. Lloyd Ikerd (562)633-3000
1950 NOS full size wheel covers/hubcaps. Pual (714)524-6039
1954 Olds 98 complete steering column. Ted (818)577-5510
1955 Rear bumper guard S-88. Dewain Bracken (818)-427-0436 or dewainbracken@sbcglobal.net
'56 Olds 98 2dr HT Trunk Bezel; Kenneth Brock [\(818\)-888-1456](tel:8188881456)
59-60 Olds steering wheel in good cond. (760)241-9801(H), (323)496-4918
1961 Olds Dynamic 88 clips for wheels. frank-watson@ladwp.com
1963 Skylark Dyna Flow dual path air-cooled trans (F-85) in good cond. Ed (909)902-5857
1964 Olds Jetstar. Ernesto Jimenez. (818)339-2389
1965 Olds Starfire left side wheel molding. Rick Shepard (323)839-8679
1970 Cutlass 4 door trunk lid from a hardtop or convertible. trptbach@hotmail.com
'72 H/O Cutlass center console assembly. Carlo Jackson. [310-532-8567](tel:3105328567)
'86 Cutlass hubcap wheel lock. Jason Martinez. [626-476-3469](tel:6264763469)

Membership Application

__New __Renewal
Referred By _____
Membership Number _____
Name _____



Address _____

Email _____

Your Newsletters will be sent via email.

Telephone: _____

List The Oldsmobile's You Own

Annual Membership:

OCA \$30.00

Olds Club of So Cal \$15.00

Total \$45.00

Outside of the U.S. is slightly higher
Please allow several weeks for processing.
Remit U.S. Funds only.

Mail to: Oldsmobile Club of Southern

California

P.O. Box 661224

Arcadia, CA 91066

Makes Checks payable to:

So Cal Old's Club of CA

Our website: www.socaloldsmobile.com

Look for us on Facebook

An Open Invitation to Join The Oldsmobile Club of America

Benefits include:

- An Award-winning monthly publication
- Free Classified advertising
- Membership in an organization more than 42 years old with more than 5,700 members.
- Website: www.socaloldsmobile.com
- Discounts on books and literature through OCA.
- An exciting National Meet each year
- Club advisor program.
- An Opportunity to join OCA chapter based on region or model interest.
- Fellowship and friendship with Olds owners in your area and nationally.
- And much more....



Oldsmobile Club of Southern California

...is one of the largest chapters of the Oldsmobile Club of America. Members in our chapter desire to participate in various events with other local Oldsmobile enthusiasts.

Meetings are held once a month to plan tours, picnics, shows, events and to hear guest speakers. These meetings are open to all local club members and interested prospective members.

In addition to the national magazine "Journey with Olds" magazine you will receive a local chapter Newsletter "The Rocket Circle" via email. We host an annual car show with "National Show" judging standards. To help you learn what it takes to score well in all judged areas of your vehicle.

We are here to help you with all aspects of owning your Oldsmobile's. Local chapter members are required to be members in the National Chapter.

Sales Order Form

Name: _____

City:

State:

Zip:

Phone / Email

OCSC Member #:

Total

OLDS Club Of So. Cal.

Rocket Circle

Our monthly general membership meetings are held on the first Wednesday of each month. (except December)

Meetings are held from 7:30 pm to 10 pm at:

Mimi's Cafe, 8455 Firestone Bl., Downey, Ca. (562) 862-2828

O.C.A (Oldsmobile Club of America) Southern Calif. Chapter Annual Membership dues \$15

One must be a member of O.C.A to join a local chapter. O.C.A annual membership dues is \$30. (if out of the U.S. slightly higher)

Please send membership application to:

Oldsmobile Club of America, P.O. Box 661224, Arcadia, Ca 91066

National dues will be forwarded to the O.C.A in Lansing, Michigan

Paid Advertising Rates

Olds Club of southern California Rocket Circle Newsletter

Business Card Size	Quarter Page Size	Half Page Size	Full Page Size
1 month.....\$10.00	1 month.....\$20.00	1 month.....\$30.00	1 month.....\$40.00
1 Year.....\$100.00	1 Year.....\$200.00	1 Year.....\$300.00	1 Year.....\$400.00

Make checks payable to: Oldsmobile Club of Southern California

Mail To: Rocket Circle Advertising, P.O. Box 661224, Arcadia, Ca 91066



Oldsmobile

