

THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

March 2017



The Swap Meet season is here! After a long winter hiatus, the first one for 2017 in the Puget Sound Region took place at the Washington State Fairgrounds in Puyallup on February 18th and 19th. The weatherman earlier in the week forecast a sunny day for the meet. However, that would not be the case. The rain came but that did not deter the "parts hunters." The parking lots were filled to capacity. It became evident that several months without a swap meet to attend, it was time to try to find that part to complete a restoration.

In March, if you reside in southern Washington, the Astoria Oregon Swap Meet on the 11th might be a worthwhile trip. On March 18th and 19th, the Gallopin' Gertie Model A Club will be hosting the "Almost Spring Swap Meet" at the Washington State Fairgrounds in Puyallup.

Pictured above is the swap meet booth of your editor at the Washington State Fairgrounds on February 18-19.

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**Puget Sound Olds Club
2017
BOARD OF DIRECTORS**

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[**www.pugetsoundoldsclub.org**](http://www.pugetsoundoldsclub.org)

President's Message

PSOC Members,

On February 4th, we held the second meeting of the year at the Plum Delicious Restaurant in Renton. 12 chapter members enjoyed the great food and service of the Plum Delicious staff. It would great to have more members at the March 4th meeting. If you are not familiar with the location of the restaurant, directions are in this newsletter on page 8. Please join us for breakfast or an early lunch. The food is great! In April, we will return to meetings on Sunday at one of the local libraries.

Thru the work of member Jim Edwards, we will be able to park Buicks, Olds and Pontiacs at the Greenwood show on the same block at the 2017 show on June 24. We will be in contact with the Buick and Pontiac clubs requesting their participation. More information will come your way in coming months. Great work, Jim! Here is the link to the Greenwood Car Show; Plan now to attend. It's the largest one-day show in Washington. We need 20 PSOC cars!
<http://www.greenwoodcarshow.com/>

A reminder. If you have not sent in your 2017 chapter dues, please take the time to complete the form in this newsletter and send it to Kathi.

See you at the March 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



Have you ever considered painting your car yourself? If so, here are some tips!

The Basic Steps and Methods Uncovered

Painting a car is one of the most misunderstood parts of our hobby. It can be a daunting process to sand off the paint on your car, but it's one of those jobs that things must get worse to get better. Below are the basic steps and methods for painting your car.

Preparation– There are a few ways prepare your vehicle for paint. Each method depends on how extreme you're going with your paint job or restoration. The most common methods are found below.

Strip to bare metal- This truly is the most “correct” way to prep a vehicle for a repaint, especially a classic or “older” car. This method will allow you to uncover any potential rust or corrosion that will need to be addressed before you put on any topcoats. Below are the most common methods used to strip a vehicle to bare metal before painting.

–**Stripping or Cleaning Disc**– These come in a couple of sizes and are good for removing paint in large areas (hood, roof, fenders, etc.) or in small areas (like body lines, engine bays, etc.) without damaging the metal.

–**Media Blasting**– Media Blasting is a popular method to quickly remove paint, primer, and rust by shooting the metal with pressurized finely ground abrasive media. This method requires an air compressor and extreme care must be taken to avoid warping the body panels.

–**Chemical Stripping**– This method is applied by brushing the liquid stripper on the metal. You must then allow the chemical to slowly soften and lift the paint. You can then use a scraper or wire wheel to remove the softened paint. We suggest using a DA sander to “break the surface” before applying the stripper to help speed up the process. Services are also available to have a vehicle “dipped” in an acidic solution that will remove all prior coatings and completely bring the vehicle to a true “Virgin” state.

Scuff and Shoot– This method isn't the most optimal, but it's common in quick repairs or repaints. We suggest avoiding this method unless you know the base coatings left below are solid and the metal is free of corrosion. You must abrade the large surfaces with 400-600 grit sandpaper on a block or with a DA sander before you apply any new coatings to the vehicle. The texture left by sanding the surface will give the new coatings something to adhere to when applied

–**Air Sander**– Using an Air Sander or DA Sander will allow you to quickly abrade the existing paint and give the surface the texture needed for the primer or paint to “bite” into. This method is the quickest for a “scuff and shoot” but it also tends to leave an uneven surface that will affect the finished paintjob (wavy finish). For the best results we suggest using a DA in conjunction with a block sander.

