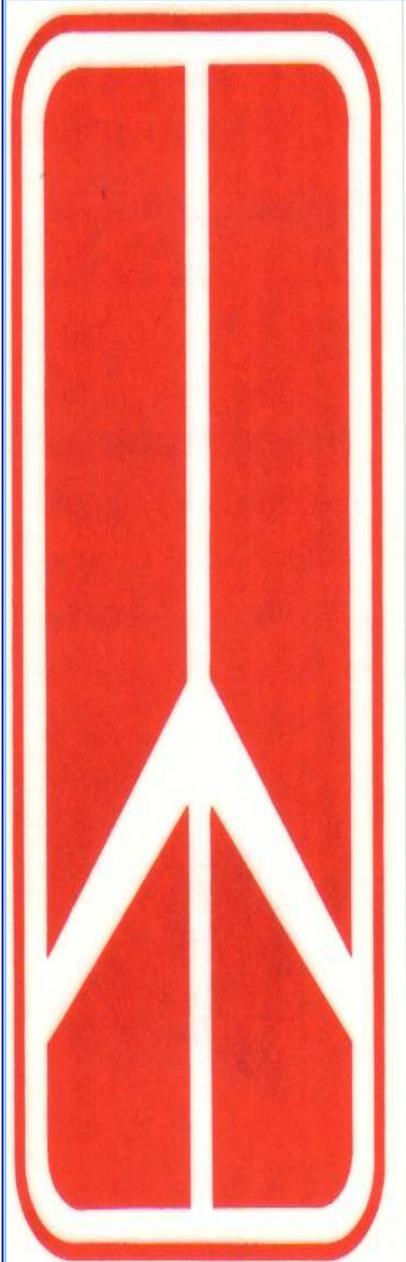


THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

December 2010



An addition to the Starfire collection...it is not often that we feature a member's car on the front page of the *Puget Sound Rocket*. However, this 1963 Starfire convertible recently acquired by Jamie and Sherrill Cox and its life history as told in *Here's My Ride* this month by Jamie deserved special attention. When we purchase collector cars here in the U.S and license them in our states, we do not have to go thru any of what Jamie and Sherrill did to make their "new" Olds legal for the road.

By the time you read this months' *Puget Sound Rocket*, Thanksgiving feasting will be over. Your Editors hope that your families enjoyed the Holiday. Please send or call in your reservation for the chapter Christmas Dinner in Fife on Dec. 12, and email Carol Tracy if you plan to attend the B.C. lunch.

BETWEEN THE BUMPERS
PAGE 3

HERE'S MY RIDE
PAGE 6

MEETING MINUTES
PAGE 11

**Puget Sound Olds Club
2011 BOARD OF DIRECTORS**

President

Pat Ellwood

PATE@SMEINCOFSEATTLE.COM

425.672-7664

Vice President

Ed Straw

ekstraw@comcast.net

425.485-3093

Secretary

Mary Lindholm

Lindholm.mary@gmail.com

425.337-4847

Treasurer

Kathi Straw

ekstraw@comcast.net

425.485-3093

Membership Chairman

Bill Iverson

billiver@aol.com

425.271-0195

Newsletter Editor

Ed Konsmo

ekonsmo@msn.com

253.845-2288

OCA BOARD MEMBERS

Ed Konsmo, OCA Chief Judge

Erik Martinson, PNW Zone Director

Jamie Cox, PNW Zone Director

PSOC Website:

www.pugetsoundoldclub.org

President's Message

Greeting Olds fans,

Another day in paradise; (Sat. the 21st of November), as I write this note it is snowing outside the window in Bothell. I put the car cover on the '57 this morning and she is set for the winter. If a nice clear weekend comes about then I'll take the cover off and take her for a spin. I sure do miss cruising this time of year; can hardly wait for spring.

I am a member of the Classic Oldsmobile site on the internet and have gotten to know quite a few Olds nuts throughout the US, Canada, Australia, and numerous other countries many who are OCA members and sometimes I even get to meet one. Saturday I drove the '57 down to Tacoma and met with Jesse, he is from Oklahoma and owns a '71 Delta 88 which he just painted himself. He is up here for a week doing some training classes at Fort Lewis. We went for a cruise in the '57 had lunch and talked about our mutual subject, Oldsmobiles. Had a great time, talk about needing a big car Jesse is 7'-0" tall. It was a real Mutt & Jeff experience. I am 5'-11" and boy did I feel small. I meet Jesse's dad in 2008 when I brought my '48 back from Kansas. All of the Oldsmobile owners I have met over the years are great people.

The Christmas party is will soon be upon us; remember to get your RSVP sent in. I need to get the people count and the meal type into the Poodle Dog by the 4th of December. Remember the gift exchange and the child's unwrapped new gift.

I hope all of you had a great Thanksgiving and have a great Holiday season. I look forward to seeing as many of you as possible at the Party.

