

THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

FEBRUARY 2018

THE SWAP MEET SEASON IS NOW OPEN!



The photo above is from one of the recent swap meets at the Washington State Fairgrounds. On February 17 and 18, the Early Bird Swap Meet sponsored by the Tacoma Model T Club will take place. As in past years your editor will have a booth in the Show Plex in the center of the fairgrounds. This is probably one of the best swap meets in the State of Washington until the Seattle Swap Meet takes place in May in Monroe. (Your editor will also be there!).

On March 17-18, the Almost Spring Swap Meet takes place also in Puyallup.

On April 6-8, the perennial Portland Swap Meet takes place. This will be their 54th year. They have more than three miles of booths and is always worth the trip south for the day. If you have the energy, you can also attend the meet going on at the same time at the Portland International Raceway. This meet is a more than a two mile walk around the track. They do have busses to transport you between the meets.

As we always do, each month we will let you know the best swap meets to attend within reasonable driving distant from the Puget Sound area.

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2018
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President's Message

PSOC Members,

Here we are in the second month of the year. It is time to start preparing your Olds for cruising and shows. That brings up the question of what events would the membership like to participate in this year in addition to our regularly scheduled shows? The first Saturday of every month Griot's Garage in Tacoma holds its "Caffeine and Gasoline" open house. They even furnish the donuts! If the weather permits, this would be a great event to showcase our Oldsmobiles. Your editor stopped by one Saturday in 2017 and the show field was filled with every brand possible. We can monitor the weather and perhaps have a great showing of our Olds on a sunny Saturday.

The Early Bird Swap Meet at the Washington State Fairgrounds in Puyallup on Feb. 17-18 will be the first big swap meet of the year. As always, your editor will have a booth in the Show Plex. Please stop by and visit.

Chapter dues for 2018 are now past due. If you have not yet renewed, please take time to complete the renewal application on page 15 of this newsletter and mail it to Kathi.

The February chapter meeting will be held at the Newport Way Library on Feb. 4 at 1pm. It will be great to be back in a library with a large room for our meeting.

[See you at the February 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 BUMPER" ... By Ed



The editorial goal of this column is to bring to you articles that have added to or changed the auto industry. The following article appeared in the February 2016 issue of Hemmings Classic Car. Please enjoy this bit of history of how our classic cars came to be what they are.

The Art and Colour of GM

I think that the future of General Motors will be measured by the attractiveness that we put in the bodies from the standpoint of luxury of appointment, the degree to which they please the eye, both in contour and in color scheme, also the degree to which we are able to make them different from competition." **Alfred P. Sloan Jr., in a letter to Fisher Body Corporation president William A. Fisher, September 1927.**

From the earliest days of automobiles, the wealthiest buyers could always choose to have their cars built to their individual taste. Volume-produced cars, especially in the low-price field, were designed for ease of manufacture, rather than to please the eye. A shift would happen in the 1920s, though, as automotive engineering had progressed to the point that cars were largely reliable and user friendly for all drivers, and closed models were becoming more popular than the open-top versions that had been the standard since the days of horse and buggy. Henry Ford's Model T had made motoring accessible to everyone, but its stripped-to-basics persona was wearing thin on an increasingly sophisticated and well-to-do motoring public. General Motors executives had a new idea, and with the founding of the "Art and Colour Section" in 1927, they were ready to give people what they wanted, and to foster a new demand for style.

While independent coachbuilders were well established as the arbiters of car design and maintained their own talented design staffs, a few medium- and high-priced automakers formed internal custom-body design departments in the second decade of the twentieth century. As authors and historians Michael Lamm and Dave Holls discuss in their seminal book, *A Century of Automotive Style*, Locomobile hired J. Frank de Causse, an American designer who had been working for Carrosserie Kellner Frères in Paris, to run its custom body department in 1914, the same year that Frenchman Leon Rubay would do the same for the automotive division of White. And Studebaker founded its own custom body division two years later, under J. H. Bourgon. Indeed, within a decade, many automakers had small styling staffs on their payrolls.