Continued on page 3

Painting tips continued from page 2

Block Sanding– This is the slower, more labor intensive manor of preparing a vehicle for paint, but it allows you to leave a flat, uniform base for paint to be applied to. There is a plethora of block sanders, make sure you pick the appropriate block for the shape you’re sanding.

Repairing Body Damage- Before repainting a car we suggest trying to repair any damage found on the body. This includes rust, dents, paint chips, etc. The more time you spend fixing damage on the car, the better your final paintjob will look when done. Below are a few of the essential methods and tools needed to repair body before a paintjob.

–**Hammer and Dollies**– Using a hammer and dolly is the most basic way to repair dents and also the most common. By hammering on the damaged area while holding the dolly behind the damaged area (or adjacent to it called hammering “off-dolly”) you can bring the metal back to its original shape. We’d suggest picking up a basic hammer and dolly kit like these we offer: Beginners and seasoned vets alike can benefit from picking up a copy of [The Key to Metal Bumping](#) to help learn how to correctly attack a dent with a hammer and dolly.

–**Stud Welder**– A stud welder is another method used for pulling dents in metal. This process is simple, but does take some practice to perfect. It involves using a tool to spot weld small pins to the damaged area. You then use a slide hammer to pull the pins and dented metal out. Once you have pulled the dent out you can cut the pins off and grind the surface smooth. We suggest using this method on panels where a dolly can’t get behind the panel. If you already have a MIG welder you can save money and time by purchasing a [MIG stud weld kit](#).

–**Inflatable Dent Removers**– These are like balloons on steroids. Place the inflatable dent remover behind a dented or damaged body panel and slowly inflate it. The pressure of the dent remover pressing between the dented panel and the inside structure of the body will force the low or dented areas up. This works well for shallow dents, but will not take out deep or creased dent.

Body Filler– Once you’ve fixed the dents or damage to the best of your ability, you’re ready to apply body filler over any small imperfections in the body. Body Filler is most commonly available in a “plastic” version, [but lead or metal type fillers](#) are available for specialized repairs. Additionally, [glazing putties](#) can be used for filling small pinholes or minor imperfections as they are thinner and flow out easier than normal body fillers. For more extreme repairs where normal body filler can’t be used, [reinforced fiberglass body filler](#) can be applied to “build up” a damaged or “low” area. We suggest using body filler sparingly and only to smooth out small imperfections in the body. It should not be used to fill in bodylines or trim holes as it can fail over time. Prep the area (bare metal or epoxy primer) with 60-80 grit sandpaper so the filler has a good texture to adhere to.

Primer-After you have stripped off the old paint, fixed body damage, and abraded the surface, you can now move on to sealing up the surface by applying a primer to the vehicle before applying color. The type of primer you use depends on how far you've gone with removing the old paint. Below are the common types of primer used when repainting a car.

Epoxy Primer- Epoxy Primer is one of the most versatile primers available as its compatible with most any other coating. It's acceptable for use over bare metal or existing coatings. Epoxy primer is necessary when you have any bare metal exposed on your project. We suggest first abrading the entire area you're priming with 80-120 grit sandpaper. Surfaces coated with epoxy primer can also have plastic body filler applied over it if properly prepared. The only major downside is that many Epoxy Primers are not California VOC compliant. Make sure you check compatibility with other primers, as some primers (self-etching primers for instance) do not play well with epoxy primer.

Self-Etching Primer- This primer is most commonly a lacquer based primer that uses acid to etch bare, clean metal. It leaves a good base for urethane primers and top coats and is ideal for small spot repairs. When applied over properly prepared metal it has extremely good adhesion qualities. Although it can't be used around or over enamel based coatings as it can cause lifting. Do not apply body filler over top of self-etching primer as it may cause separation of the filler over time. We suggest sanding the metal with 80-120 grit sandpaper before applying Self-Etching Primer.

Sprayable Polyester Primer- This primer is as close to sprayable body filler as you can get. It builds extremely well, fills minor imperfections in your bodywork, and can be block sanded flat like your body fillers. This can be applied over your epoxy or self-etching primer and body filler. Use poly primer as your final step in the "bodywork" stage to get your panels laser-straight.

