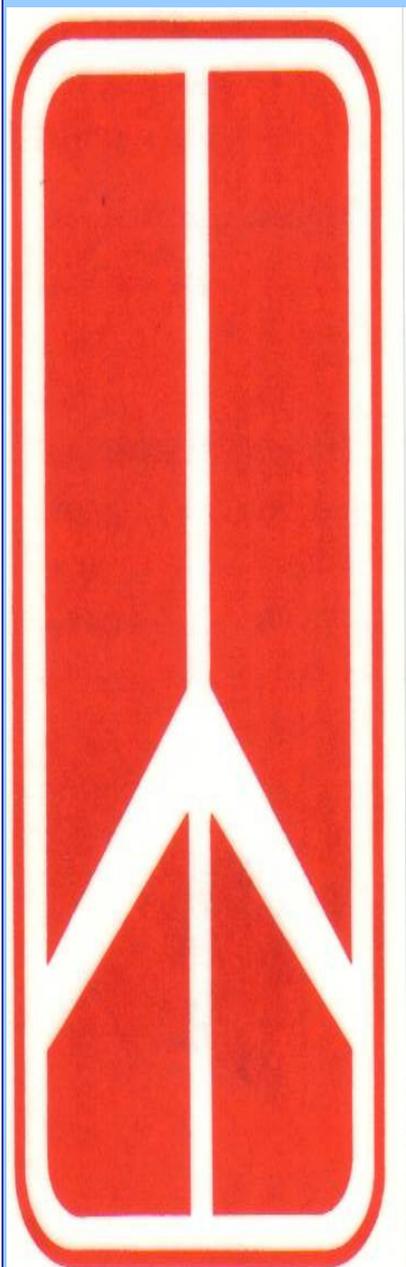


THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

September/October 2014



2014 PNW Zone “Best of Show” winner!

The 1950 98 convertible owned by Larry Reid of Spokane, WA took home the Best of Show trophy at the 2014 PNW Zone Show in Bothell, WA. Larry drove his recently completed restoration from Spokane to join the other 28 cars that attended this year’s show. It was great to see another Olds painted in Garnet Maroon; the color your editor selected for his ’98 Town Sedan.

The day was overcast but the predicted rain stayed away. Just before the show was over in the afternoon, the sun peaked thru the overcast.

We would like to thank our Canadian friends who drove to the show. Their support of the Zone Show is always appreciated.

Additional photos from the 2014 Zone Show can be found on “Here’s My Ride” in this newsletter.

Between the Bumpers
PAGE 3

MEETING MINUTES
None this month

HERE’S MY RIDE
PAGE 7

**Puget Sound Olds Club
2014
BOARD OF DIRECTORS**

President

Nina Rogers

A **New e-mail** for The Roger's

ninaanjim@outlook.com

360.651-6246

Vice President

Ed Straw

ekstraw@comcast.net

425.485-3093

Secretary

Ed Konsmo

ekonsmo@msn.com

253.845-2288

Treasurer

Kathi Straw

ekstraw@comcast.net

425.485-3093

Membership Chairpersons

Ed & Kathi Straw

ekstraw@comcast.net

425-485-3093

Newsletter Editor

Ed Konsmo

ekonsmo@msn.com

253.845-2288

OCA BOARD MEMBERS

No Zone Reps at this time

PSOC Website:

www.pugetsoundoldsclub.org

President's Message

We had a great car show! There were twenty-nine beautiful cars in attendance. I saw some cars and members that I haven't seen in a long time.

This year we served hot dogs, salad & beans. Ed Straw was the hot dog chef. He and Kathi did a great job. Thank you both. I think everyone had a great time.

Don't forget our BOP car show (Buick-Olds-Pontiac) at the Triple X on Sunday, Aug. 31st. The show begins at 8:00 a.m. and runs until 4:00 p.m. We'll hold as many spaces as we can. We'll get together and hold a meeting at about noon.

We need to find a place to hold our Christmas party for this year – this will be discussed at the meeting. Pam K. is checking out the Poodle Dog, in Fife. If anyone can think of a place in the south end please contact Pam or myself. We would need a room large enough for at least 20 members. We need to secure a room before they all fill up. We also need to decide when we will be holding our Zone Show next year.

A special thank you to Ed & Pam K., who turn out a newsletter better than any other car club I know of.

I want to thank everyone who attended the Zone Show and those who worked there. Thanks to you all.