Until then,

Pat Ellwood

President

DEADLINE FOR SUBMITTAL TO THE MONTHLY 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 Konsmo



How to properly reverse flush your cooling system, Part 1. By Bill Carberry

Many people seem confused as to the best way to flush out the cooling system in their classic car or truck. Most folks agree that reverse flushing is the best way to go about it, but may not know how to achieve a true reverse flush. Reverse flushing will tend to push out most debris that builds up in coolant passages, especially those of the radiator and heater core. I will try to explain in the simplest terms how to get the desired results. The layout of components that I am using in this procedure will be consistent with what will be found in most vintage V8 engines and even most 4 and 6 cylinder applications.

Go with the flow

Let's start with how the antifreeze/coolant mixture goes through your cooling system under normal operating conditions. The easiest place to start (and also to remember the flow pattern), is to realize that heat rises. Hot fluid will leave the engine at the thermostat housing. On most classic vehicles this is the highest point on the engine, except of course for the carburetor. From the thermostat housing the fluid goes through the upper radiator hose to the radiator. This may seem rather simple and basic to most of you, but please be patient while I go through the motions anyway.

Once in the radiator, the fluid gets cooled off as it passes through the core portion of the radiator. This is the part with the tubes and fins. Heat transfers from the fluid, to the tubes, to the fins, and the fins get cooled off by the air passing through the radiator. After being cooled off, the fluid is then sucked back into the engine by the water pump. It is at this point that a lot of people are not sure which way the fluid flows. The water pump actually pushes the fluid through the engine block from front to back. In fact, there are many head gaskets that have small or no coolant passages in the front of the gasket just for the purpose of forcing the coolant to the rear of the block.

They should all be this simple. Heat comes out of the engine near the thermostat housing to go to the heater core. Coolant returns to the engine at the water pump. They should all be this simple. Heat comes out of the engine near the thermostat housing to go to the heater core. Coolant returns to the engine at the water pump. Once at the back, the fluid goes up to the cylinder head and starts to go back to the front of the engine through the heads themselves. On a typical V8, the fluid from both heads will then flow together again in the front of the intake manifold and out the thermostat housing to start the journey all over again.

Since the fluid is at its hottest at the thermostat area, this is also the best place to tap into to the circuit for some much needed heat in the cold winter months. Most manufacturers have the hose that feeds the heater core start very close to the thermostat, but not all do - so you may need to think and search a little if yours is not the norm. And remember, you can always go back to the basic scientific law that heat rises. As the fluid goes to the heater core it may or may not go through a heater control valve. This varies from car maker to car maker and even model to model from the same car maker. Once the fluid is in the heater core it actually acts as a miniature radiator and cools off the fluid by transferring the heat from the fluid to the air that passes through it. **"Between the Bumpers" continued on page 4**

Only this time we want that heated up air to warm up our fingers and toes. After the fluid has gone through the heater core and lost most of its heat, it gets sucked back to the engine through the heater return hose to the water pump. Yes, just like the radiator gives up its coolant to the water pump, so does the heater core. Again, this description applies to most common V8 engines because I need to stick to something that most of you are familiar with without getting into a description of how newer vehicle's cooling systems are designed.

Shifting into reverse...

Okay, now that we know how the normal flow of things goes, we can do some preventive maintenance on our pride and joy by throwing it in reverse. It would be best to start this procedure when the engine is cool, so you don't waste time going to the emergency room with some serious burns. Draining the cooling system of its existing coolant is the best place to start, but not really required.

Of course, you should drain it into a drain pan for proper disposal. But do be sure that there is no pressure in the system. Now you should remove the heater return hose from either the water pump or the heater outlet tube. You will want to go into either the hose or the heater core so that you are forcing water to go backwards through the heater core. Better to slice the hose and replace it than create a leaking heater core.

If you choose to remove the hose from the heater core be sure to use extreme caution so you don't create the problem of a leaking heater core. Slicing the hose and peeling it off the heater neck will usually assure no heater core problems. In fact, now might be a good time to replace the heater hoses anyway.

There are many "Reverse Flush Kits" for sale in just about every auto parts store and most might work just fine. I use a home-made flush gun that combines water and air pressure to force the fresh water into the system and all the old stuff out. If you disconnected the hose from the heater core, you will need a scrap piece of hose to connect from the flush gun to the heater core.

If you took the heater return hose off at the water pump, just put the flush gun into the hose and clamp it with a hose clamp. Now you need to block off the opening just created by your flush gun hook-up. Any simple thing will work since it is only temporary. You can even stick an old spark plug in the hose and clamp it if you have to.

