

THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

APRIL 2018

The Class of 1958



The 1958 Olds is celebrating its 60th Anniversary this year. This was the second year of the J-2 Tri-Power carb system. A '58 J-2 equipped Olds could hit 60 mph in 8.6 seconds. A very quick time for a 4500-pound car. The 98 Convertible and the 88 Hardtop pictured above are owned by Frank Signorelli of New York. "I can't stress enough the importance of keeping the car spotless at all times," he said. "The longevity of your restoration depends on it," and he cleans it after every trip, making sure to get everything off the paint, especially bugs, "which will etch themselves in if allowed to stay on." He doesn't use anything more exotic than Turtle Wax, indicating that there's no substitute for elbow grease when it comes to keeping a driven car in show condition.

"When I drive the Olds with the top down, I feel like a celebrity. An onlooker once told me that it looks like something Elvis would drive. Of course, it's the car that's the celebrity."

Between the Bumpers
Page 3

MEETING MINUTES
Page 8

CLASSIFIEDS
Page 12

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2018
BOARD OF DIRECTORS**

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President's Message

PSOC Members,

Spring is here according to the calendar but you would never know it when you looked at the inch of snow last Monday. Hopefully, we will start having some warm weather so we can get our Oldsmobiles back on the road from their winter slumber.

Please note that the chapter meeting **WILL NOT** be on the first Sunday of the month in April. Since Easter celebrations for many families will be taking place, the membership voted to have the meeting on April 8, the second Sunday.

There are a number chapter members who have not yet sent in their 2018 renewal dues. If you have not yet renewed, please take time to complete the renewal application on page 14 of this newsletter and mail it to Kathi.

The April chapter meeting will be held at the Mercer Island Library on Apr. 8 at 1pm.

See you at the April meeting...

Ed Konsmo

President

DEADLINE FOR SUBMITTAL TO THE NEWSLETTER:

Information to be considered for submittal in to the newsletter needs to be received by the 25th of the month. Please send your information as an e-mail or attach it to your e-mail in word document form. If you have problems or questions, call Ed or Pam at 253-845-2288. Please e-mail your submittal to: ekonsmo@msn.com



“BETWEEN THE BUMPERS” ... By Ed



Improve the appearance of your vintage vehicle's engine bay in time for cruising weather By **Thomas A. DeMauro - Hemming's Daily**

Though there may be snow on the ground where you are, just like there is where I live, the 2018 cruising/show season will be upon us before we know it. Have you gotten any work done on your vintage car over this winter?

If you could use a wakeup call, this article will remind you of several engine bay areas that may benefit from your attention, and it will get you thinking about what you'd like to accomplish visually under the hood. I'll point out a few items you may have to fix before you begin to make them pretty, and typical areas where the overall visual impact may currently be diminished. An additional advantage of all the inspection work is that you will also be able to spot and correct some potential mechanical and electrical issues before they become more significant.

More of us own weekend drivers that may participate in local shows than concours-restored cars, but that doesn't mean we can't use photos of highly detailed engine compartments for inspiration, so some are provided in this article. Keep in mind, however, that they aren't here to offer an unrealistic expectation that a couple of weekend's worth of work will net similar results. Generally, long hours, substantial expense, and often the expertise of professional restorers were required to produce these pristine engine bays. However, even if they aren't of your specific car, examining the level of detail that they possess can help you to decide how far you would like to go with yours. There are many choices available to you, but only you can decide what fits your budget, timeframe, and skillset.

Examine your car's engine bay with a critical eye, like it's in a vehicle that your thinking of buying. You may be surprised by how much more you see. Then decide, does it simply need a bit of touchup here and there to bring it up to your standards? Does it need moderate work, or does it require a complete restoration to satisfy you?