Alfred P. Sloan Jr. (Personality Profile, HCC #124) became president and CEO of General Motors in 1923, and he was well aware that a car's pleasing appearance could be a strong selling tool.

(Art and Colour of GM continued on page 4)

At that time, outside of the most expensive and fashion-conscious Fleetwood-bodied customs, the ultimate appearance of GM automobiles was dictated by the engineers that designed the cars' various systems and made them ready for mass production. Sloan knew the gas-fueled automobile was a relatively mature product, so pricing, prestige, appointments and appearance--including a choice of paint colors--would be the newest marketing tools.

As the nation's center of business, New York had long influenced Detroit, but it would be the West Coast--specifically a fabled young designer from Hollywood, California--that would inspire a new direction for this corporation, and in turn, the entire auto industry. Harley Earl (Automotive Pioneers, HCC #111) had attracted the GM brass's attention with the stylish, colorful custom bodies he was designing for use on Cadillac and other domestic and imported car chassis at the behest of the Hollywood glitterati, and which were garnering lots of comments at the auto salons of the day.

Fred Fisher, cofounder of the Fisher Body Corporation, befriended Earl in the early 1920s and introduced him to his brother Larry Fisher, who would become president of the Cadillac Motor Car division in 1925. That December, Larry Fisher approached Earl with an assignment to create a sportier, more youthful companion car for Cadillac, something both Cadillac and Fisher Body designers were struggling to achieve. The 33-year-old Californian spent the first three months of 1926 working as an independent design consultant in Detroit, leading the creation of what would become the 1927 La Salle. His inspiration was the exclusive, expensive Hispano-Suiza H6B, and the custom-look coupe, four-door sedan, rumble seat roadster and touring car design variants he created were a hit. The La Salle would be introduced to great acclaim at the Boston Auto Show in March 1927, and would represent the first regular production car to be fully "styled," in the modern sense.

Harley Earl would be called back to General Motors in the summer of 1926, and it's believed that he worked with talented Fleetwood staff designer Jules Agramonte on the 1928 Cadillac's styling, as well as custom designs for the Fleetwood catalog. Earl was already in Detroit when, in June 1927, Alfred Sloan established the GM Art and Colour Section and placed the young man at the helm. In his 1963 memoir, *My Years with General Motors*, Sloan wrote, "Fifty persons would make up the department, ten of them designers, and the rest shop workers and clerical and administrative assistants... Mr. Earl's duties were to direct general production body design and to conduct research-and-development programs in special car designs. The section was made a part of the corporation's general staff organization, even though it received its funds through the Fisher Body Division."

Many senior GM engineering and production executives didn't react favorably to Harley Earl and this department that was taking design authority out of their hands. Indeed, the Art and Colour Section was sometimes derogatively called "the beauty parlor!" But this new creation had the full backing of the president's office--something Earl often used to his advantage--and it had the help of Howard O'Leary, Earl's new administrative assistant and a well-regarded Fisher Body employee who broke through

barriers at the car divisions.

The first car line to reach production that represented the full work of Art and Colour was the instantly controversial 1929 "Silver Anniversary" Buick. After the runaway success of the original La Salle, there were big expectations for the restyled Buick. This would be one of the first at GM to be designed using a full-sized clay model, a more advanced process than the traditional plaster over wood, and one that Earl had used to great advantage with his custom bodies in California. The production model featured a 1 1/4-inch wide bulge below the beltline that the public deemed less-than-attractive.

Of this, Earl himself later said: "Unfortunately the factory, for operational reasons, pulled the side panels in at the bottom more than the design called for. In addition, five inches were added in vertical height, with the result that the arc I had plotted was pulled out of shape in two directions, the highlight line was unpleasantly located, and the effect was bulgy... Of course, I roared like a Ventura sea lion, but it was too late to keep car buyers from having a lot of fun naming the poor enceinte ['pregnant,' in French] Buick." Although Buick sold 25,000 fewer cars in 1929, it maintained its sixth place industry sales ranking from 1928, and its sleeker 1930 models were considered much improved.