Exit strategy

Now that you are ready to push all the old fluid out, you need to give it an exit. Let's go through the system backwards and see where we end up. Through the heater core (backwards), into the engine near the thermostat housing, backwards through the cylinder head(s) and engine block to the water pump, out the lower radiator hose and into the lower neck of the radiator. The fluid will then go backwards through the radiator tubes and come out the top neck of the radiator. This is where all the old stuff will come out. We have now gone backwards through the heater core, engine and radiator. This is a true reverse flush. Remove the upper radiator hose from either the upper neck of the radiator or at the thermostat housing. If you choose to leave the hose connected to the radiator, you might want to rotate it so it points down into a drain pan to catch the old stuff. As far as the other opening, you won't need to do anything as long as there is a thermostat in place and it is closed, as it should be with a cooled off engine. The closed thermostat will prevent your flushing procedure from turning into a messy bath for you. If the thermostat is stuck open, now would be a good time to change that too. If you don't use a thermostat for whatever reason, you will need to plug up the housing to prevent the aforementioned bath.

The final things to check before starting the flush are that you put the radiator cap back on and the drain plug on the radiator is closed. **Another very important thing to check is that if your car has a heater control valve it is now in the hot or open position.** Failure to do this can cause excessive pressure build-up in your heater core which may very well cause it to leak.

Very slowly open the valve on your source of fresh water and make sure that you get fluid coming out of the top of the radiator. If you don't, you either have a major blockage in the heater core, the heater valve is closed, or you have no water pressure in your hose. **(Continued on page 5)**

The fluid will come out whatever color it originally started out at and will gradually change to clear as all the old fluid is replaced with clean fresh water. Assuming you have good flow out of your system, you can now add just a little bit of air pressure. I will repeat, just a LITTLE bit of air pressure. You only want to give it enough pressure to create some bubbling activity in the cooling system to help loosen up any sediment or blockages. Once again I cannot stress the importance of proper disposal of your old dirty coolant. Please check with your local municipality for the acceptable methods in your area.

Fill 'er up. Ok, now you have a cooling system that is free of all the old antifreeze and hopefully all or most of the other undesirable sediments that have accumulated over the years. Now you can disconnect your flush hose from the engine, but do not hook up the heater hose to the engine just yet. You also want to drain out as much of the clean water from the system as possible, so open the radiator drain plug to drain the radiator all the way down. After the radiator is empty and you have closed the drain plug (try not to forget this part) you can start putting in fresh antifreeze. But wait, the heater hose is not hooked up yet. No, I didn't forget. If you leave the heater hose off the engine as you pour in the fresh antifreeze, you can eliminate most of the air pocket in the engine to make for an easier and quicker warm-up. When you see liquid just start to come up out of the open heater hose fitting, stop adding antifreeze and hook up the heater hose. Now you can fill up the rest of the way with antifreeze.

A little information here about antifreeze and the proper mix; Some people think that more is better - not so. Try to get as close as possible to a 50/50 mix. If you are in a climate with severely cold temperatures, you can go as far as 65% antifreeze and 35% water. Any higher percentage of antifreeze is a waste of money and actually detrimental to the cooling system for at least two reasons. **Reason #1;** at extreme cold temps a 100% mix of antifreeze will actually start to jell up sooner than a proper mix. **Reason #2;** pure antifreeze will not dissipate heat in hot weather as well as a proper mix. Think of antifreeze like oil. You have many different types of oil, right? What is the difference between gear oil and motor oil? Would you put motor oil in your differential or gear oil in your engine? Straight antifreeze would be too "thick", kind of like gear oil and will not transfer the heat out of the system the same as a proper mix will. On the sample vehicle we flushed the cooling system capacity as specified in the owners manual: 14 quarts. This comes out to 3-1/2 gallons. Putting in two gallons of undiluted antifreeze will provide approximately a 60% antifreeze and 40% water mix.

Fire when ready... OK, the radiator is filled almost to the top, the heater hoses are hooked back up, and the drain plug is closed, right? Time to start up the engine. Right after start-up, the level in the radiator may drop down a bit. If so, bring it back up to just below the filler neck and wait for the thermostat to open up. Just prior to the thermostat opening the coolant may rise and fall a bit and maybe even push out. Once the thermostat opens, the level will drop and you can top it off. Since the engine will be warm/hot at this point, you should fill the radiator right to the bottom edge of the filler neck and put on the radiator cap. If your car has an overflow tank you should fill that at least 1/2 way up so that as the engine cools it can draw coolant from the tank. Most 1960s and older cars do not have a separate tank and should not be filled all the way to the top when cold. This lower level allows room for the coolant to expand and pressurize as the engine warms up. If you do fill one of these older cars all the way to the top when cold it will only push out the overflow until it finds its own level.

You have just performed a true reverse flush of your cooling system. Please remember that a cooling system flush is meant to prevent problems, not fix them. If your cooling system has been neglected and the radiator or heater core has become seriously clogged, a reverse flush probably will not solve your problem. A complete system flush every two years should prevent build-up in the system. Due to the many variations of different manufacturers cooling systems I may not have given a precise set of directions for your particular vehicle, but these steps should apply to most classic cars and trucks.

