



OLDSMOBILE CLUB OF AMERICA EASTERN MA. GMO CHAPTER

Issue #42

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ROCKET POWER NEWSLETTER!!

GMO Meeting Notes

The December meeting was held at Xtreme Restorations in Slatersville on Sunday the 7th and our host was Ken Washwell who provided an astounding selection of pastries and beverages for the GMOers to feast on.

VP Rich Santucci called the brief business meeting to order around 1:45 PM and announcement was made of the winners of the GMO elections:

- President – David Consoli
- Vice President – Rich Santucci
- Secretary/Treasurer – Ted Loran
- Events Coordinator – Chuck Schiel
- Club Representative – Everett Horton

There were 25 members and guests present including new member John Colacci who recently purchased a 1971 Cutlass – welcome to the club John.



At the conclusion of the business meeting, Ken gave a tour of the facility, which included Bob

Flemings heavily modified 1970 442 convertible (in picture), and answered questions.

The meeting was adjourned about 4:00 PM. The next meeting is at the Holiday Party on January 3rd.

Wife of GMO Founder Passes



Gloria J. (Gagnier) Sweeter, 61, of Danvers, died peacefully November 21, 2008, surrounded by her loving family, following a brief illness. She was the loving wife of Bruce M.

Sweeter, with whom she shared 42 years of marriage.

Born in Portland, Maine, on November 30, 1946, she was the daughter of the late Wilmer Gagnier and Olive (Ward) Gagnier, who died six months ago and shared a special friendship with her daughter.

Mrs. Sweeter had been employed with Hub Manufacturing for many years before working as a housekeeper at Beverly Hospital and Hunt Hospital for 15 years. She was also employed by Heritage Assisted Living in Danvers.

Mrs. Sweeter enjoyed sitting on her front porch, reading the paper and talking with neighbors who would walk by. She also enjoyed home decorating and trips to Atlantic City. She was a caring wife, mother, grandmother, and sister who loved sharing time with her family. A happy and loving woman, she touched every life she came across.

In addition to her husband, she is survived by a son, Bruce M. Sweeter Jr. and his wife, Kristine, of Whitingham, Vt.; two grandchildren, Gavin and Ryan; a sister and brother-in-law, Sharon and Bart

Madrugá of Plymouth; two nieces, Jamie Houde of Plymouth and Jillian Madrugá of Easton; a great-niece, Miranda; and an aunt and uncle, Gloria and Frank Niles of Danvers.

Donations in Mrs. Sweeter's name may be made to the Leukemia and Lymphoma Society Donor Services, P.O. Box 4072, Pittsfield, MA 01202. The GMO will also be taking up a collection at the Holiday Party.

Bruce wishes to thank everyone for their support in his time of sorrow. He appreciates those that attended the wake, sent cards or phoned him to bring up his spirits.

Father & Son Team

When I was a young boy, I would look through my Mom and Dad's photo albums and noticed that my Dad had owned a Rally Red 1970 442. So I decided that I would talk my Dad into restoring a car. I liked the body style of the 1970 to 1972 Oldsmobile 442 so I sought out to find one. In 1996 my Dad was transferred to Boston and we lived in Rockland. One day when I was 8 years old I saw a 1970 442 W30 in a driveway when my Mom was taking me to Basketball practice. I asked my Mom to stop and I went up to the door and asked the gentleman if the car was for sale and he stated no. The next day I saw the car again and there was a cardboard sign in the front window saying "car not for sale".

In 2000 my Dad retired from the United States Coast Guard and we moved to Florida. In 2001 we decided to move back to Bridgewater MA. All my Mom's family lives in Rockland so we went over to Rockland to visit. On the way I saw the 1970 442 W30 was still in the driveway, but the sign was missing. I had my Mom stop and I asked the gentleman if the car was for sale and he said "yes". I called my Dad at work and I told him the car was for sale. My Dad told me to make an appointment that night to go back and look at it.