The Art and Colour Section ("A&C") proved itself to be more than just window dressing when, in 1931, engineer Vincent Kaptur Sr. made a discovery that would ultimately save GM countless sums. Kaptur worked under Earl as the body development supervisor and liaison with Fisher, and he determined that the standard bodies for Chevrolet, Pontiac and the smallest Oldsmobile had virtually identical dimensions, with the same being true of the large Oldsmobile, the standard Buick and smallest Cadillac.

Lamm and Holls wrote, "Harley Earl showed Kaptur's conclusions to Fisher Body and suggested that all GM cars share four basic body shells. He designated these A-B-C-D. The A-body would be used for the Chevrolet, standard Pontiac and small Oldsmobile. The large Pontiac, mid-sized Oldsmobile and small Buick would use the B shell. The C-body accommodated the big Oldsmobile, big Buick, La Salle and small Cadillac. And all Cadillac and Buick limousines used the D-body. The A-B-C-D body system became one of A&C's great early contributions to General Motors' profitability, and the corporation continues to use an expanded version of the idea today, as do all other U.S. automakers." When this system was put in place, it became the job of Art and Colour to differentiate those standard bodies for each marque using unique grilles, fenders, moldings and more.

By 1932, Earl's expanding team had moved from its original office on the 10th floor of the GM building to a larger open space on the third floor, which he'd divided into division sections with seven-foot-tall, movable blackboards. That year, he was able to bring to life Alfred Sloan's concept of offering cars in every price range that truly showed a trickle-down effect of prestige. Much like Ford had done when

the 1928 Model A wore Lincoln Model L cues, the 1932 Chevrolet line was styled to directly recall the 1932 Cadillac line. It borrowed elements like the outline and texture of the grille, hood louver doors and fender shape, and this family resemblance proved beneficial to Chevrolet sales.

The "A Century of Progress" 1933 Chicago World's Fair gave General Motors the opportunity to show the buying public its present and future. In the GM building, Chevrolet had a running assembly line that actually built cars, while Cadillac displayed an incredible 16-cylinder coupe that would represent the automaker's first concept vehicle and a new design direction. That visually (if not practically) streamlined black beauty was called the Aerodynamic Coupe, and it incorporated fresh features that would soon be commonplace like aircraft landing gear-style pontoon fenders, an integrated fastback trunk with hidden spare wheel, chrome-framed windows, draft-less ventilation and an all-steel Turret Top roof, the latter forecasting a company-wide 1935 innovation.

With the exception of the successful Pontiac, GM executives weren't happy with how the companion marques were doing, and by 1934, Buick's Marquette and Oldsmobile's Viking had been canceled, as had Pontiac's parent firm, Oakland. There was talk of folding La Salle, which upset its original designer. The solution--which would become one of the most iconic designs of the Streamline Moderne era--came from Earl's esteemed stylist Jules Agramonte, who created the 1934 La Salle's "face," including the tall, slim grille that paid tribute to the British land speed racers then contesting on U.K. beaches, while its unmistakable round hood vents came from the pen of John Morgan. A full-sized model blew the GM executives out of the water when they were presented with the 1934 Art and Colour styling proposals.