Source: Bill Carberry
Classic Radiator
566 Fulton St (Rt 109)
Farmingdale NY 11735

"HERE'S MY RIDE!" ...Jamie & Sherrill Cox's 1963 Starfire Convertible

For the past 22 years, we have been following progress of a ground off / frame off restoration project in London, Ontario by a friend who is working towards a 'perfect' classic car. His motive is to relive the past memory of what his wife, Norma, drove daily back in the early '60s. She had a blue Starfire convertible, 1963 as HER car. Finally started in 1988, after over 4.5 years and 4 different parts cars, the project was deemed finished by Bill. He had spent well over \$ 61,000 by mid 1992. For the next 18 years, the car essentially sat in a heated garage with the occasional outing to an Oldsmobile club show. It was judged several times at the Canadian National and OCA meets with progressively higher scores, 915, 926, 945, 960, 981 points and won many trophies. However, in those years only 2345 miles were put on the car. His interest dropped with time and age. Now spending half a year in Florida and more into retirement years, Bill wished to sell the car.

WE stepped in! Yes as '63 Starfire enthusiasts, we were interested. So the next chapter was started, thanks to a bank loan. We arranged for the car to be transported out to Vancouver Island from London. It arrived in early July, 2010, finally and we drove it across on the Ferry. As an out of province car, it had to be certified per a long list of safety and specific items required by British Columbia Ministry of Transport. We started confirming all items on this check list and it became apparent the car needed a lot of 'minor' repairs. From fixing the power seat, installing rear seat belts, repairs to the windshield washer unit, replacing a head light, installing the proper battery for that era, cutting keys to properly fit the trunk / glove box and replacing the driver's mirror with a NOS remote mirror to getting the proper 'wing-nuts' for the air cleaner and spare tire: the list of minor things went on and on. We spent over 4.5 months getting it ready plus finishing the small details left from 18 years ago. Door hinges, rubber bumpers for the glove box, repair the clock and air conditioning duct manifolds in the dash. We also travelled to Bothell, Washington to find 11 different parts for the car (i.e. door hinges, AC duct, mirror, fuse block, chrome strip) with our long time Starfire friends, Mike and Char Isso. We had a local paint supplier do a match spray can for the Diplomat Blue color to repaint the door hinges. Nothing was too great or too much work to get it right. We were lucky as well in that we have a 2nd Starfire '63 original car to use as a reference on fixing up the small things on the blue car.

Then the biggest hurdle of all: the VIN # on the car and the VIN # on the registration did Not Match!! Everything ground to a stop. Ontario registry had 'lost' some numbers -- they recorded 3 367 0411 and the proper VIN # was 3 3667 04111. The first '3' is for the year, 1963: the next series '3667' signals the car is a Convertible and the last numbers are the manufacturing serial production numbers. It was a Canadian made car from GM Canada in Oshawa so we contacted the Historical Vintage Services department: they confirmed the car was assembled Dec. 12, 1962 and shipped the next day to Park Lane Motors in Sarnia, Ontario!! One of 507 made. All well and good, We contacted the Ministry of Ontario Special services department, 6 wks later they confirmed, yes the car was registered with that number given as 3 367 0411.....so what to do. Just bring the car into our offices and we will 'site' the car's VIN # and make the change.

However, those offices are over 3100 miles away!! So just contact ICBC (Insurance Corporation of British Columbia) and ask them what they need to help out, and also ask the RCMP to 'site' the car, confirm the VIN and give that document to the garage so they can finish the Safety. The RCMP did not want to help correct a mistake they did not do!! A visit to the local Insurance Broker, a call to ICBC confirmed; No Problem just register the car. But the garage will not do the Safety certificate with mis-matching VIN #?? !! So I called ICBC and spoke to their 'special services' department, talked to Bob Giles. Yes, No problems after listening to the whole story and comparing the VIN # that were 'off' by 2 numbers. He then wrote a letter and faxed it to the garage who accepted this document -- it took them off the hook--- and the car was certified. Directly driven to the Insurance Broker to fill out the forms and more calls to ICBC to confirm Bob's letter and finally after 2 hours, the car was plated, registered in BC and now insured for the road. That was mid November, We have also applied for Collector plates so we can qualify for lower insurance and we are waiting for that to come through. This car had an appraisal done by the local 'qualified and accepted' appraiser for ICBC and it took Him over 2.5 wks to complete it ---- issue was no comparables!! He listed a value of \$ 70,000 Canadian. So between what Bill spent and what we spent, that is coming close to the dollar in-putted into this classic collector car! We are road worthy now and will enjoy new travels and new friends with these cars. Hope to see you all at the 2011 meets.

