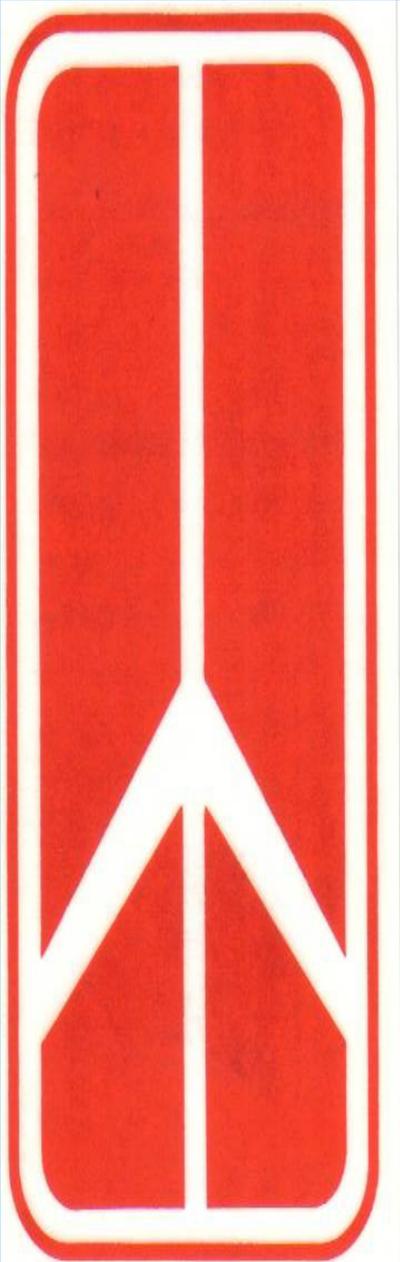


THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

March 2012



It is once again the time of the year...to begin the quest for those parts that you have been trying to find for ages. Be sure to check out the swap meets listed on page 9 of the newsletter. Pictured above is the booth of your editors at the Early Bird Swap Meet, Feb. 18-19, at the Puyallup Fair Grounds. This year's meet was one of the best ever. The next swap meet at the Fair Grounds will be on Mar. 17-18, the Almost Spring Swap Meet. While we will not have spaces for selling parts, we have been invited to display our '50 98 Town Sedan in the car show area.

Here is a question for our members who have been in the chapter since it was formed in the early 80's. At the Early Bird Swap Meet there was a large display of Olds parts just outside the Showplex by Jesse Copley. His father evidently was a great Olds collector and parted out many, many Oldsmobiles. Did any of you personally know Mr. Copley? If so, please let us know. Jesse has a 40' container filled with parts from many models of Oldsmobiles. What a temptation! Of course, any large purchase of Olds parts requires approval from the Board of Directors of the residence. You know who that is...

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Erik Martinson, PNW Zone Director

Jamie Cox, PNW Zone Director

PSOC Website:

www.pugetsoundoldsclub.org

President's Message

I hope everyone had a nice Valentine's Day. Soon we will be celebrating another St. Patrick's Day.

Did everyone get some snow this past weekend? We received just about an inch. We are happy about that it wasn't more. We were not ready for it.

Ed Konsmo reported for Bill Iverson that 63 of our members have paid their chapter membership dues for 2012. Bill is pleased that our members have a good record of paying their dues on time.

Ed Straw talked to his friend Jerry about having a meeting at his home/garage to see his collection of Coke products. The last time we met at his home we had a great turn out. Let's wait for a little better weather and we can schedule another meeting with Jerry.

I spoke to other car show people about joining their shows and our chapter has been invited to several car shows. We can discuss that at our March meeting.

We also talked about having some of our meetings at restaurants. If this sounds good to you, please bring your ideas to the next meeting.

We will also talk about going on some cruises.

President,

Nina Rogers

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 Koons



This month, "Between the Bumpers" is featuring an interesting account of how radios came to be part of our cars. One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the girls observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios - Lear had served as a radio operator in the U. S. Navy during World War I - and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work - half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked - he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

- Continued on page 4 -

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930 it took two men several days to put in a car radio - the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression - Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorolas pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B. F. Goodrich Tire Company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio - the Handie-Talkie - for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO...?

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.

Not bad for a guy who dropped out of school after the eighth grade.

Here's My Ride...will return in April

LET'S GET PERSONAL

MARCH BIRTHDAYS



Date	Lives In	
14	Randy Corrigan	(Olympia)
15	Rod Hewitson	(Ocean Park)
16	Robert Pinaridi	(East Sound)
17	Howard VonPresentin	(Seattle)

Happy birthday to one and all!!