Nina Rogers

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



How to make your barn or garage find road-worthy; Restoring the Brake System

I've been detailing some of the potential things you'll come across when putting your "barn find" or field fresh car back on the road after it's been sitting for a long time. Once you have the vehicle running and moving under its own power you'll surely want to drive it around your property to see what else it needs. The big thing that may kill the fun is the lack of brakes. In my particular case the front brakes were partially seized on and the brake pedal just went to the floor. I decided to completely disassemble the system and show how to go through the brakes on your classic car.

The first thing you should do is to check to see IF you even have any brake system pressure. Give the brake pedal a couple good stomps with your foot. In most cases your foot will go right to the floor, but if you're lucky the pedal may have some resistance. If it has resistance, is it solid, or does the brake pedal feel "spongy" or slowly drop as you put pressure on it? If either of those happens you may have air in your system or a leak somewhere. In my case I had wheels that were partially seized on and no brake pedal pressure at all.

My vehicle; a 1952 Chevy Styleline has a single circuit brake master cylinder where the front and rear brakes are all on the same circuit and you lose ALL brakes even if a leak occurs in the opposite corner. This means you don't get much of a second chance if the seals in the master cylinder go bad. Therefore I decided to replace the master cylinder all together. You'll probably have to swap some parts from your old master cylinder or pedal to the new master cylinder, so don't toss it in the trash right away! In my case I had to swap the pedal arm and some other rotating pieces. Once I had the master cylinder together I hit it with a coat of [Brake Gray Paint](#) to seal the exterior from corrosion in case I dripped brake fluid on it when filling.

Once I had the new master cylinder bolted in place I wanted to make sure that my brake lines weren't clogged or stopped up with corrosion. I first removed the fittings from each end and blew [aerosol injected cleaner](#) through each one. The cleaner worked awesome and I continued to flush each line until clean, clear fluid came out of the opposite end. This also helped show me if there were any spots on the brake lines where there may be leaks before fully pressurizing the system. Once I was sure the lines were all clear I hooked the master cylinder ends of the fittings up to the master cylinder and decided to work on each corner

The first thing in a brake system that goes bad from sitting is the flexible rubber brake lines. These dry out and crack and while they may hold brake fluid, they're a ticking time bomb waiting to explode (or implode) and cause a leak or a soft brake pedal. Bend each line 90 degrees and check to see if you see any cracking in the rubber that opens up. If you see any major cracking, it's time to replace those lines. I would also go over all of the hard lines under the car and make sure there isn't any major corrosion or rust on the lines, especially where the mounting tabs or clamps cover the lines. Often times the lines rust under the metal tabs that hold the lines to the chassis and won't show themselves until the lines are fully pressurized.

From here I like to take the brakes apart on each corner to make sure the pads or shoes themselves are in usable condition and also to check the movement of the calipers or wheel cylinders. In my case I knew a couple of the wheel cylinders were seized open and I decided to rebuild each cylinder. What I found was that the seals in the wheel cylinders had failed and over time had let the brake fluid seep past and when that dried it caused corrosion that locked the cylinder piston in place. I used a combination of [small hooks and picks](#) to clean in front of the piston and then I used a C-clamp to compress the pistons and brake them free. Once I cleaned the rest of the corrosion in front of the pistons out I used a blow nozzle and compressed air to force the pistons out. Make sure you aim the wheel cylinder in a bucket or box so the pistons don't go flying across the shop!

Before I went any further I put the wheel cylinder housing in the vice and carefully broke each bleeder screw loose. Don't be surprised if yours break off and you have to drill them out and replace with new! Now that I was down to the wheel cylinder bare housing I checked the bore for any major pitting or scarring. If you see any major pitting or scoring, you may need to get a new wheel cylinder or housing. Regardless of how clean the bores are, you should hone them out to assure the pistons will slide freely.

Restoring the brake system continued on next page

Honing out the bore in a wheel cylinder is much like that of an engine block cylinder. You're trying to taking any haze, residue, or imperfections out of the bore. Wheel cylinders are a little more forgiving than an engine bore, but you can't just take a metal file and go nuts in there, you need to be delicate. There are wheel cylinder hones available on the market, but there's a free trick you can use to hone your cylinders using a cotter pin and a piece of 400 grit sandpaper.

Take a piece of 400 grit sandpaper and hook it into the cotter pin and then wrap it around the cotter pin. Then chock the end of the cotter pin into your drill and slowly spin the sandpaper in the cotter pin in and out of the bore of the housing until it's smooth to the touch. I used one piece of sandpaper on the set of four housings and a little bit of Chassis clean to dissolve the heavier corrosion and residue in the housings.