How much disassembly do you want to perform to repaint certain areas? Will it be a quick masking off of parts and painting around them, or will you prefer to remove some or all bolt-on items before repainting the areas they're attached to? Will you use spray cans or a paint gun and an air compressor? Will you be satisfied with using paint to replicate finishes that were plated from the factory or would you rather spend the extra time and incur the additional expense of having parts replated? Do you want to simply make what you already have look much better, or do you have to have the correct factory parts in most or all instances right down to belts, hoses, fasteners, and decals? Do you desire to go so far as to note and recreate the assembly-line markings, paint daubs, and stamps? Is the ultimate goal for your car's engine bay to look presentable? Impressive? Factory new? Over restored? There are more considerations, but you get the idea.

Article continued on page 4

Begin to improve upon the areas that you find lacking now, and possibly you won't have to think about them once the weather is warm and sunny, and you could be driving or showing your car instead. And you'll no longer have to be shy about popping the hood at an event or to show your friends.

Even if you can't do the work now, you can still at least inspect the underhood area to make a list to prepare for working on it in the Spring.

Oil, Coolant, Fuel, or Fluid Seepage

Any type of liquid leaking under the hood presents a potential hazard, so of course you should fix those immediately. What I'm discussing here, however, are the typical trace amounts of seepage that can go unnoticed, but soon stain areas and detract from the overall appearance of the engine compartment.

The rocker covers, breather, oil filler cap, PCV grommet, oil filler tube and more, depending upon the engine design, can all be prone to seepage that looks terrible, especially when it combines with underhood dust and dirt to form dark stains. New seals, grommets, or gaskets should correct the issues, and a degreaser can clean up the area. If it persists with the rocker covers, check for warped sealing surfaces due to previous over-tightening of the fasteners.

Examine the upper and lower radiator hoses, heater hoses, thermostat housing, and water-pump area for signs of coolant seepage. Specific engine designs could provide additional areas to check. For instance, Pontiac V-8s like to seep where the engine's timing cover's coolant passage connects to the intake manifold, leaving a small puddle at the front of the valley pan. At the same time, you can check the hoses for dry rot, swelling, and other causes for replacement.

The power-steering pump may seep fluid from its seals, top, or hose connections. It could also seep through the vent in its top (if so equipped) if the fluid level is too high.

Look for stains on the carb(s) and intake manifold from fuel seepage. Properly tightening loose carb body screws may stop seepage from the carb body gaskets if you're lucky. If not, it will have to come apart to change the gaskets.

How's that Engine Paint?

Stained or peeling paint, and exposed rust all undermine the appearance of your car's engine; so, do touchups where needed or repaint altogether. Remove as many non-engine-color parts as is practical before painting, and seal all openings. Be sure to thoroughly degrease the area, scuff the existing paint or strip to bare metal, and then degrease it again to give the new paint a fighting chance to stick. On some engine designs, the paint loves to burn off the exhaust ports on the cylinder heads and the intake heat crossover, due to the higher heat. If you drive your car regularly, you'll likely have to touchup those areas more frequently. Make sure you have the proper ventilation (and a respirator) if you are painting inside during the winter. If not, wait until the warmer weather when you can do it outside.

No Appreciation for Rust

Generally, the worst underhood rust offenders are the cast-iron exhaust manifolds and brake master cylinder, not to mention various fasteners and other metal parts that are susceptible. Myriad rust-removal products are available, as are paints formulated to look like bare cast-iron and steel etc. that can stand up to high temperatures. It may take some time and elbow grease to eliminate the rust and refinish the affected areas, but the results will be worth the effort.

Someone Painted it All Black

Scrutinize the photos in “for sale” ads for vintage cars and you’ll likely find some that feature engine compartments spray-bombed entirely in black, including all of the firewall-, inner fender well-, and radiator support-mounted components. It’s an old trick to make a tired engine bay look cleaner without having to remove or mask-off a lot of items. It also makes the engine—if it’s painted a different color—standout from what were cluttered surroundings. It looks better than the worn and rusty surfaces it may be covering, but it’s generally a short-term and obvious cover up. And in a stock vehicle it doesn’t come off as well as having each of those items presented in their original finishes or something close to them. Conversely, if your engine is modified and you want to draw more attention to it, properly blacking out other items in the bay can be effective.