CALENDAR OF EVENTS of the Puget Sound Chapter

March 4 Chapter Meeting
Directions on page 6

NEWPORT WAY Library – 1 PM

UPCOMING CLUB MEETING HOSTS *

2012 MEETING HOSTS

March: *Vicki & Erik Martinson*

April: *Harry Straw*

August: *Jane & Pat Ellwood*

May: *Pam & Ed Konsmo*

September: *Faye & Fred Steik*

June: *June & Don Wahlstrom*

October: *Judy & Bill Iverson*

July: *Zone Show – no hosts*

November: *Nina & Jim Rogers*

December: *Christmas Party – no hosts*

* Host provides 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, 253-845-2288.

Directions for the March 4th Meeting.

Directions to the Newport Way Library:

From the north (on I-405 S)

1.  1 Traveling South on I-405
2.  2 At exit 11, take ramp right for I-90 East toward Spokane 1.5 mi
3. 3 At exit 11A, take ramp right for SE 37th St toward 150th Ave SE 0.6 mi
4. 4 Turn right onto 150TH Ave SE 0.4 mi
5. 5 Turn right onto SE Newport Way 0.4 mi
6. 6 Arrive at 14250 SE Newport Way, Bellevue, WA

From the south (on I-405 N)

1.  Traveling North on I-405 from Kent/Renton area
2. 2 At exit 10, take ramp right for Coal Creek Pkwy toward Factoria Blvd SE 0.2 mi
3. 3 Turn right onto Coal Creek Pkwy SE 0.4 mi
4. 4 Turn left onto Factoria Blvd SE 0.3 mi
5. 5 Turn right onto SE 43RD St / SE Newport Way 1.1 mi
6. 6 Arrive at 14250 SE Newport Way, Bellevue, WA

At the last chapter meeting, the members in attendance discussed planning more cruises for 2012. Your editor was approached at the Early Bird Swap Meet by the Event Director for the “Spring Cruise the Ave”, Les Neu, with an invitation to join them on May 6. That would be our regularly scheduled chapter meeting day. This event starts with breakfast at 8:00 am at Shoreline Community College; cruise Aurora Ave at 9:30 am; ending with a car show from 1 to 4 pm at the Sears parking lot at 157th & Aurora. Les suggested that we could use the breakfast time in lieu of our regular chapter meeting.

More details about the breakfast and cruise will be presented at the meeting this Sunday at the Newport Way Library.

OLDSMOBILE CLUB OF AMERICA

PUGET SOUND CHAPTER

2012 MEMBERSHIP RENEWAL NOTICE

OCA# _____ (It's on the cover of your JWO)

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, OCA 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 your current Oldsmobile(s) below:

1) YEAR _____ MODEL _____ COLOR _____

2) YEAR _____ MODEL _____ COLOR _____

3) YEAR _____ MODEL _____ COLOR _____

4) YEAR _____ MODEL _____ COLOR _____

5) YEAR _____ MODEL _____ COLOR _____

MEETING MINUTES

OLDSMOBILE CLUB OF AMERICA PUGET SOUND CHAPTER February 5, 2012

MINUTES

Meeting called to order by Nina Rogers, president.

Minutes – Minutes of the January meeting were approved.

1987 Lansing Trip – Ken Thompson – Ken told of the club's caravan to Lansing and suggested we organize in the same way to travel to this year's Nationals in Des Moines. Nina encouraged other members to share their stories of past club events.

Northwest Car Events Calendar – Copies are available for \$2. Members discussed some of the upcoming local events and possible cruise destinations. Don Wahlstrom has joined the Golden Era Automobile Association.. The club is quite active and Don will share some of their ideas for cruises.

Membership – Ed Konsmo – In Bill Iverson's absence, Ed reported we currently have 60 family and 3 associate members.

National News – Erik Martinson - Erik reported that any proposals members would like to be submitted as motions to Nationals must be sent in by April so that we have time to act on them and get them to the Board of Directors.

Contracts for the following positions at the National level are up for renewal:

Communications Coordinator

Editor, JWO

Resumes or proposals for these positions must be submitted by to the OCA president by May 1.

Road Show Coordinator - still looking for volunteers

Proposals for restructuring the website are also being solicited.

Erik announced he will be retiring as Zone Director in 2014.