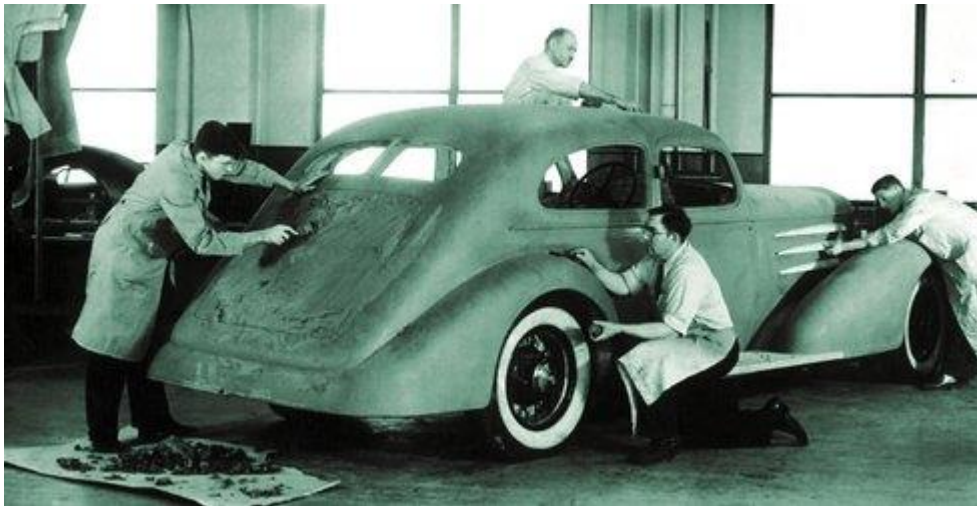
The future of General Motors styling walked through the door in December 1935, when the 23-year-old William "Bill" Mitchell joined the Art and Colour Section; in a year's time, he would be named head of Cadillac design, and would eventually succeed Harley Earl himself. Another important happening that took place in 1936 was the creation of GM's "Parade of Progress," a traveling show of General Motors technology and future-focused research. Conceived by GM vice president of research Charles Kettering--who'd been inspired by the Chicago Century of Progress--it was a self-contained show of eight GM Streamliner buses that drove from town to town, setting up a tent and animated exhibits for the public's education and enjoyment.

Nineteen thirty-seven was another important year for the Art and Colour Section, as Bill Mitchell was designing the car that would become the hugely influential 1938 Cadillac 60 Special, and Earl himself was directing the design of the Buick Y-Job, another innovative experimental car (considered by many the first corporate "concept" vehicle) that would be the department head's personal transportation for more than a decade. And it was this year that Art and Colour was renamed the General Motors Styling Section, a title change that happened concurrently with the department's physical move to the top four floors of the GM Research Annex B building, where the design teams for each GM division--Chevrolet,

Pontiac, Oldsmobile, Buick, Cadillac, Truck and Coach, plus advanced design--finally got separate, private studios.

By its sheer size and prominence and the volume of automotive sales its products represented, General Motors Styling would continue to exert an unmistakable influence on the American automotive industry.

Alfred Sloan--himself made chairman of the board in 1937--would appoint Harley Earl a vice president of the corporation in September 1940, later writing, "He was the first stylist to be given such a position, and indeed, I believe, the first designer in any major industry to become a vice president." Together, the genius vision and incredible leadership that Sloan and Earl put forth in the decade of the Art and Colour Section changed the automotive world forever.



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.

When you receive your February issue of the JWO, you will note that your editor's name has been placed in nomination for the vacant position of Zone Director for the Pacific Northwest Zone. The OCA ByLaws provide for two directors from each Zone. We have been without a second vote on the Board of Directors for the past four years. It is important that our Zone has two votes on the OCA Board of Directors.

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 16 of this newsletter.

For our monthly chapter meetings, we still have three openings for members to provide the snacks. They are February, May and June. Cookies or cupcakes are appreciated. If you would like to volunteer for one of the months, please call 253-845-2288 or e-mail ekonsmo@msn.com.



Happy Valentine's Day!

CHAPTER MEETING MINUTES

OLDSMOBILE CLUB OF AMERICA PUGET SOUND CHAPTER MINUTES

January 7, 2018

President Ed Konsmo convened the meeting at 1:10 pm. 13 members were present.

Treasurer Kathi Straw reported that chapter finances are in order.

No December meeting minutes. The Christmas Dinner took the place of a regular chapter meeting.

Old Business;

Ed and Pam represented the chapter at the memorial service for Art Gamash on Dec. 11 at the St. Joseph Catholic Church in Sequim, WA.

New Business;

Kathi passed out chapter rosters. There are still a number of members who have not renewed for 2018.

The monthly Chapter Host list was passed out. All of the months were filled except February, May and June. (If you plan to attend the February meeting and would like to provide snacks, please call Pam at 253-845-2288).

Since Easter falls on the first Sunday in April, it was decided by the members present that the April meeting should be on the second Sunday, the 8th.

The Newport Way Library has been booked for the February and March meetings. Griot's Garage in Tacoma was discussed as a possible meeting location for the April meeting. A call will be made to inquire.