Urethane Primer Surfacer- Urethane Primer is the next coating you should use after epoxy or self-etching primer and filler. This is where you will really want the bodywork to become nice and flat. Urethane Primer Surfacer can be used alone over existing coatings if you're doing a "scuff and shoot" type paintjob. We suggest finishing the surface with 180-220 grit sandpaper before applying urethane primer.

Color and Top Coats- At this point you've fixed all of the old dents, rust, and damage, and you've primed and block sanded the entire area you're painting. Now you're ready to lay down the color and (if you so desire) clearcoat. We'll cover the steps and products you'll need to get a fresh, shiny coat of paint and clear on your vehicle below. The surface you lay paint over must be abraded in steps from 320 to 600 before you apply paint. Be sure to use **PRE** or similar paint prep and a tack cloth to remove any grease or residue leftover from preparing the vehicle for paint.

Single Stage Paint– This type of paint is the simplest to apply and also the most affordable as it does not require a clear coat. Single Stage Urethane paints still have UV resistance and can shine similar to a clear-coated vehicle if maintained properly. All vehicles had a type of single stage paint up until the early 1980's when the basecoat-clearcoat system was developed. You'll want to apply 2-4 coats of paint depending on the desired final look and the type of paint you're spraying (some metallic paints may require more).

Basecoat-Clearcoat Paint– As mentioned above, in the early 1980's many auto manufacturers switched to a basecoat-clearcoat paint system. This paint has now become the most popular and common to use when repainting a car. The basecoat alone does not have UV resistance and has no sheen when applied. Once you apply the clearcoat the color is sealed in and the paint becomes "shiny". The nice thing about basecoat-clearcoat is that it's more forgiving when finishing the surface for a perfect, glass-like appearance. Wet sanding and using a multi-stage buffing system will remove most imperfections in the paint (bugs, dirt, orange peel, etc.). Basecoat-clearcoat also gives more protection over a single stage paint after it's finished in case of a minor scuff, scratch, etc. as the clearcoat acts as an extra barrier over the color.

Waterborne Paint System– Waterborne paint is quickly becoming the standard in the auto body industry, especially with a majority of the large auto manufacturers using it on new cars. It's also slowly beginning to trickle into the DIY paint market. Waterborne paint systems use water to suspend the paint or color particles in your paint. The big difference between solvent based paints and waterborne is that waterborne requires airflow to dry versus a chemical reaction that occurs in solvent based paints. Otherwise the application of waterborne paints goes through a similar process to traditional solvent based basecoat-clearcoat systems in that you lay a primer, a sealer, color, then a clearcoat and wet sand and buff the paint for the final finish. It's still relatively new in the DIY market, but keep an eye out for this in the coming years as VOC laws become tighter.

Finishing a Paintjob- If you've reached this point you're on the home stretch and this is the most rewarding. In these steps you're doing a similar process to what you did when you did your initial bodywork and block sanding of the primer. You're essentially trying to get the paint and or clearcoat as flat and smooth as possible by taking out any imperfections. Below are the basic steps.

Removing dirt and imperfections– Whether you're spraying in a fancy high-dollar paint booth or outside, you'll most likely encounter a paint run or a rouge piece of dirt that will make its way into your clearcoat and cause a headache. In this process you take a "nib file" and rub it over the imperfection to get it out of the clear and flatten the paint before you begin sanding the entire vehicle. This will leave the clearcoat looking dull, but can be corrected in the next step.

Color Sanding– This step is pretty simple, you're using a sanding block, a bucket of soapy water, and progressively higher grit sandpaper to smooth out any minor imperfections in the paint including orange-peel (texture in the clear coat), minor runs, drips or sags, etc. If you've sprayed a number of coats of clear you can start with more aggressive sandpaper like 600-800 to quickly remove the orange peel and major imperfections. Remember to keep the surface wet and

check your progress often. Areas that have been properly sanded and flattened out will be dull and low spots will remain glossy. Keep working those areas until they are entirely flat and dull looking. From there you can work your way up using 800-1000-1200-1500-2000 until the panel is flat and smooth with no major imperfections. We suggest using a flat sanding block on relatively flat areas or where you need to get up close to bodylines. A flexible sanding block can be used on curved areas to maintain even pressure on the surface.

