



# FORT SMITH ANTIQUÉ AUTOMOBILE CLUB

## JUNE 2018 NEWSLETTER

Monthly Membership Meeting  
Creekmore Park, Thursday, June 21, 2018  
Rogers Avenue Brahms After Meeting  
7:00 P.M.



BRAUM'S



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Items of business for the upcoming meeting:

Club T-shirts, caps, nametags      July meeting activities

Local Car Shows & Events

## SATURDAY JULY TOUR

Car Display at Trinity Baptist Church in Alma-Fall Festival  
Fountain of Youth Adult Day Car Center



# SATURDAY TOUR JULY 7TH



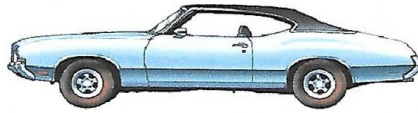
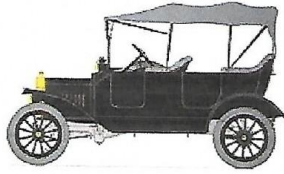
Tour Leaders: Jerry & June Boyd

Bite into some juicy BBQ ribs, pork or chicken for our July car club Saturday tour on July 7. Meet at the Cisterna Market parking lot, 9207 Highway 71 South (next to Taco Bell) at 10:30 a.m. We will motor to Reid's BBQ Restaurant in Booneville for a delicious lunch including their famous fried pies. Please email the Boyds at [jfboyd1942@cox.net](mailto:jfboyd1942@cox.net) by July 4 if you plan to attend.

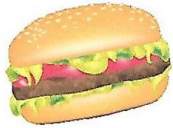
Remember this photo??? Where & when was it taken?



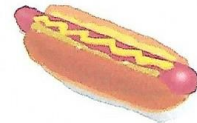
# ON THE ROAD AGAIN



## SATURDAY JUNE TOUR AND COOKOUT



## TURKEY TRACK, USA



The weather predicted a hot day, but the FSAAC gathered at Hwy 71 South McDonald's at 10:00 to enjoy a drive to Turkey Track Bluegrass Park in Waldron, Arkansas and join fellow club members for a hamburger and hot dog cookout on Saturday, June 2nd. There were 19 members and guests registered to attend: Hallsteds, Plunketts, Schroeders, Boydston and guests, Albertsons, Joneses, Fridells and Baldwins. Two classic/antique cars started but only one made it. The Baldwin's 1957 Chevy rebelled and decided it was time for a new fuel pump, so they were unable to continue the tour. :( We'd like to thank all those that came out to join us at our 'second home' for the day and a big thank you to those that led the tour. We had a great afternoon!!!

The Albertsons and the Joneses



# Word Search



M A S U R A T I J R N F F T U H  
O W Z K C G I E G P R E K C M D  
V C I B O N L K R E X R Q W E S  
L A K E I T T I V V B R S H R G  
O D I M E H U O R E A A U X C N  
V I G E C S R A N T J R X C E A  
B L B P H E U T C P P I E C D T  
D L U Y G G L P I V R E L J E S  
N A A N A E O A Y K Y P C P S U  
E C A J Y R I A V R O C S N S M  
O R P K S J L H Q U A T T R O M  
R A Q C E O E M O R A F L A B C  
T P H E M O D E L T E Z C O D L  
I E P A C U R N A U D I Y P U Z  
C A G M F G E C Y O R S L L O R

AUDI  
ALFAROMEQ  
BEETLE  
BENTLEY  
CADILLAC  
CONCEPT  
CITROEN  
CORVAIR  
FERRARI  
JAGUAR  
JEEP  
LEXUS  
MASURATI  
MERCEDES  
MGA  
MINI  
MODELT  
MUSTANG  
PORSCHE  
PRIUS  
RANGEROVER  
QUATTRO  
ROLLSROYCE  
VOLVO

# HISTORY OF THE OLDSMOBILE

Ransom Eli Olds of Lansing, Michigan, founds Olds Motors Works—which will later become Oldsmobile—on August 21, 1897.

Born in Geneva, Ohio, in 1864, Olds went to work for his family's machine-repair and engine-building business in 1883. In 1896, Olds completed his first gasoline-powered vehicle, and the following year he founded Olds Motor Works with financial backing from Samuel L. Smith, who had made his fortune in lumber. After the company moved from Lansing to Detroit in 1900, a fire destroyed all of its cars except its small, one-cylinder curved-dash model. Light, reliable and relatively powerful, the curved-dash Oldsmobile (as Olds had renamed his company) became a commercial sensation after appearing at the New York Auto Show in 1901. Olds returned to Lansing in 1902 and began large-scale production of the car.

The curved-dash Oldsmobile was the first American car to be produced using the progressive assembly-line system, and the first to become a commercial success. Olds soon split with Smith and his board of directors over the future direction of the company, however: Olds wanted to continue the focus on smaller cars, while the others favored the production of larger, more expensive automobiles. In 1904, Olds left to found the Reo Motor Car Company (for his initials, R.E.O.). After his departure, Oldsmobile struggled, and in 1908 it was swallowed up by the new General Motors (GM) conglomerate.

By the 1920s, Oldsmobile's six- and eight-cylinder models sat solidly in the middle of GM's lineup—less expensive than Buick or Cadillac, but still comfortably ahead of Chevrolet. Oldsmobile survived the Great Depression years and earned a reputation as GM's "experimental" division, introducing the so-called "safety automatic transmission" in 1938, a precursor to 1940's "Hydra-Matic," which was the first successful fully automatic transmission. The 135-horsepower "Rocket" engine, introduced in the new 88 model in 1949, made Oldsmobile one of the world's top-performing cars. In 1961, with the release of the upscale compact F-85 (powered by a V-8 engine), Oldsmobile launched its Cutlass, which would become one of the industry's longest-running and most successful names. The Cutlass Supreme would reign as the best-selling American car for much of the 1970s and early 1980s.

In the 1980s, however, Oldsmobile sales declined, and in 1992 a story in *The Washington Post*—denied by both Oldsmobile and GM—claimed that GM had seriously considered killing the brand. In August 1997, Oldsmobile celebrated the 100th anniversary of its founding. Despite efforts to compete with foreign imports with smaller, more fuel-efficient models like the Aurora, Intrigue, Alero and Bravada, Oldsmobile continued to struggle, and in 2004 GM finally discontinued the brand. At the time of its demise, Oldsmobile was America's oldest continuously operating automaker.