After all of the brake parts were rebuilt and replaced I filled the brake system and bled each corner with the [Eastwood Brake Bleeder](#) until the car had a firm brake pedal. Once I confirmed all four brakes were adjusted correctly I took the car out for a test drive to make sure the car didn't pull or lock up any wheel before another. I'm happy to report the car drives very nice and stops pretty well for having drum brakes all around!

-Matt/EW This article was published on the Eastwood newsletter.

Photos below are from the process of restoring the brake system.



LET'S GET PERSONAL

September - October Birthdays



**Happy birthday
to you all!!**

<i>Date</i>	<i>Name</i>	<i>Lives In</i>
Sept.		
5	Ed Booth	Tacoma, WA
5	Derald Owens	Kirkland, WA
9	Allan Reid	Delta, BC Canada
15	Pam Owens	Kirkland, WA
18	Ned Peterson	Everett, WA
20	Stephen Ferry	Blaine, WA
24	Kristin Moore	Millcreek, WA
29	Bengt Nilsson	Sequim, WA
30	Brian McAdams	Edgewood, WA
Oct.		
7	Ed Straw	Bothell, WA
8	Doug Gillmer	Milton, WA
9	Sylvia Potter	Pleasant Hill, OR
18	Jamie Cox	N. Saanich, BC Canada
29	Esther Thompson	Seattle, WA
30	MaryEllen Ferry	Blaine, WA

UPCOMING CLUB MEETING HOSTS * 2014 MEETING HOST

Sept./Oct.....Ned Peterson unless we go to XXX for meeting
Nov./Dec.....Christmas Party (Nina & Jim)

***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.

2014 Zone Show Winners

BEST OF SHOW – 1950 98 Convertible – Larry Reid

1949 & Older	1903 Curved Dash	Larry Brown
1950's	1955 98 Hardtop	Dave Soball
1960's	1968 442	Bob Bass
1970's	1970 442 W30	Charles Wascher
1980's	1983 Hurst Olds	Steve Ferry
Favorite Muscle Car	1964 442	Ned Peterson
Best Custom	1960 88	Dave Lawrence
Best Project Car	1953 88	Pontiac Fry
Favorite Cruz'n Car	1964 Convertible	Matthew Kerns
Best 4-Door	1957 Fiesta Wagon	Wade Soball

Congratulations to all of these winners

August 31 BOP Gathering at the XXX Root Beer Drive Inn

On Sunday, August 31 we will join the members of the Buick and Pontiac Clubs for a time of fun and displaying of our fine cars. Events at the Drive Inn typically begin at 8 am and end about 4 pm. If the time for this event is different, we will send out an update before the 31st, via your e-mail address. Those of you without computers may wish to call a “buddy” that has one before venturing out.

*******IMPORTANT NOTICE*******

At the gathering on the 31st at the XXX Drive Inn, we would like to have a short chapter meeting to discuss the annual Christmas Dinner. A room reservation MUST be made by Sept. 1st in order to have a room available in December. We have discussed having the location in the South Sound area for the dinner this year. If you have any suggestions, please bring them with you. It is important that you have checked out the location that you suggest and have a menu price and date to discuss.

Here's my Ride ...2014 Zone Show Photos

There were 29 Oldsmobiles at the 2014 Zone Show.
Pictured here are scenes from the show.



Swap Meets & Shows to attend in Aug/Sept.

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

AUG 30 Tacoma, WA; 37th Annual LeMay Car Show

Marymount Event Center & LeMay Home Grounds, 325 152nd St E, Tacoma, WA 98445; 8am – 5pm; Adm. Fee - \$15; LeMay Family Collection Foundation; 253-272-2336; info@lemaymarymount.org; www.lemaymarymount.org

SEP 6 Everett, WA; Wheels on the Waterfront Classic Car Show

Port of Everett Marina, 1205 Craftsman Way, Everett, WA 98201; No Adm. Fee; Reg. Fee - \$30; Wheels on the Waterfront; 425-308-5711; Daunbrown1@gmail.com; www.portofeverett.com

SEP 6 Ferndale, WA; Fall Rod Run

Cedars RV Resort, 6335 Portal Way, Ferndale, WA 98248; No Adm. Fee; Reg. Fee \$10; Whatcom County Cruising Assn; 360-820-3124; wegumbas2@netzero.com; www.whatcomcountycruisingassociation.org

SEP 13 Arlington, WA; Arlington Drag Strip Reunion & Car Show

Arlington Airport, West Side, Ultralight Entrance, Arlington, WA 98223; 8am – 4pm; Adm. Fee - \$3; Port Gardner Vintage Auto Club; 360-652-6910; info@arlingtondragstripreunion.com; www.arlingtondragstripreunion.com