We went over and bought the car. It just so happens that it was my Dad's birthday April 4, 2002. The car did not have the drive shaft hooked up so we could not drive the car home and we had it towed to Bridgewater.



This was the start of the father and son project. We removed the entire interior and placed it in the basement. Removed the engine from the car, unbolted the body from the frame and lifted the body off the car. We would roll the frame out into the driveway and sandblast the entire frame, primed and painted installing stainless steel brake and fuel lines. Then we sandblasted the underneath of the body in the garage, boy did that make a mess. We then placed the body back on the frame. Next we rebuilt the engine while we sent the transmission out to be rebuilt. Once we were done rebuilding the engine we installed the engine and transmission on the frame.



We found it difficult to find someone who do the body work and paint the car in our price range that we could afford. We took the car to a person in Plympton to do the job. He promised us the car in six months.

We waited and waited he would do a little work here and there and after having the car for 2 ½ years we finally took it out of his garage and started looking again for someone to continue on with the restoration. In January 2007 we took the car to New England Carriage Shop in Plympton. Every piece of rusted metal was cut out of the car and renewed. We had the car painted Rally Red, the original color of the car was gold with black strips but I wanted the car painted the same color as my dad's car.

In April 2007 we got the car home and installed the interior and the upholstery that we had recovered in the basement while the car was at the painter. We installed all the chrome. During the restoration process we spent a lot of time buying parts from EBay and all the available restoration parts companies.



Now it was time to show off our work. I started by attending cruise nights in Halifax, MA and Easton, Ma. My first car show was at Nantasket Beach Car Show then Spindles Autofest and onto DeSantis Chevrolet in Brockton where I took home 4th place. The last show of the year was Spooktacular in Whitman. I found that I enjoyed watching people walking down memory lane and talking about how they owned or had a friend that owned the car. With the start of the 2008 season I looked up all the car shows in Massachusetts and decided which shows I would like to attend it all started with the Spring Dust-Off in which I received a runner up award, next I attended the Bay State Antique Car show, Massachusetts Cruisers Car Club.



I continued on to the All GM Show and I took first in class. From there I went to the Spindles Autofest and took home 2nd place then it was off

to the Cape and All Wheels Festival where I took 1st in class with 5 other GMO members and was selected to be one of the 100 vehicles to attend the Super Wheels Show down. Never in my wildest dreams at 20 years old did I ever expect to be picked to go to the Super Wheels Show down or even win trophies and plaques.

I enjoyed restoring the car so much with my Dad that I bought him a license plate saying Father & Son Project for him on Father's day and told him I wanted to display it on my car showing how thankful I was that my Dad and I were able to do the restoration project with together.

Chris Temme

PS: All the people I have met that are members of the Eastern Massachusetts GMO have really made me feel like being part of the Oldsmobile family especial Rich and Karen Santucci

Horsepower Vs. Torque

The fact is almost no one can define horsepower and torque, but they know it when they feel it. There's a reason why it takes mechanical engineers to define torque and its relationship to horsepower, much less how it is measured where it counts—at the drive wheels. It's COMPLICATED! In fact, it is so complex that we are used to throwing around horsepower numbers and torque (in pound-feet, no less) that we can use the figures for comparison and still not have the foggiest idea what they really mean.

Everyone tries to come up with a simple definition. For example:

Torque is the twisting force an engine produces. Horsepower is how fast it can produce that amount of force.

Torque is pulling power, and it's best demonstrated as the grunt that gets you moving while horsepower is what keeps you going.

Torque is a measure of the force available to accelerate the car. Power is how much work you can do with that torque in a given time.

The trouble with simple definitions is they really don't help you understand horsepower and torque. James Watt, the guy who invented the steam engine, also wanted to measure the power of his machines in an accurate and meaningful way. Quite naturally, he decided to compare the output of an engine to the power of a horse. Watt did a lot of calculating and, to this day, horsepower and torque are figured using his equations. Therefore, what Watt found was that torque is the application of force within a finite time: 550 pound-feet of force applied in one second is one horsepower. Since horsepower is calculated from torque, horsepower and torque work hand-in-hand.