Jamie & Sherrill Cox.

LeMay Museum Update

The Puget Sound Olds Club members voted at the January 3rd meeting to become a part of the LeMay Museum. Each month we will bring you information regarding the progress of the Museum.

LeMay – AMERICA'S CAR MUSEUM Selects. America's largest auto museum when it opens in fall 2011, has chosen PCGCampbell (PCGC) to assist in creating and implementing its overall marketing communications strategy, ranging from public and media relations to sponsorship and relationship marketing.

"PCGC possesses a unique combination of communications expertise through their work with automotive and travel/destination clientele, and we're confident they can help us exceed our goals," says David Madeira, AMERICA'S CAR MUSEUM president and CEO. "We've been moving full-speed since our groundbreaking on June 10, 2010, and now we're partnering with PCGC to spread our message in a straight-forward, compelling **PCGCampbell as Marketing Communications Partner**



LeMay – AMERICA'S CAR MUSEUM®, which will be the way that brings the museum story to car enthusiasts, collectors and people who love traveling the open road."

AMERICA'S CAR MUSEUM, located in Tacoma, Wash., 30 miles south of Seattle, and was founded by Harold and Nancy LeMay, who amassed the largest privately owned collection of automobiles, motorcycles and trucks in the world – reaching a peak of 3,500 vehicles in the 1990s. The LeMay's ultimately decided the public should have access to their collection, which served as the impetus for the \$60 million, 165,000 sq.-ft. interactive auto museum and educational center that debuts next year.

"Our assignment is two-fold: Promote America's love affair with the automobile through more than 100 years of automotive history, and reach visitors looking for interesting destinations along the Seattle-Tacoma-Rainier corridor," says Shane Smith, managing partner at PCGC, whose clients include the Pebble Beach Concours, Aptera Motors, Volvo North America and Yokohama Tire Corporation. "The full tale of AMERICA'S CAR MUSEUM includes everything from travel, culture and business to technology, education and, of course, the automobile."

The museum will feature a 3.5-acre show field, theatre, gift shop, banquet center and cafe, an educational center/library and rotating, interactive exhibits through multiple galleries using cars, music, film and photos. ACM management projects the facility will attract 425,000 visitors annually, which translates to \$34 million for the local economy, according to Madeira, who adds that the campus will also host community festivals and concerts.

"Nancy LeMay says her late husband never met a car he didn't like and enjoyed sharing his appreciation for the automobile with everybody," says Madeira. "I'm sure Harold would be thrilled to see his legacy come to fruition in this engaging gathering place, an experience that entertains and educates visitors about American mobility, culture and lifestyle."

[ABOUT PCGCampbell:](#)

PCGCampbell is an integrated marketing agency with an emphasis in public/media relations, advertising, event management and brand development. With offices in Torrance, Calif., and Dearborn, Mich., PCGCampbell assists clients in the automotive, consumer goods, travel and leisure, financial services, sports and entertainment industries.

LET'S GET PERSONAL

We would like to welcome the following new members to the Puget Sound Olds Club:

Mark Erickson – Richland, WA.

Gary Hart – LaCenter, WA.

Jerry and Kat Luckenbach – Bothell, WA.

Doug and Bonny Gillmer – Tacoma, WA.

Victor Owens – Rochester, WA

**When you see new members at our meetings,
please greet them and introduce yourself.**



DECEMBER BIRTHDAYS	
2	Cindy Bass & Jane Ellwood
4	David Butler
6	Murray Moulton
8	Jean Bridges & Ken Thompson & Jeff Winter
18	Walter Wilson
22	Ann Nilsson
26	Pat Ellwood
28	Erik Martinson
30	Joan Carpenter & Larry Weyand
31	Ardelle Demello

Happy Birthday to all of the December babies

CALENDAR OF EVENTS of the Puget Sound Chapter

Annual Christmas Dinner
Sunday Dec. 12th @ 5 pm

Directions to the Christmas
Dinner are on page 7

UPCOMING CLUB MEETING HOSTS *

2011 MEETING HOSTS

January	Mary Lindholm	July	Zone Show - no host
February	Hugh Russell	August	Pat & Jane Ellwood
March	Ed & Erma Booth	September	Bill & Judy Iverson
April	Ed & Kathi Straw	October	Fred & Faye Steik
May	Harry Straw	November	Jim & Nina Rogers
June	Don & June Wahlstrom	December	Christmas Party - no host

Thank you all.

*Provide quality gift & refreshments

MEMBER NOTES AND CHAPTER INFO

This page features notes of interest about and for 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 at 253-845-2288.

Directions to the Annual Christmas Dinner at the Poodle Dog Restaurant in Fife, WA. (1522 54th Ave E.)

From I-5 North: Take Exit 137; Turn **right** onto 54th Ave E.; Cross over Hwy 99, the Poodle Dog Restaurant is on your left.