Raffle Results

Meeting host – Mary Lindholm

\$25 – Nina Rogers

Car book – Faye Steik

Toy car – Faye Steik

Mini Flush – Don Wahlstrom

Candy – Howard Von Pressentin, Pam Konsmo, Jim Rogers

Clear Coat Polish – Harry Straw

Electrical tester – Faye Steik

Zip ties – June Wahlstrom

Air Freshener – Faye Steik

Rain X washer fluid – Howard Von Pressentin

Puget Sound Oldsmobile Club – March 2012

Secure-a-lock – Ken Thompson

Engine tune-up – Faye Steik

Float charger – Ken Thompson

Gas treatment – Don Wahlstrom

Octane booster – Faye Steik

Swap Meets/shows to attend in March

- Mar 10 Astoria, OR; Lower Columbia Car Club Swap Meet**
Clatsop County Fairgrounds, 92937 Walluski Loop,
Astoria, OR 97103; 8 am – 3 pm; Adm. Fee \$2; Reg. Fee
Lower Columbia Classics Car Club; 800-220-0792;
<http://clubs.hemmings.com/clubsites/cc>
- Mar 17-18 Puyallup, WA; Almost Spring Swap Meet**
Puyallup Fair & Events Center; 110 9th Ave SW, Puyallup,
WA 98371; 8 am – 5 pm, 9 am – 3 pm; Adm. Fee \$5;
No reg. Fee; Gallopin' Gertie Model A Club; 253-833-3926
mandmsgarage@q.com; www.gertieas.org
- Mar 30-Apr 1 Puyallup, WA; Mild to Wild**
Puyallup Fair and Events Center, 110 9th Ave SW, Puyallup,
WA, 98371; Noon – 10 pm; 9 am – 9 pm; 9 am – 5 pm;
Adm. Fee - \$15; No reg. fee; Mild to Wild LLC;
253-341-3032; mildtowild@comcast.net;
www.mildtowild.us



Future Oldsmobile National Meets

- 2012 - July 4 – 7; Des Moines, IA; Iowa Events Center (The first Indoor Olds Nationals ever); Hosted by the Olds Club of Iowa.**
- 2013 - July 24-28; Springfield, IL; Crowne Plaza and Holiday Inn Express; Hosted by the Illinois Valley Olds Club and the Archway Olds Club.**
- 2014 - July 23-27; Cincinnati, OH; Holiday Inn Suites; Hosted by The Greater Cincinnati/Northern Kentucky Chapter.**



OCA COMPLIANCE ANNOUNCEMENT

Each year on February 1st, the OCA requires that our chapter submit our membership roster for National membership compliance. Once again, the Puget Sound Olds Club is 100% compliant. A special thank you goes to Bill Iverson for his work as chapter membership chairman.

CLASSIFIED – For Sale/Leads & Needs

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 20th of the month to ekonsmo@msn.com.

FOR SALE:

- **1953 Super 88 2-dr Hardtop;** original 303; All power options; Candy Red w/black top; New tires, Custom wheels; dual exhaust; \$27,000; Call Keith 253-630-3465 (2)
- **1956 324 Motor,** 2 barrel manifold with '56 Hydramatic. Core motor complete w/heads; Call Erik Martinson 425-228-4422 (3)
- **1957 "98" Starfire Holiday Coup,** color is White top, Pink bottom. J2, wonder bar radio and switch, clock, auto eye, all electric, all power. 126" wheelbase. Call Ed Booth at (253) 752-6158 (1)
- **1957 Olds parts and tires** Call Ed Booth (253) 752-6158 (1)
- **1963 '98 Body parts** – Interior and exterior; Call Hugh Russell (206) 524-2785 (2)
- **1957 "98" Parts;** Set of 235/75/15 white wall tires on rims; Ed Booth 253-752-6158 (1)
- **1973 Delta Royale 2-dr. H.T.** nice, low miles. \$2,800 or best offer. Call Don (253) 752-8920 (3)
- **1979 Olds engine and transmission.** \$250.00. Call Howard (206) 782-1393 (1)
- **Available: '62 and '63 98 body parts.** Call Hugh (206) 524-2785 (1)
- **Offy Dual 4-barrel Manifold with two Holley Carbs for 455 Olds.** \$400 Call Pat Ellwood 425-672-7664 (2)

LEADS:

- **1946 76 4 Door Sedan;** No rust, no bondo, 6 cyl. 12 volts, Runs great; \$6500 firm; Call Norm, 509-577-9391 (2)
- **1966 & 1967 Toronado parts;** Two storage units filled with bumpers, fenders, trim, transmissions, etc, plus three 425 engines; \$1500 for all; A 425 engine with low miles, \$700. Call Thor 425-481-9775, weekends. (3)

NEEDS:

- **Need help in finding parts for '68 442 convertible that I am restoring.** Bob Bass 435-483-6727 cindybob@comcast.net (3)

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.



"A PARTING SHOT"

*Make a Date
with "Rocket 8!"*



**THE BIG NUMBER WITH THE
NEW LOW PRICE FOR 1950**

The hottest number on the highway—
the most talked about car in America—
that's the famous Oldsmobile "88!"

Now at an even lower price for 1950!

"Rocket" Engine action—most thrilling ever!
Futuristic styling—fast, smart, distinctive!
Whispering Hydra-Matic*—superbly smooth!
Now all yours at the lowest cost ever!
Take a demonstration drive tomorrow.
Just call your Oldsmobile dealer and . . .
make a date with a "Rocket 8!"

Compare it with any other car on the road
for performance—for driving ease—
for value. You'll be dollars ahead when
you rocket ahead in Oldsmobile's "88"—
at 1950's new low price!

*Fullsize Hydra-Matic Drive,
at reduced price, now optional
on all Oldsmobile models.

A General Motors Value

OLDSMOBILE