Cutting and Buffing Paint– This is the final stage and most satisfying. In this stage you are using a multi-speed rotary buffer to gradually smooth out the finish and bring out the luster in the paint and or clearcoat. Much like color sanding, you'll be working your way up from an aggressive cutting compound and pad until you reach a final foam pad and buffing compound. The number of steps you take here depends on the final luster you're seeking. A quick DIY job can be as simple as a wool pad and a cutting compound followed by a final buffing compound with a foam pad, while a professional job will require multiple steps of compounds and pads along the way.

Always remember that the prep work is what makes a paintjob really great, so spend the extra time block sanding and making sure everything is as straight as possible before you put color on!

This article was published in the Eastwood Garage on February 9, 2017.

Journey with Olds

Salute to Heroes: 1st Responders & Their Oldsmobiles

Deadline to submit list: Monday, March 27, 2017

Sample listing below for your convenience in completing the form.

Name	Job Rank	Dates of Service	Area of Service	Oldsmobiles
John Doe	Captain	1987-2002	New York City	1966 442

TRY A BLOODY MARY!

BREAKFAST

BREAKFAST PLATES

*we use grade AA *eggs in all our breakfast plates
(pancakes, muffins or fruit may be substituted for the hashbrowns and toast)*

- * ALL AMERICAN**
two eggs, hashbrowns, toast and choice of bacon (4 slices) or sausage (4 links or 2 patties) 10.39
(turkey sausage also available)
- * CLASSIC BREAKFAST**
two eggs, any style, served with hashbrowns and toast 7.99
- * HOMEMADE CORNED BEEF HASH**
two eggs and corned beef hash served with hashbrowns and toast 10.99
- * PORK KIELBASA & EGGS**
grilled pork kielbasa served with two eggs, hashbrowns and toast 10.99
- * QUICK START**
two eggs, two bacon, hashbrowns and toast 9.39
- * COUNTRY FRIED STEAK**
delicious tenderized beef steak, served with two eggs, hashbrowns and toast 12.39
- * PIT HAM STEAK**
juicy slice of pit ham, served with two eggs, hashbrowns and toast 11.39
- * T-BONE STEAK**
sixteen ounce juicy t-bone, served with two eggs, hashbrowns and toast 17.99
- * SIRLOIN STEAK**
six ounce, certified angus beef, served with two eggs, hashbrowns and toast 11.99
- * HAMBURGER STEAK**
ten ounce hamburger steak grilled to perfection and served with two eggs, hashbrowns and toast 11.99

Directions to the Plum Delicious Restaurant

From north or south on I-405; At exit 5, take ramp for WA-900 East toward Sunset Blvd NE

Continue up the hill to [3212 NE Sunset Blvd, Renton WA 98056](#) (The restaurant is on the left in front of the Goodwill)

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

MARCH BIRTHDAYS

7	Robert Kruse	Silverdale, WA
14	Randy Corrigan	Olympia, WA
15	Rod Hewitson	Ocean Park, WA
	Reserved for future members	

2017 CHAPTER MEETING HOSTS *

- March – No host – Meeting at Plum Delicious*
- April – Jim Edwards*
- May – Hugh Russell*
- June – Pam & Ed Konsmo*
- July – Zone Show*
- August – Robert Kruse @ Rhodes River Ranch*
- September – BOP Show*
- October – Ed and Kathi Straw*
- November – Erik Martinson*
- December - Christmas Party*

***Host provides refreshments**

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.

The following is a note from JWO Editor, Shannon Olson;

Our first Chapter involved issue will be the May Salute to Heroes: First Responders & Their Oldsmobiles. Just as with the May 2016 Veteran's issue, I am in need of lists of First Responders from each of your Chapters. (Thank you to those Chapters that have already turned in your lists!) Look for the form on page 7 of this newsletter.

Also, if you have First Responders in your Chapter that would like their stories to be featured in this special issue (regardless of their OCA membership), please do send them my way.

Attached you will find a simple sign-up sheet that your Chapters are welcome to use. Any Chapter member (regardless of their OCA membership) that have been, or are Police Officers, Firefighters, EMTs, dispatchers etc. are wanted on your lists. If your Chapter does not have any members who are/have been First Responders, please let me know (I have already heard from two such Chapters). **The deadline to get your Chapter lists to me is March 27, 2017.**

It is time once again to renew chapter dues. You will find a chapter membership form on page 16 in this newsletter. For 2017, dues will remain the same.