From I-5 South: Take Exit 137; **Go under 54th Ave E** and cross back over I-5; Cross Hwy 99, the Poodle Dog Restaurant is on your left.

SPECIAL ANNOUNCEMENT!

The B.C. Olds Club is having their annual Christmas Lunch on Dec. 11 (Sat.) at the home of Les and Jodi Shaw in Langley, B.C. The event will be catered and the cost is \$25 per couple (\$12.50 singles). The lunch is scheduled for noon and limited to 50 people. Here are the driving directions;

Travel I-5 **North** to exit 256A-B, take ramp **right** for Meridian St/SR-539 North toward Lynden; Turn **right** onto SR-539/Guide Meridian; **Continue** thru two roundabouts; remain on SR-539; **Enter** Canada; road name changes to Hwy-13 North/264 St. Division; Turn **left** onto 56 Ave; turn **left** onto 238 St; turn **right** onto 55 A Ave; the Shaw house is on the left.

If you plan to attend the B.C. Olds Club Lunch, please RSVP to Carol Tracy at catracy1@shaw.ca or call 604-530-0501 by November 30th.

Please complete the renewal form on page 10.

IT IS TIME TO RENEW YOUR CHAPTER DUES!

There is a seat waiting for you, Sunday Dec. 12 at the Christmas Dinner

OLDSMOBILE CLUB OF AMERICA PUGET SOUND CHAPTER

2011 MEMBERSHIP RENEWAL NOTICE

OCA# _____

(Membership in the O.C.A. is a prerequisite for membership in the Puget Sound Chapter).

NAME: _____

SPOUSE'S NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

____ Check here if this is an address change

HOME PHONE: (____) _____

E-MAIL ADDRESS: _____

BIRTHDAY MONTH _____ DAY _____

SPOUSE MONTH _____ DAY _____

\$15.00 annual dues payable by December 31. Make checks payable to Puget Sound Chapter and mail to:

**Bill Iverson, P.S.C. Membership Chairman
13819 139th Ave. S.E.
Renton, WA 98059**

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

1) YEAR _____ MODEL _____ COLOR _____

2) YEAR _____ MODEL _____ COLOR _____

3) YEAR _____ MODEL _____ COLOR _____

4) YEAR _____ MODEL _____ COLOR _____

5) YEAR _____ MODEL _____ COLOR _____

MEETING MINUTES

MINUTES
OLDSMOBILE CLUB OF AMERICA
PUGET SOUND CHAPTER
November 7, 2010
MINUTES

Meeting called to order by Pat Ellwood, president.

Treasurer's Report – Kathi Straw – Report approved.

Meeting Minutes – Mary Lindholm – A motion approving our annual donation to charities was omitted from the October minutes. The club will donate \$50 each to the following organizations:

Make-A-Wish
Salvation Army
Northwest Harvest
Union Gospel Mission
Millionaire Club

Minutes were then approved.

2011 Nationals – Reno – Members discussed coordinating the trip with the B.C. club. It will be discussed further with members from B.C. at the Christmas party.

British Columbia Christmas Party – RSVP by November 30.

Cruise to Leavenworth – Pat Ellwood – The cruise was very enjoyable and it's hoped to have more in the future. Getting our cars out on the road is a primary reason for belonging to the club. Possible sites for possible garage tours were discussed.

Membership – Bill Iverson – Chapter dues should be paid by December 31. Current membership is 82.

LeMay Museum – Kathi Straw – The museum has offered the opportunity to purchase paving stones. Rates: 4x8" \$100, 8x8" \$250, 12x12" \$500. This will be discussed further at a future meeting.

Election of Officers – Nominations were opened. It was moved, seconded and approved that the current board members be re-elected.

Next meeting – Sunday, January 9 – location to be determined.

Raffle Results:

Quality Gift/Meeting Hosts – Jim and Nina Rogers

Quality Gift – Mini Car Jack – Ken Thompson

\$25 – Mary Lindholm	Leather wipes – Howard VonPressentin
Candle holder – Bill Iverson	Insulating tape, Meguiar's – Fay Steik
Leather gloves – Keith Bingham	Zip ties, gaskets – Faye Steik
Socket set – Mary Lindholm	Almond Roca – Howard Von Pressentin
Socket organizer – Don Wahlstrom	Tape measure – Ed Konsmo
Solder gun, utility knife – Howard VonPressentin	Injector cleaner, Meguiar's – Ed Konsmo,
Oil pressure gauge kit - Nina Rogers	Zip ties, flashlight – Ed Straw

Christmas Dinner Details



Where: POODLE DOG RESTAURANT, FIFE WA

When: Sunday, December 12. 2010

NO HOST COCKTAIL BAR 5:00 PM TO 6:00 PM. DINNER SERVED AT 6:00 PM

Menu choices:

1. **Spaghetti**, garlic bread, vegetable, salad and dessert
2. **Fried Chicken**, potato salad, baked beans, corn bread, Salad and dessert
3. **Salmon Filets** with wine sauce, rice pilaf, vegetable, roll, salad and dessert
4. **Roast Beef and Turkey**, dressing, mashed potatoes, vegetable, rolls, salad and dessert
5. **6 oz. Top Sirloin steak**, rice pilaf, vegetable, roll, salad and dessert

Last year the cost was \$18.00 per person paid to the club and we then paid the restaurant with one check that included room rent (\$75.00), Linens (\$35 to \$45), depending on how many show up. We will do the same again this year. The Poodle Dog Restaurant will supply all of the Christmas decorations, table decorations and a Christmas tree at no extra charge.

If you wish to participate in a gift exchange: Each man is asked to bring a gift for a man wrapped and labeled "man". Each woman is asked to bring a gift for a woman wrapped and labeled "woman". The value of this gift should average about \$20.00.

Please bring an unwrapped new toy for the donation to the Forgotten Children's Fund.



.....

Please complete and return this part with your reservation and payment.

Please RSVP by the end of November. Include your check for \$18 (per person) payable to the PSOC. Mail your check to the chapter address; P.O. Box 82042 Kenmore, WA 98028

Number of persons attending_____

Meal choice(s)_____

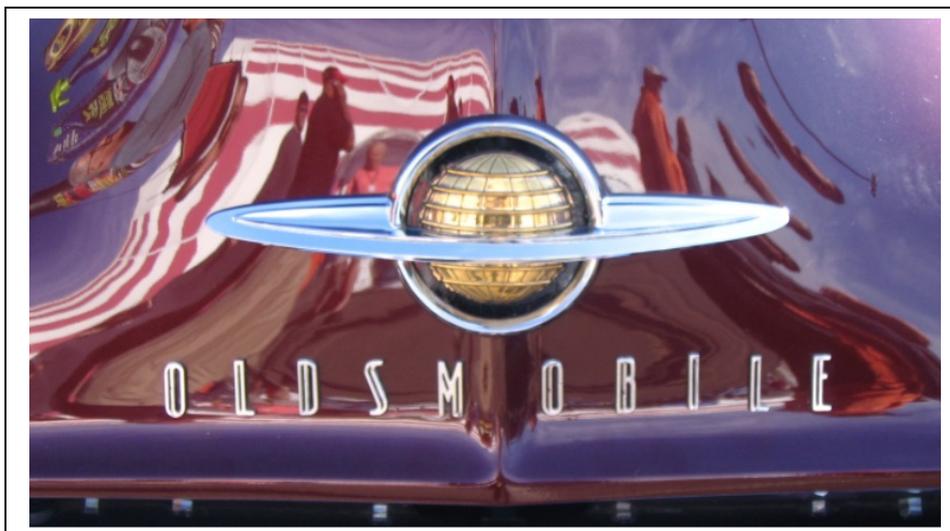
WHERE TO GO...CAR SHOWS and SWAP MEETS

The car show/swap meet season is over (sob, sob). Here's the last event of the year;

- DEC 5 **ISSAQUAH, WA; Triple XXX 9th Annual Jingle Bell Cruz Toys 4 Tots**
Triple XXX Root Beer Drive In, 98 Gilman Blvd, Issaquah, WA 98027
12:00 Noon; Adm. Free; Reg. Fee; Triple XXX Root Beer, 425-392-1266

Future Oldsmobile National Meets

- 2011 - July 27 – 31; Reno, NV; Grand Sierra Resort and Casino;
Hosted by the Nor Cal Olds Club.
Host hotel reservations: 800-501-2651
www.grandsierraresort.com
- 2012 - July 4 – 7; Des Moines, IA; Iowa Events Center (The first
Indoor Nationals ever); Hosted by the Olds Club of Iowa
- 2013 - Site to be determined – stay tuned for announcement.



CLASSIFIEDS:

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 25th of the month to ekonsmo@msn.com.