Engine Bay Paint

The firewall, inner fender wells, radiator support, and other associated engine bay panels are painted black from the factory in certain cars. Sometimes referred to as satin, semi-gloss, semi-flat, underhood, or 60-degree gloss black, many resto companies offer black paint in spray cans to replicate the factory finishes. However, for cars that have the firewall or the entire engine bay painted body color, you will likely have to get the color custom mixed, and put into spray cans if you’re not using a spray gun.

Additional Underhood Items and Engine Accessories

Pulleys, fan, alternator and its fan, brackets, distributor, vacuum hoses, fuel pump, external voltage regulator, wiper motor, power brake booster, hood hinges, hood latch, radiator, horns, and more items may need your detailing attention, so inspect them all. At the same time, see if the belts and vacuum hoses need to be changed, and if any fasteners require tightening.

Remanufactured Decals

Remanufacturers’ decals still on alternators, power-steering pumps, or other parts are fine for regular work-a-day drivers, but their appearance does detract from a stock engine bay that you plan to show off. Also, anything that obviously looks like auto parts-store replacement items with their logos or brand names on them can do the same, as can mixing red replacement heater hoses with black ones, etc. Depending upon the item, a little bit of prep and paint can make those aftermarket replacement parts appear at least close to factory issue. Conversely, if your engine compartment has lots of aftermarket performance parts, you may prefer to have all of their names and logos displayed.

No Crush

If you have an open-element air cleaner, make sure that the filter element hasn’t been partially crushed due to overtightening of the lid’s wing nut. We see this periodically at the shows.

What Happened to the Rest of that A/C system?

Many of us own vintage vehicles with incomplete A/C systems—me included—and I’ve written about this in a previous blog. One rationale is, if the system isn’t going to work anyway then why spend a bucket of money to get new parts or reinstall the old ones that are no longer functional? It all depends on how important it is to you to have the engine bay look complete. For cars that have retained the

larger parts—the compressor, evaporator, firewall-mounted case, and the condenser etc.—it may be worth it to find and install many of the smaller underhood system parts just so it appears to be complete, even if it doesn't actually work.

In instances where most everything was already removed, depending on the make and model, there may be some fairly easy fixes. Block-off plates for the firewall are available for some cars, as are heater boxes that replace the evaporator case and have extension panels added to mount over A/C-specific firewall openings while retaining the heating system. Using one negates the need to weld patches onto the firewall when eliminating the A/C components. Though it may not look totally stock, it will look better than the case on the firewall with disconnected evaporator hard lines sticking out of it.

Suspension

Inspect the front-suspension and steering-system components that are visible under the hood for rust and chipped or peeling paint. If your car is stock, replicating factory-appearing finishes in these areas, even via rattle cans, can go a long way toward improving visual impact of the engine compartment.

Inner Fender-Well Dust/Splash Shields

We see a lot of cars missing these shields, including mine, currently. They help to complete the underhood look and keep the amount of road grime entering the engine compartment to a minimum. The shields are reproduced for many cars, so they're a win/win/win.

Chase Wires

Inspect all the underhood wiring for paint overspray to remove; torn or missing wrap, tape, or loom to replace; questionable prior splices and repairs to correct; and general damage. Make sure the wires' insulation isn't brittle, ensure the clips are there to hold them in place, and that the connections are tight.

Don't forget the easy stuff

If reproductions are available for your car, a new white plastic radiator overflow tank and windshield-washer reservoirs can replace yellowed ones, and a new underhood pad can be swapped in for a tattered one quickly and easily. Also check the condition of the paint on the underside of the hood. Applying reproduction factory engine-bay decals in place of worn or missing ones will add a finishing touch



1972 Olds 442 - 350

MEMBER NOTES & CHAPTER INFO

This page features notes of interest for and about our members. If you have something interesting to report, please send an e-mail to your editor at ekonsmo@msn.com, or call and leave a message, 253-845-2288.

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A phone call came in this week from Marsha Nicholas, the OCA Election Chairperson, confirming the election of your editor to the OCA Board of Directors as Pacific Northwest Zone Director. There was also a write in vote for the second Zone Director position, but the individual declined to take the position.