Chapter member, Hugh Russell spent a few days in the hospital early in February with heart issues and was not able to attend the chapter meeting on Feb. 4. Hugh is resting at home and we wish him a speedy recovery.

If you were not able to get the link to the Greenwood Car Show in the president's message to work, copy and paste this link into your browser. <http://www.greenwoodcarshow.com/>

Chapter Meeting Minutes

OLDSMOBILE CLUB OF AMERICA PUGET SOUND CHAPTER

MINUTES

February 4, 2017

President Ed Konsmo convened the meeting at 11:30 am. 12 members were present.

Treasurer Kathi Straw reported that chapter finances are in order.

Minutes from the January meeting were accepted as submitted.

Old Business;

2017 membership rosters were handed out by Kathi Straw. Currently, 34 families with a total of 55 individuals have renewed dues for 2017. A renewal form is in the newsletter.

The June 24 Greenwood Show was discussed at length. Greenwood member and PSOC member Jim Edwards reported that the Greenwood Show committee approved parking the Buick, Olds and Pontiac cars in the same block. Approximately 45-50 spaces will be available. Jim will find out for sure which block on Greenwood Ave. will be approved by the committee.

New Business;

Hugh Russell is at home after spending a few days in the hospital with heart attack. He will be undergoing therapy during recovery.

Since Chapter President Ed Konsmo and Pam will be travelling to Albuquerque, NM for the 2017 Olds Nationals during the Pacific Northwest Annual Zone Show on July 15th, Nina Rogers volunteered to be show chairperson for the show. Thank you, Nina.

Robert Kruse gave a report on the Annual Rhodes River Ranch Show to be held on August 5. This year the show will be bigger than ever.

The March 4th chapter meeting will be at the Plum Delicious Restaurant at 11am.

The meeting was adjourned at 12:15 p.m.