FOR SALE

- **1963 98 Sport Sedan.** Near mint condition, extra parts included. \$2,500. Call Hugh (206) 524-2785 (2)
- **1966 Olds Convertible** - Indigo Blue Metallic, 425 V8. Disc brakes on front, new top and back glass, after market air. Rally wheels. Asking \$13,500. (**Reduced Price**) Call Harold at 360-458-7386 (1)
- **1966 Toronados; \$6000 and \$8000; Call Garry Hart at 360-624-0885 (1)**
- **1967 Toronados; \$2500 each; Call Garry Hart at 360-624-0885 (1)**
- **1968 Toronado; \$4000; Call Garry Hart at 360-624-0885 (1)**
- **1969 Toronado; \$2500; Call Garry Hart at 360-624-0885 (1)**
- **1973 Delta Royale 2-dr. H.T.** nice, low miles. \$2,800 or best offer. Call Don (253) 752-8920 (2)
- **Bucket Seats (Black):** Excellent original condition. Out of '64 Olds 442. \$650.00 Call Ned (425) 316-3200 (2)
- **Hub Caps '64 Cutlass.** Nice original condition. Needs painting. \$100.00. Call Ned (425) 316-3200 (2)
- **Rally Wheels (Black):** 14"x7" w/beauty rings, bezels, center caps and P215/70\$-14 tires. Nice driver set. \$500.00. Call Ned (425) 316-3200 (2)
- **4 Vogue Custom Towing Tires; \$300; Call Ken Thompson 206-930-1741; kenester37@yahoo.com (1)**
- **Tires – Four 215/75-15 tires, no rims. \$100.00. Call Ed Booth (253) 752-6158 (2)**
- **Tire – One BF Goodrich tire. G78-15 NEW \$25.00. Call Howard (206) 782-1393 (2)**
- **Miscellaneous items:** '64 Cutlass radio \$25.00; '69 starter & alternator \$10.00 each or \$15.00 for both; '64 Cutlass steering wheel (black) cracked \$20.00. Call Ned (425) 316-3200 (2)
- **1950 Olds 88 4 door –** Parting out, lots of good parts; call Colin at 360-966-0373 (2)

- **The following cars/items are offered for sale by Jon White. Call 425-508-4382; 10am – 10 pm.**
1960 Super 88 2 dr hdt has rust; ran when parked, \$950; **1955 Starfire Conv.** rusty but loaded, \$7500; **1963 Starfire Conv.** Partially restored; rebuilt 394, drivable; \$4500; **Six 1963 Olds** for parts, 88's, 98's and Starfires, call for prices; **1978-87 Cutlass** console w/floor shift, dk.blue \$150; **1973-77 Cutlass** driveline/axles \$50 each; **1965 Cutlass** grille, \$50; **1973 Omega** header panel, \$50; **2.8L, 3.1L, 3.3L and 3.8L V6 engines,** \$250 each w/warranty; **1995 98 SC 3800 V6,** runs, \$450; **1973 Delta 88** Header panel w/headlights, \$100. (2)

LEADS:

- **1957 '98 Olds parts for sale.** Ed Booth (253) 752-6158 (2)
- **1955/56 Engines/transmissions for sale plus doors and chrome pieces:** Located in Buckley; Call Dick @ 253-405-9832 (1)
- **1956 324 cu.in. V8 with Jetaway Trans.** Rollin Whited; 360-240-9342; jrwhited@comcast.net (2)
- **1968 442 Convertible, nice.** Call Rick Neet 509-891-1963 (2)
- **1937 Rear Axle Assy. FREE** Call Wayne Wilcox 206-243-4168 (2)
- **1971 350 Engine incl. carb \$50; Billet under drive pulleys \$80;** Call Jerry Ward 360-387-7066 (2)

NEEDS:

- **Need both axles for '65 Cutlass.** Call Erik (425) 228-4422, or cell (206) 714-6395 (2)
- **1952 88 2-door post right door** and rear quarter panel/tin (253)223-2466 or TBridges46@live.com (1)
- **1966 98 Rear differential parts.** New or used gears and pins for whole differential. Gear ratio is 3.08, number of gear teeth is 40:13. Code letters are QM. vlkostura@telus.net; Vic Kostura (2)
- **1954/55 Steering gear part #s 564356/357** Chip Starr 503-320-7391; dynamic881961@yahoo.com (2)

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

kelseytire.com Reproduction tires for collector cars

www.coker.com Reproduction tires for collector cars

www.smsautofabrics.com Fabrics for all American cars from the 40's-90's, plus a little more

www.accmats.com Auto Custom Carpets

www.opgi.com/indexnewasp Original Parts Group - specializing in classic GM "A" Body restoration parts

www.supercarsunlimited.com Restoration parts for your cutlass/442/hurst olds/vista cruiser

www.442.com Buy and sell cars and parts plus helpful technical information

www.yearone.com Reproduction and Restoration parts

www.drdecal.com Restoration decals & literature

www.fusick.com New & reproduction parts

www.thepartsplaceinc.com Restoration parts

www.autosunvisors.com Restore or buy replacement sun visors

www.partsvoice.com 138 million OEM parts

www.oldcarnetwork.com New & reproduction parts

www.stencilsandstripes.com Reproduction paint stencils, stripes, and decals

www.window-sticker.com Window Sticker Reproductions

www.oldsgmail.com Information on Oldsmobile G-Body cars (1978-1988)

www.oldsmbility.com Information on 1967 A-Body cars

<http://www.oldsclub.org/OldsmobileMailList.htm> Olds discussion forum

"A PARTING SHOT"...having fun at a PSOC Christmas party

