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Subject: Farewell to Oldsmobile

Posted by [Wayne Parham](#) on Thu, 29 Apr 2004 08:43:07 GMT

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GM closes the doors on the old company today. Sometime between breakfast and lunch today, a dark red Oldsmobile Alero will roll off the assembly line in Lansing Michigan surrounded by an

will be the 35,229,218th Oldsmobile built since Ransom E. Olds established the brand in 1897, and it will be the last. When I think of progress at the big three American automobile manufacturers, I am reminded that Chevrolet introduced a 288 cubic inch 90-degree V8 with overhead valves, 3.375" bore and 4" stroke in 1917. They didn't build another V8 until 1955, and it was virtually identical to their 1917 model. This engine design is still one of the most popular on the road today, almost 90 years later.

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Subject: Re: Farewell to Oldsmobile

Posted by [Hello](#) on Thu, 29 Apr 2004 14:33:02 GMT

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by-by....

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Subject: Re: Farewell to Oldsmobile

Posted by [wunhuanglo](#) on Fri, 30 Apr 2004 15:15:01 GMT

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I always loved the Olds line. On our honeymoon we had the use of a brand-new black, red leather interior, 98. I felt like Tony Soprano. The Cutlass 442, the "Rocket V8", the Toronado (especially the Caliente versions), all very cool cars to me. I drove an 88 for a while, and I had something they called a Starfire Firenza for about six years. They made a very few in 1978 and a few more in 1979, but that was it. It was a Starfire hatchback sort of car with a V6, wide tires, and a just incredible suspension for a production car in the midst of Detroit's darkest days. That car would corner as fast as you dared drive it. If I parked it at my parent's house my Dad would grab the keys and disappear with it. Later, like in 1980 or '81, Olds started building something called a Firenza that wasn't anything like the original car. I was sorry they didn't get the reaction they wanted from the original and keep it going. I'll bet you \$1 that the only reason they dropped Olds and not Buick is because of the name: "Olds" sends the wrong message. Of course had they brought back the Cutlass 442 with the capabilities of the last-generation Trans-Am, "Olds" probably wouldn't have seemed "old".

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Subject: Re: Farewell to Oldsmobile

Posted by [Wayne Parham](#) on Sat, 01 May 2004 07:19:23 GMT

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Yeah, along the same lines, I loved the television commercial about ten years back that said "This isn't your Dad's Oldsmobile." They pulled it after about a day 'cause it was promoting a 150HP car, probably very nice but "Dad's Olds" could very well have been a 400HP Cutlass 442.

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