The scientists of the day found Watt's work sound and the rest of the world essentially just said, "OK—horsepower it is." Of course, after Watt was done explaining torque, the rest of us just said, "Wattever!"

Americans have always been in love with horsepower—or so they thought. The actual sensation that sends tingles up and down your spine is not horsepower, but torque. That glorious feeling of your eyeballs being sucked into the back of your head when you mash the go pedal in a fast car is a good example of torque. It's even better if the majority of torque is on tap in the middle of the rev-range rather than at the "red line," the maximum piston speed for the engine. That's what allows you to pull out and pass with ease. When the transmission drops down a gear and finds torque, you accelerate quickly and complete your pass quickly and safely. Making a lot of torque available in the middle of the rev-range usually requires fancy electronic valve timing control, something that many manufacturers are featuring in their engines.

There's another reason to like lots of torque. If you know you will be towing or hauling heavy loads, torque keeps the engine from bogging down and helps sustain speed when towing or maxing out your vehicle's cargo capacity—especially in maintaining speed going up hills.

Everyone knows that acceleration seems more difficult at a higher speed, for example when passing. The reason for this is that you are in the highest gear offered by the transmission. The high

gear is there to make the axle turn as fast as practical at the expense of torque. To accelerate, you must drop down a gear or two where the gear ratio can take advantage of the torque.

There's another reason acceleration seems weaker at higher speeds - aerodynamic drag. You see, drag forces increase with the square of the speed. That means to double your speed, you need eight times more power. For example, consider a car with 75 hp and a top speed of 100 mph. At 100 mph, in high gear, all 75 horsepower will be needed to maintain speed. There is no reserve power for acceleration.

To sum this complex issue up, torque is the force that launches your car from a stop while horsepower is responsible for moving the vehicle along. Should you need to accelerate to pass or maintain speed when climbing a hill, torque is, once again, the force the engine applies. When you're hauling items or towing something behind the vehicle, torque is what urges you forward and horsepower keeps you going.

Most of us require that "happy medium" of sufficient horsepower for high speed and sufficient torque for brisk acceleration. Of course, the more aerodynamic your vehicle, the less horsepower you'll need for maintaining highway speeds. An aerodynamic shape requires less horsepower and torque, so your engine requires less energy. Now you know enough about horsepower and torque to make informed comparisons between vehicles.

Glimpse of the Month

By Shaun Monaghan



Ricky Zanco's Bumblebees

Restoration Frustration



Matt Woods is the owner of East Coast Auto Restorations. Matt will be providing monthly tips to help GMO members with their Oldsmobiles.

I have decided to talk about how to store your Oldsmobile for the winter. Most people just are not sure how to decipher fact from fiction. Conditions of the storage areas may vary. Some members may have heated storage, most probably do not. Others may be forced to store their Oldsmobiles outside. Whatever your storage situation is there are some essential winterizing steps you should take.

Let's start from the ground up. Tires - if your Oldsmobile has bias ply tires you **MUST** get them off the ground. I prefer to use jack stands. If you do not have jack stands sturdy blocks on the frame will do. If your Oldsmobile is equipped with radial tires then 4 months on a concrete surface will not harm them.

It is very important to add fuel stabilizer to your fuel tank for the winter. Please read carefully the instructions on the bottle to add the appropriate amount to the number of gallons in your tank. ALL fuel stabilizers work the same way so don't waste money on a higher priced fuel additive.

Having trouble with your battery after 4 months of storage? That's because all batteries need to be charged. The method of charging should be a trickle 1 amp charge. I like to do this to ensure my battery does not become drained or even worse over charged.

Many car guys like to change the fluids before they put the car away for the winter. I could not

disagree more. Depending on the moisture conditions of the storage area your fluids are subjected to condensation or moisture. A fresh fluid change first thing in the spring is the way to go.