The Northern Lights Olds Club will be hosting their "Rocket Round Up in Olds" show on July 21, in Olds Alberta. This will be the 25th Anniversary of the show. Jody Shaw of the BC Olds Club has booked a block of ten rooms in Revelstoke, BC and Olds, AB. Revelstoke is the half-way point in the drive to Olds. Pam and I will be taking our '50 Town Sedan (in the trailer) to the show and have made our reservations. If you are interested in making the drive to Olds, AB (it is about 700 to 750 miles from the Puget Sound area depending on where you live), we will get you the hotel information. The flyer for the show is on page 15 of this newsletter.



CHAPTER MEETING MINUTES

OLDSMOBILE CLUB OF AMERICA PUGET SOUND CHAPTER MINUTES

March 4, 2018

President Ed Konsmo convened the meeting at 1:10 pm. 11 members were present.

Treasurer Kathi Straw reported that chapter finances are in order.

The February meeting minutes were approved with no corrections.

Old Business;

Jim Edwards reported that the Greenwood car show BOD still has not discussed the issue of what the deadline time will be for arriving on the show field for chapters that have reserved spaces. Jim will make certain that the matter is discussed and settled. Members present requested that PSOC members attending the show desire a 7:30am time as the deadline for parking in their assigned area. Any earlier deadline is an inconvenience.

New Business;

Kathi passed out chapter rosters. Only one member renewed in February. There are 20 members who have not renewed for 2018.

The Mercer Island Library has been booked for the April 8 meeting.

The BOP Show was discussed at length regarding trophies and awards. It was the opinion of the members present that each brand, Buick, Olds, Pontiac should have three awards; First, Second and Third places with an overall "President's Award for Best of Show.

Hugh Russell gave a report on making sure that you the correct spark plugs in your Olds.

Meeting adjourned at 1:50 pm.



***Happy Birthday
to our Chapter Members
and Their Spouses***

APRIL BIRTHDAYS

4	Fraser Rose	Qualicum Beach, BC
10	John Vipond	Lakewood, WA
12	Bob Gaunt	Fife, WA
15	Maggie Salazar	Kent, WA
21	Deniece Edwards	Seattle, WA
23	Dann Gadbois	Edmonds, WA

CHAPTER MEETING HOSTS*

APRIL – Jim Edwards
MAY – Hugh Russell
JUNE – Ed and Pam Konsmo
JULY – Zone Show
AUGUST – Rhodes River Ranch Show
SEPTEMBER – BOP Show
OCTOBER – Erik Martinson
NOVEMBER – Jim & Nina Rogers
DECEMBER – Christmas Dinner

*** Provides Snacks for the Meeting**

Swap Meets & Shows to attend in April

The swap meets and shows are selected based on convenient locations.

APR 5-7 Portland, OR; PIR Swap Meet

Portland International Raceway, 1940 N. Victory Blvd, Portland, OR 97217; 7am – 5pm; Adm. Fee - \$7; Vendor Fee - \$50+; Portland International Raceway' 503-823-7223; Twobauers@msn.com
<http://www.portlandraceway.com>

APR 6-8 Portland, OR; Portland Auto Swap Meet

EXPO Center, 2060 N. Marine Dr. Portland, OR 97217; 7am – 7pm;
7am – 5pm; 8am – 1pm; Adm. Fee - \$7; Vendor Fee - \$75; NAPA;
503-678-2100; pdxswap@aol.com; <http://www.portlandswapmeet.com>

APR 7 Tacoma, WA; Caffeine & Gasoline

Griot's Garage, 3333 S 38th St. Tacoma, WA 98409; 8am; No Adm. Fee;
No Reg. Fee; 253-922-2400; info@griotsgarage.com; <http://griotsgarage.com>

APR 12-13 Tacoma, WA; Lucky Collector Car Auction

Marymount Event Center, 325 152nd St. E, Tacoma, WA 98445; 9am – 5pm;
Adm. Free; LeMay Family Collection, 253-272-2336; info@lemaymarymount.org;
<http://lemaymarymount.org>