Ed K. will meet with the presidents of the Buick and Pontiac clubs to discuss awards for the BOP Show in September.

Chapter participation in the 2018 Greenwood Car Show was discussed. The deadline for arriving at the show needs to be confirmed. Jim Edwards will take our concerns to their board and report to us at the February meeting.

Meeting adjourned at 2:20 pm.

Respectfully submitted,
Robert Kruse - Secretary



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

FEBRUARY BIRTHDAYS

7	Joyce Rose	Qualicum Beach, BC
8	David Simonson	Milton, WA
13	Bill Bennison	Tacoma, WA
18	Bill Snyder	Monroe, WA
21	Hugh Russell	Seattle, WA
23	Jerry Van Zant	Portland, OR

CHAPTER MEETING HOSTS*

FEBRUARY - OPEN
MARCH – Kathi Straw
APRIL – Jim Edwards
MAY – OPEN
JUNE – OPEN
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 February

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

FEB 3 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>

FEB 3 Salem, OR; Petersen Collector Car Auction

Oregon State Fairgrounds – Jackman-Long Bldg., 2330 17th St NE, Salem, OR 8am – 5pm; Adm. Fee - \$5; Call for Vendor Fees; Peterson Auction Group of Oregon; 541-689-6824; davis@petersencollectorcars.com; <http://www.petersencollectorcars.com>

FEB 9-11 Spokane, WA; Spokane Auto Show

Spokane County Fair & Expo Center, 404 N. Havana St. Spokane, WA 99202; 10am – 8pm; 9am – 8pm; 10am – 6pm; Adm. Fee - \$7; New Car Dealers Assn; visitors@visitspokane.com

FEB 17-18 Puyallup, WA; Early Bird Swap Meet

Washington State Fairgrounds, 110 9th Ave. SW, Puyallup, WA 98371; 8am – 5pm; 9am – 3pm; Tacoma Model T Club; 253-863-6211; charlieos@q.com; <http://www.earlybirdswap.org> (Your Editor will have a booth in the Show Plex)



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 *****

At the 2017 National Meet, the Board of Directors worked on revisions and updates to the OCA Bylaws. Among the changes made was the removal of the requirement to have the National Meet being held in June, July or August.

The OCA has a new Swap Meet Chairman. Scott Winn has been appointed by the BOD. Scott has owned Cutlasses since he was 16 years old. Over the years he has been the owner of 92 Cutlasses. If you need any parts for your Cutlass, Scott should be your contact. Previous Swap Meet Chairman Everett Horton submitted his resignation. Everett served the OCA for many years from his home in Rhode Island. Best of success to Everett.

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 (2)
- **1959 Fiesta Wagon** 4 doors and a hood for sale. Contact at Kathleen Gamble at snohomishironinc@hotmail.com (2)
- **1963 conv** Robert Banks 425-454-2289 Please call for a price. (2)
- **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 (1)
- **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 (2)
- **1976 Omega Coupe;** 260 V-8, 2 BBL turbo-hydrumatic; Gray paint, Red interior, bench seats, car is a California vehicle; second owner. Contact Ron Tanciar; Tanciar50@gmail.com (2)
- **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. (2)
- **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. (2)
- **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. (2)
- **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 (2)
- **1986 442** – 98k Canadian car; \$9,000 Canadian, very good condition, nor rust, painted once; call Jack & Faye Dugan, 604-465-9356 (2)
- **Olds Delco Radio** – 1994 Cutlass Ciera S radio \$45; stevenlavoie557@gmail.com (2)

NEEDS and LEADS:

- **Intake Manifold** for 4 barrel 394 motor. Call Jim Long 360-893-8293 (2)
- **Radiator shroud for '57, '58 or '59.** Call Erik (425) 433-6480 (2)
- **Bumper jack, Driver's door handle w/key;** For 1950 Olds; Call Ken at 206-930-1741 (2)
- **Power Antenna and the name of a Wonder Bar radio repair person.** Call Ed Booth; 253-752-6158 (2)
- **1941 98 – Rear axle shaft;** Call Ralph 253-222-5098; TacomaRain@gmail.com (2)
- **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.) (2)
- **1963 F85 Convertible** – free chrome parts – Don O'Kelly; 509-589-1201 (2)
- **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. (2)
- **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 (2)
- **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 (1)

IMPORTANT NOTICE REGARDING ADS: A number at the end of each listing indicates how many issues of the newsletter that the ad has already run. **The ad will run for three months.** If you have a **THREE** after your ad, you need to contact us if you wish to renew the ad for following issue.