If you are concerned with mice infiltrating your car, place Bounty fabric softener sheets in the interior and also in the engine bay. For some reason mice hate the smell. Smaller rodents such as insects can be avoided by putting a good car covered over the car.

The final suggestion I would like to make is if you have the time wax your Oldsmobile do so. You will save time cleaning your car's finish in the spring.

Good luck and Happy Holidays,

Matt

President's Letter



After nine wonderful years, it is now time to say "farewell" as President of our GMO Club. When I became an officer of GMO (the only one at the time) I had a clear vision of what I wanted the club to become. The only problem was that this vision required a lot of effort and ambition. But that was fine with me; I just wanted to have an Oldsmobile Club to belong to.

Some of my favorite 'words of wisdom' are "Jump in, do your best, then see what happens." Or, "Fake it 'til you make it". That is exactly what I did with the club, and here we are today. I admit it was a hard road for a while, but the rewards were worth all of the time, effort and money invested. At the beginning, Ted and I purchased many needed items out of our own pocket since we didn't have any funds.

I am so proud of what this club has become. It is a group of close-knit members who even socialize and do business together outside of the club. Members enjoy getting together, and so many just pitch in with great ideas or an extra hand without

even being asked. The club is in such great shape that I feel comfortable turning it over to a new younger President.

I met David Consoli 4 years ago, and I was thoroughly impressed with his drive and enthusiasm. I asked him to meet me at Endicott Estates for our July show at 6:30am. He showed up early and said, "Let's get to work!" I assigned him tasks such as putting name tags on everyone, and asked him to introduce himself as members drove into Haskins Oldsmobile. I continually dumped assignments on him and he just kept coming back for more. That was about the time I said, "If you keep this up you may end up as President someday."

David always came through and began to demonstrate his exceptional work ethic to me by coming up with even more work. He has never failed the club and has proposed further positive changes. I chose not to run for re-election this year because it was clear to me that with David as President, the club would be left in good hands.

I will remain a member and avid supporter of our GMO club. However, I have many new wonderful distractions in my life, such as a second grandchild. My position now will be to advise and consult as needed, and to continue to attend the shows.

I look forward to enjoying the Holiday party in January with everyone as we celebrate our new President. I want to thank those who have called or sent letters and emails to me with kind words and gratitude. I wish to leave you with a few more words of wisdom that I picked up from other members over the years:

- Treat everyone like you would want to be treated
- Never refuse Karen Santucci's cooking
- Always return a borrowed car with a full tank of gas
- Leave everything better than you found it
- Stop blaming others
- Compliment small improvements
- Keep your promises
- Say please and thank you more
- Over tip the breakfast waitress
- Count your blessings
- Enjoy your GMO club
- Thank all the officers and volunteers for the endless hours they devote to making your GMO club so great.

"Happy Holidays to all of you and your families. I wish you peace in the New Year."

Paul J. Iantosca
GMO Past President



EASTERN MASS GMO CHAPTER MEMBERSHIP APPLICATION

☐ New ☐ Renewal

Name: _____ Spouse's name: _____

Street: _____ City: _____ State: _____ Zip: _____

Phone (home): _____ Phone (cell): _____

Email address: _____ GMO # (if existing member): _____

Newsletters will be posted in electronic format online in Adobe Acrobat format allowing easy viewing, downloading and printing in full color. This saves us thousands of dollars per year. If you can not use this method, please check here. ☐

Oldsmobile Club of America (OCA) membership is mandatory.

If you are not a member, you can join at http://www.oldsclub.org/images/OCA_ApplicationV3.0.PDF

Non Compliance with this requirement can result in forfeiture of GMO dues.

OCA membership #: _____ Expiration Date: _____

Oldsmobiles owned:

_____	_____
_____	_____
_____	_____

Signature _____

Date: _____

Annual dues are \$20.00. Dues expire 12/31. Please make personal check payable to: GMO Chapter.

Mail completed form and check to:

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