SEP 13 Enumclaw, WA; Cruise Into Fall

Downtown Enumclaw, Cole St, Enumclaw, WA 98321; 8am – 2pm; No Adm. Fee; Reg. Fee - \$15; Stratocruisers Car Club; 360-825-6343; rocknmaggie@centuryet.net; www.stratocruisersps.com

SEP 13 Tacoma, WA; 2014 NW American Muscle Car Show

Griot's Garage, 3333 South 38th Street, Tacoma, WA 98409; 8am – 3:30pm; No Adm. Fee; Reg. Fee \$20; NW GTO Legends; 206-243-3390; wallys@northwestlegends.com; www.northwestlegends.com

SEP 14 Graham, WA; Roadsters Northwest Show & Shine and Swap Meet

Pierce County Fairgrounds, 21800 Meridian South, Graham, WA 98338; Roadsters Northwest Car Club; 206-212-6722; barryt.collier@gmail.com

SEP 14 West Seattle, WA; Seventh Annual West Seattle Car Show

West Seattle Junction, California Ave SW & SW Alaska St, West Seattle, WA 98116; No Adm. Fee; Reg. Fee \$20; Liberty Bell Print & Design, LLC; 206-619-7664; WSCS@LibertyBellPD.com; www.WSCarShow.com

SEP 20 Chehalis, WA; Harvest Swap Meet

SW Washington Fairgrounds, National Ave, Chehalis, WA 98532; Adm. Fee \$4; No Reg. Fee; Centralia – Chehalis Vintage Auto Club; 360-273-6961; tamichell2@yahoo.com; www.ccva.com

Future Oldsmobile National Meets

- 2015 - July 22-26; Brookfield, WI; Brookfield Milwaukee Sheraton Hotel. Hosted by the Olds Club of America**
- 2016 - July 19-23; Kingsport, TN; MeadowView Resort and Convention Center. Hosted by the Oldsmobile Club Of America.**
- 2017 - Site to be determined.**



CLASSIFIED – For Sale/Leads & Needs

CLASSIFIEDS: Classified ads are free, unlimited words, within reason. **Ads will ONLY run for four 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:

- **1954 & 55 Hood Rockets** \$275; both show quality re-plated, never installed. Don Monroe 253 566-8488. (2)
- **1955 Super 88, 2-door hardtop.** Green & white, with white on top. \$12,000 OBO. In Redmond, 425 868-1082 ask for Lynn Senior (1)
- **1976 Oldsmobile Delta 88 hardtop sedan.** \$9,500. Excellent condition. 128,259 miles. Single owner. Runs well. Was used as an office car until the late 80's. Since then, stored in a covered garage. Original white paint. White upholstery in excellent condition. Body also in excellent condition. Some small dings on the side. Contact: Bliss Kolb blisskolb@zipcon.net 206.938.011.(2)
- **1986 Delta 98 Regency Brougham.** Always garaged, 100,000 miles, original. No rust, no dents, new tires. Call Steve Denmark for the price and additional information - 206-679-4980 (2)

NEEDS:

- **Need: Radiator shroud** for '57, '58 or '59. Call Erik (425) 433-6480 (2)
- **Need: Cornering light switch** for '65 "98 LS" Call Art Gamash (360) 683-4749 (2)

LEADS:

Two 1951 Oldsmobiles for \$500: A restoration project. V8 Rocket engine. Automatic transmission. 25704 miles. Four doors. A great deal at \$500 for both. Cobble Hill on Vancouver Island 250-743-6941.

'61, '62, '63 Olds---215ci aluminum engine, bored and stroked, never used, \$1,000.00. 425-771-1765

PARTS: '64 OLDS STARFIRE - Contact Bill Hemstock at hemsters@shaw.ca for the parts listed below. (2)

HT<http://www.kijiji.ca/v-auto-body-parts/calgary/vintage-olds-parts/589752379>

1965 Oldsmobile Starfire Convertible <http://www.kijiji.ca/v-classic-cars/calgary/limited-edition-1965-olds-starfire-convertible/514954641>

1964 Oldsmobile Starfire- 2 door HT <http://www.kijiji.ca/v-classic-cars/calgary/64-starfire/506259252>

1964 Starfire parts

1956/58 Tri-power manifold and 3 twin carburetors

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 four months (two issues in a row). If you have a **TWO** after your ad, you need to contact us if you wish to renew the ad for following issues.

"A PARTING SHOT"



Picture your Olds at the Triple X Drive Inn on August 31!