Editors note: Some of the ads have already run for a number of months. This month the ads have a two (2) 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 sSmake 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

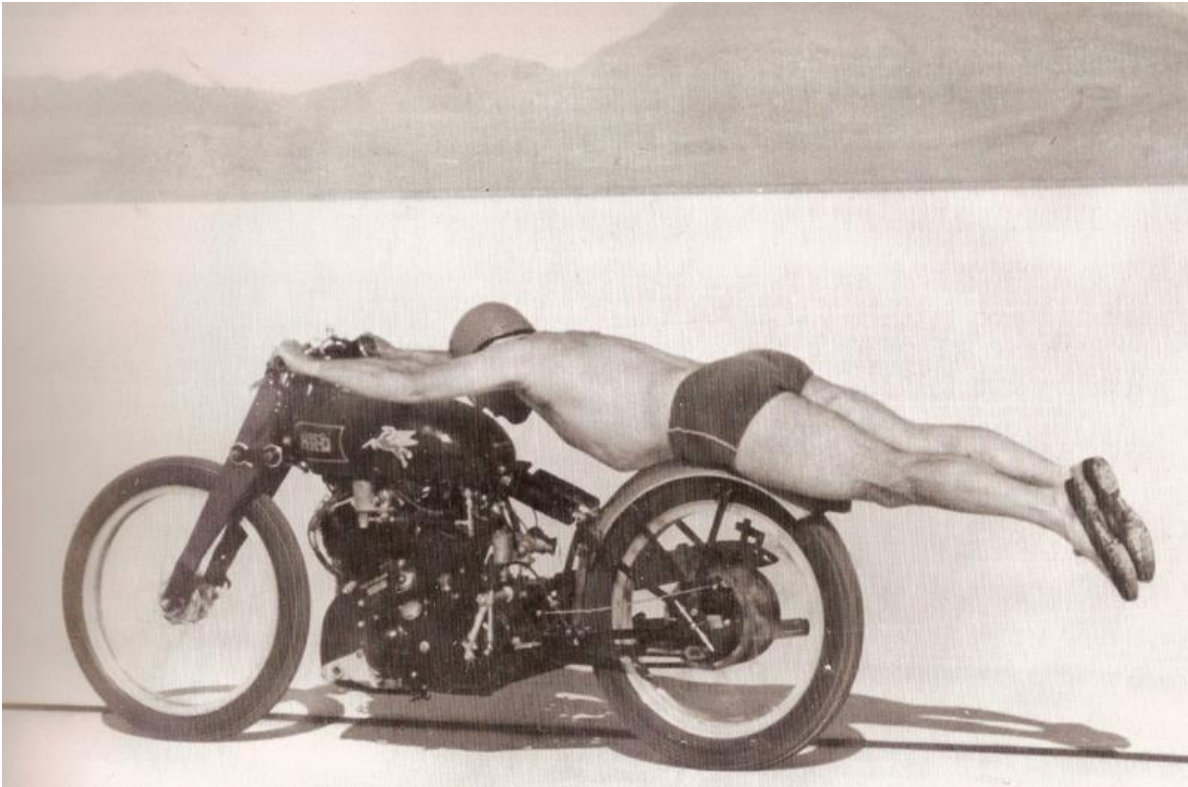
REGISTER AND PAY ON LINE AT WWW.OLDSCLUB.CA

KEN: 780-417-4062

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

The Parting shot...

Now this is a ride!



At the next chapter meeting there will be a sign up list for members who would like to try the ride.

Availability will be on a first come first served basis.

Rides are limited to one pass per person!

An insurance waiver will be provided.