APR 13-14 Tacoma, WA; LeMay Wine, Sprints & Chocolate Affair

Marymount Event Center, 325 152nd St. E, Tacoma, WA 98445; 4pm – 9pm;
Adm. Fee - \$25; Vendor Fee - \$45; LeMay Family Collection, 253-272-2336
Info@lemaymarymount.org; <http://lemaymarymount.org>



The 2017 Greenwood Car Show

Future Oldsmobile National Meets and OCA News

2018 July 31-Aug 5 Gettysburg, PA; Hosted by the OCA

2019 June 26-30 Wichita, KS; Hosted by the OCA



******* OCA News *******

No news to report at this time.

CLASSIFIED – For Sale/Leads & Needs

Classified ads are free, unlimited words, within reason. **Ads will ONLY run for three consecutive months unless renewal is requested.** Please submit your classified advertisement in electronic format by the 20th of the month to ekonsmo@msn.com.

FOR SALE:

- **1950 88 4-dr Sedan;** Dark green, 303 cu, 3 speed on column. Good cond. Sun visor, new tires. Call Jose for price; 209-252-5647. Car located 15 mi. from Modesto, CA (3)
- **1959 Fiesta Wagon** 4 doors and a hood for sale. Contact at Kathleen Gamble at snohomishironinc@hotmail.com (3)
- **1963 conv** Robert Banks 425-454-2289 Please call for a price. (3)
- **1968 Ninety-Eight Luxury Sedan** – Extremely straight rust free. NO ENGINE OR TRANS. You will have to tow the car home. \$200 OBO. Jim Long 360-893-8293, Graham, WA (2)
- **1972 Cutlass Supreme;** Parked since 1998, some rust. The car is located in Bow, WA; E-mail Jeff Moller at uwarrior@hotmail.com. (2)
- **1973 Delta 88** – Wine color, 74,000 miles, one owner; Call Carl Werner, 604-266-0041 or 604-266-5127; Vancouver, BC (3)
- **1978 Cutlass Supreme w/T-Tops;** Project car. Engine is out and interior needs to be finished. Call Mike at 360-516-9108 for the price. (3)
- **1978 Cutlass.** 109,000 miles, new head liner. Call Susan Nordeen at 360-384-2904 or e-mail at 360-384-2904 or e-mail ssnordeen@gmail.com for a price. (3)
- **1983 98 Regency** – New engine 4 years ago. 60k on the odometer. Belonged to my mother now in a rest home. Needs some work to make it drivable. Call 206-522-2801 for information and price. (3)
- **1985 Oldsmobile Cutlass Supreme Brougham** 5.0L V8 4BBL Coupe 2D 49,444 ORIGINAL miles - runs great! Car has always been in the same family. Free AutoCheck Vehicle History Report Interested? Please email oldsmobilecutlass85@gmail.com Car located in Indianola, WA (3)
- **1986 442** – 98k Canadian car; \$9,000 Canadian, very good condition, nor rust, painted once; call Jack & Faye Dugan, 604-465-9356 (3)
- **1992 Toronado** – Owned by the late Art Gamash. White, 64k, **Price reduced to \$4,300.** Call Dan Gamash, 360-477-7807; dgamash@olypen.com. (1)
- **Olds Delco Radio** – 1994 Cutlass Ciera S radio \$45; stevenlavoie557@gmail.com (3)
- **Clock for 1918 Olds** – Runs – Call Ken Thompson; 206-932-8898 (1)

NEEDS and LEADS:

- **Intake Manifold** for 4 barrel 394 motor. Call Jim Long 360-893-8293 (3)
- **Radiator shroud for '57, '58 or '59.** Call Erik (425) 433-6480 (3)
- **Bumper jack, Driver's door handle w/key;** For 1950 Olds; Call Ken at 206-930-1741 (3)
- **Power Antenna and the name of a Wonder Bar radio repair person.** Call Ed Booth; 253-752-6158 (3)
- **1941 98 – Rear axle shaft;** Call Ralph 253-222-5098; TacomaRain@gmail.com (3)
- **1957 Super 88 Conv.** – A So. California car. Restoration completed in 2017; Call Mike Pike at 310-326-3615 to make an offer. (If interested, ask Ed for a photo.) (3)
- **1963 F85 Convertible** – free chrome parts – Don O'Kelly; 509-589-1201 (3)
- **1968 Cutlass Convertible 442 (clone).** Has 350 block and power glide automatic. New interior kit ready to install. Paint is fantastic, just cut and polished. Runs and drives, just needs interior installed and dash/ electrical put back together. Low mileage. \$16,740 as is (interior parts included) or \$23,500 finished with interior completely installed and finished. Call Jim 206-406-1313. Located in Gig Harbor, WA. (3)
- **1970 442, W-30, W31, SX convertible or hardtop, any condition. Prefer matching numbers and as original as possible.** Call John Bumb at 314-713-3444 or e-mail at johnbumb@charter.net (3)
- **1973 442** – Portland, OR; Selling father's car; Call Dan anytime for price and details; Contact Ed K. for photos if interested. 503-421-1510 (2)

IMPORTANT NOTICE REGARDING ADS: Some of the ads have already run for a number of months. This month most of the ads have a three (3) after the ad. If you have sold or no longer need the item or car, please let us know and we will remove the ad. Thank you

OLDSMOBILE CLUB OF AMERICA
PUGET SOUND CHAPTER

2018 MEMBERSHIP RENEWAL

NAME: _____

SPOUSE'S NAME: _____

ADDRESS: _____

CITY: _____ STATE _____ ZIP CODE: _____

____ Check here if this is an address change

HOME PHONE: (____) _____ CELL PHONE:(____) _____

E-MAIL ADDRESS: _____

BIRTHDAY MONTH _____ DAY _____

SPOUSE MONTH _____ DAY _____

\$20.00 annual dues payable. Please make checks payable to Puget Sound Chapter and mail to:

**Kathi Straw
PSOC Membership Chairperson
P.O. Box 82042
Kenmore, WA 98028**

Please assist us in updating our roster by listing your current Oldsmobile(s) below:

1) YEAR _____ MODEL _____ COLOR _____

2) YEAR _____ MODEL _____ COLOR _____

3) YEAR _____ MODEL _____ COLOR _____

4) YEAR _____ MODEL _____ COLOR _____

Please print this form and mail to Kathi

Club

presents

Rocket Round up In Olds

JULY 21st, 2018



25th Annual Show

HILDEBRAND MOTORS, 6401 46 St, OLDS, AB T4H 1L7 (403) 556-3371 - SATURDAY JULY 21st, 2018 12 NOON - 4 PM

OPEN TO ALL OLDSMOBILES 1897- 2004

NUMBERED MINI HISTORIC OLDSMOBILE ARTWORK WITH EASEL TO THE FIRST 75 PARTICIPANTS.

NLOC MEMBERS REGISTERED **ON OR BEFORE** JULY 14th, 2018 - \$10.00 **AFTER** JULY 14th - \$20.00 NON-MEMBERS \$20.00

SET UP FROM 10 AM -12 NOON

FREE HOT DOGS AND SOFT DRINK LUNCH AND CAR MUSIC

“LONG DISTANCE” AND “OLDEST OLDSMOBILE”

TROPHIES 50/50 ENGINE ENDURANCE CONTEST

(NO OIL - NO COOLANT)

DOOR PRIZES / MAYOR'S CHOICE AWARD

YOU WILL PICK A DOOR PRIZE BASED ON YOUR REGISTRATION NUMBER - THE SOONER YOU REGISTER THE SOONER YOU PICK

REGISTER AND PAY ON LINE AT WWW.OLDSCLUB.CA

KEN: 780-417-4062

STEVE: 403-244-7007 president@oldsclub.ca

The Parting shot...

The year is 1973...do you remember the gas station lines?