Submitted by Robert Kruse
Chapter Secretary

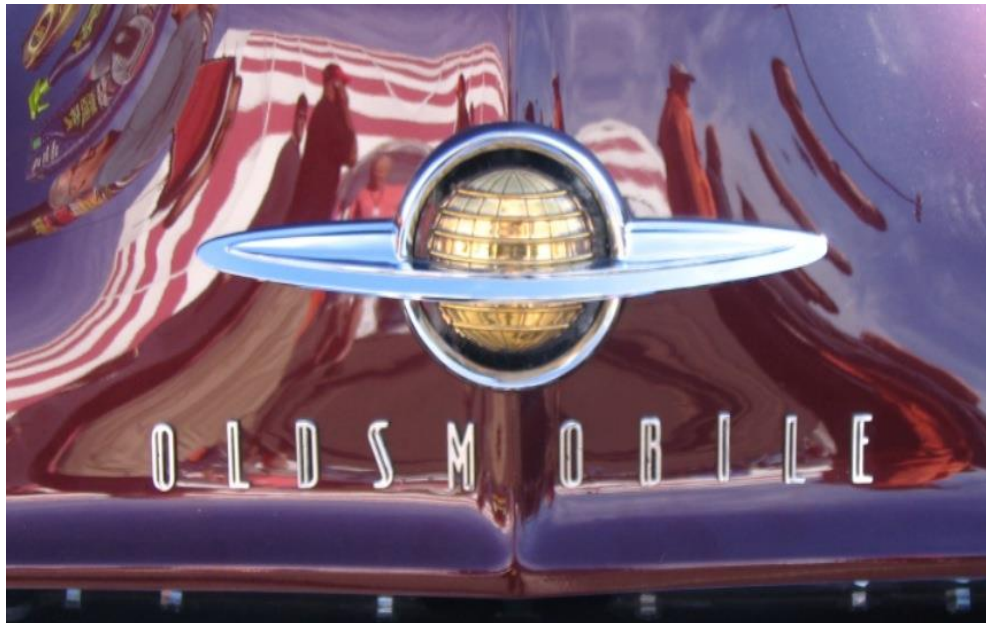
Swap Meets & Shows to attend in March

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

- MAR 4 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>
- MAR10-13 Yakima, WA; 6th Annual Central Washington Custom & Cycle Show**
Yakima Convention Center, 10 N 8th St, Yakima, WA 98901; 6pm- 9pm; 10am-
6pm, Sat & Sun; Adm. Fee \$10; Reg. Fee \$40; Renegade Raceway;
253-380-4829; renegaderaceway@outlook.com www.renegaderaceway.com/
- MAR 11 Astoria, OR; Astoria Automotive Swap Meet**
Clatsop County Fairgrounds, Walluski Loop, Astoria, OR 97103; 8am – 3pm;
Adm. Fee - \$2; Vendor Fee - \$20-25; Lower Columbia Classics Car Club;
800-220-0792; bynwc@msn.com; <http://clubs.hemmings.com/lccc/events.htm>;
- MAR 17-19 Portland, OR; Portland Roadster Show**
Portland Expo Center, 2060 N Marine Dr., Portland, OR 97217; 12pm-9pm; 10am –
9pm; 10am – 5pm; Adm. Fee – \$16; Call for Reg. and Vendor Fees; Multnomah
Hot Rod Council; 503-232-4567; prs@mhrc.org; www.portlandroadstershow.com
- MAR 18-19 Puyallup, WA; 37th Almost Spring Swap Meet & Car Show**
Washington State Fairgrounds, 110 9th Ave. SW, Puyallup, WA 98371; 8am – 5pm;
9am – 3pm; Adm. Fee - \$5; Vendor Fee - \$40; Gallopin' Gertie Model A Club;
253-952-3746; gallopin-gertieas@msn.com; www.gertias.com
- MAR 19 Bellingham, WA; Leprechaun Daze Car Show**
Hardware Sales Parking Lot, 2014 James St, Bellingham, WA 98225; 10am – 3pm;
Adm. Free; Reg. Fee - \$10; 4th Corner Elites of Bellingham; 360-380-2744;
realtorrawls@comcast.net; www.fourthcornerelitescarclub.com
- MAR 28 Aberdeen, WA; Pushrods & Midnight Cruiser Spaghetti Feed**
Aberdeen Museum of History, 111 E 3rd St, Aberdeen, WA 98520; Hours TBA
Adm. Free; No Reg. Fee; Pushrods & Midnight Cruisers; 360-532-1918;
info@pushrods.org; <http://pushrods.org/>

Future Oldsmobile National Meets and OCA News

- 2017 July 18-23; Albuquerque, NM; Hosted by the OCA and Olds Club of New Mexico**
- 2018 Gettysburg, PA; Hosted by the OCA**



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

Zone Director Jamie Cox sent to us the link to the new OCA Merchandise site.

Copy and paste the link below into your browser

<https://gm-photo-gifts-com.myshopify.com/collections/oldsmobile-club-of-america-collection>

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 (1)
- **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)
- **1970 98 2Dr Hardtop** – 87k, car is in Seattle; Call Brent Biggar 509-860-0261 (3)
- **1972 Cutlass Supreme;** Parked since 1998, some rust. The car is located in Bow, WA; E-mail Jeff Moller at uwarrior@hotmail.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. (1)
- **1978 Oldsmobile Toronado XS,** Black, Red Leather Interior, 88xxx Miles, Alloy Wheels, New Tires, Multiple Award Winner, Excellent Condition, \$ 12,000, Contact Bill Bennison, 253-759-2064 Tacoma (This is the Toronado formally owned by Don Wahlstrom, PSOC member). (1)
- **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 Cadillac Sedan DeVille;** Downsizing number of cars. 74,000 miles, always garaged. \$6990. Call Ken Thompson; 206-932-8898 or 206-930-1741. (1)
- **Olds Engine** – 260 V8 rebuilt \$200; Call Raymonde Boatman, 253-223-2507 (3)
- **Olds Delco Radio** – 1994 Cutlass Ciera S radio \$45; stevenlavoie557@gmail.com (3)
- **Intake Manifold** for 4 barrel 394 motor. Call Jim Long 360-893-8293 (2)

NEEDS and WANTS:

- Radiator shroud for '57, '58 or '59. Call Erik (425) 433-6480 (2)
- Fender skirts, driver's door latch and ash trays for 1973 98; Hugh Russell 206-524-2785 (2)
- 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)
- Aurora (any year) Call Bob Gutkowski, Colorado Springs, CO 719-574-2242 (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.



OLDSMOBILE CLUB OF AMERICA
PUGET SOUND CHAPTER

2017 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 _____

\$15.00 annual dues payable. 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 _____

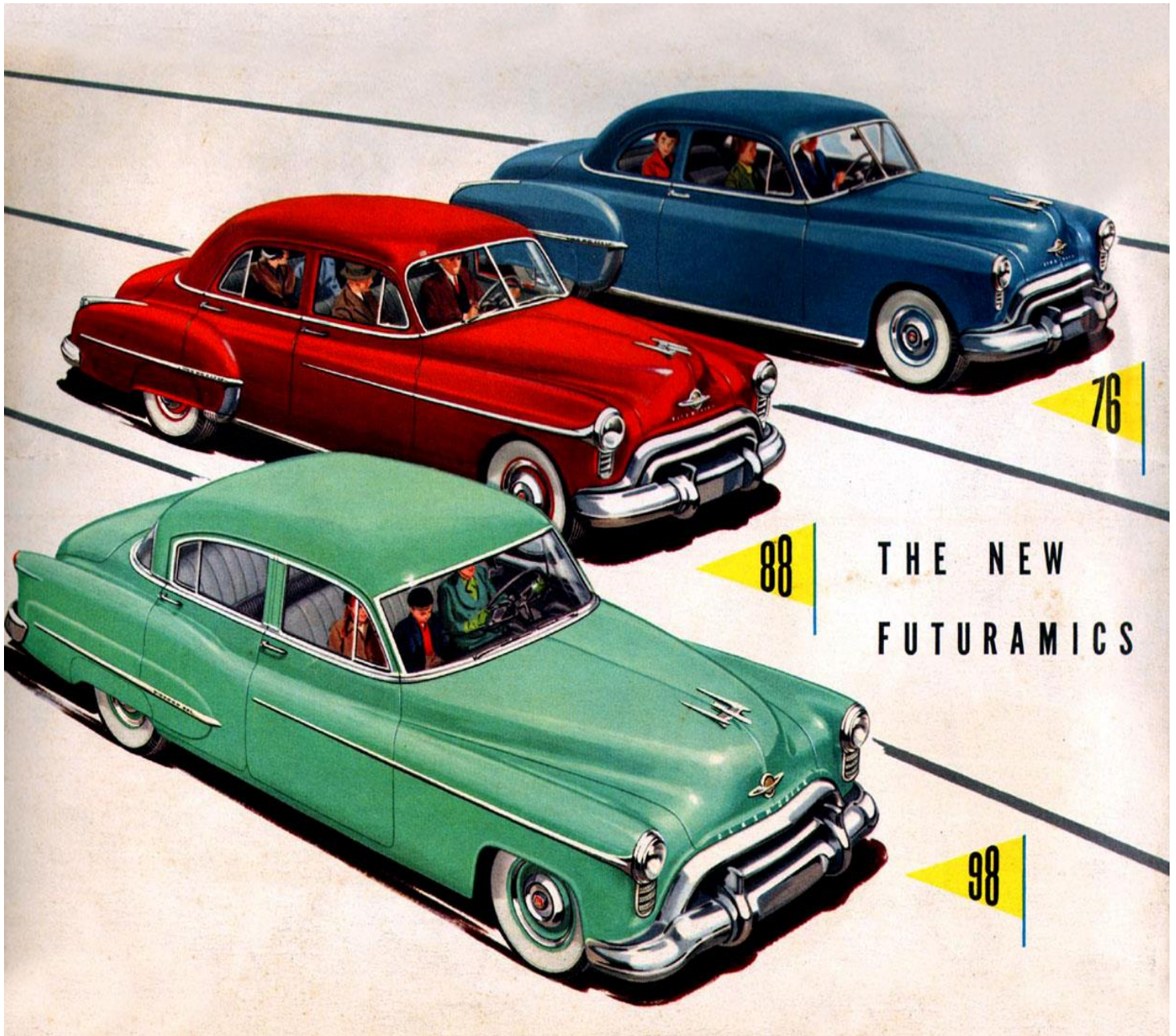
2) YEAR _____ MODEL _____ COLOR _____

3) YEAR _____ MODEL _____ COLOR _____

4) YEAR _____ MODEL _____ COLOR _____

Please print this form and mail to Kathi

Parting shot...



The 1950 Olds Model line up