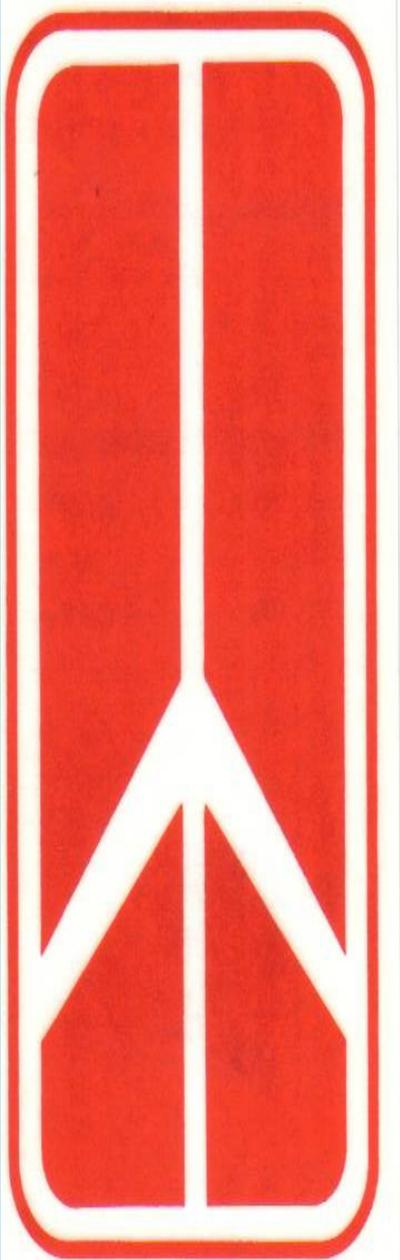


# THE PUGET SOUND ROCKET

## Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

September 2013



Pictured above is the Crowne Plaza Hotel in Springfield, IL and the show field of the 2013 Nationals this past July. This show field with the Swap Meet located on the same parking lot was one of the best in recent years. There is always a challenge in putting both the show field spaces and swap meet spaces in the same area. This year the extra large parking area at the Crowne Plaza made this possible. The 2014 National Meet in Cincinnati will be at the Sheraton Hotel.

In a few days, your editor will be traveling to Brookfield, WI, the site of the 2015 National Meet. The 2015 meet will be the first National Meet that will not have a chapter to host the event. The HelmsBriscoe convention management company will be making all of the necessary arrangements for the event. The judging process and swap meet spaces will still be handled by the Chief Judge and Swap Meet chairman. A management company handled the arrangements for the meet in 2007 but a chapter was still involved. 2015 will be a new opportunity for a National Meet without a chapter participating.

**Between the Bumpers**  
**PAGE 3**

**MEETING MINUTES**  
**PAGE 6**

**HERE'S MY RIDE**  
**PAGE 7**

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Erik Martinson, PNW Zone Director

Jamie Cox, PNW Zone Director

**PSOC Website:**

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

## President's September Message

The Presidents message will return in October.

***Nina Rogers***  
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](mailto:ekonsmo@msn.com)



## **"BETWEEN THE BUMPERS" ... By Ed Konsmo**



Until somebody figures out how to build a car that doesn't rely on a battery, dead batteries will remain the bane of all motorists. Properly maintaining and charging your car's battery will prevent battery failures and keep you from unnecessarily having to replace your battery.

One of the major causes of battery failure is improper maintenance of the battery itself or the attached terminals and cables. Corrosion of the battery posts and the cables that attach to it can reduce the ability of the charging system to re-invigorate the battery and lead to a constantly undercharged battery that could let you down when you least expect it. Proper cleaning of the terminals and replacement of frayed cables will ensure the charging amps being produced by the alternator or generator are making their way into the battery. For those traditional batteries that still have removable caps, the water level inside should also be periodically checked. The battery will not recharge to its full potential unless the plates inside the battery are covered in electrolyte. As the battery charges, the chemical reaction releases water vapor, which will lower the water level in the battery. Once the level becomes too low, the battery will not accept a charge or a jump start. New batteries no longer have caps to inspect; however, they still use a venting system. On some sealed batteries, the vapor is reclaimed, while many import car non-sealed batteries use a vent tube that expels vapor and gases safely away from the battery.

For recharging a dead battery, there are several different types of battery chargers to consider. The fastest method is the jump box or commercial fast charger with a boost mode. These chargers will provide a sufficient jump charge of amps in place of your bad battery, and the charging system should produce enough amps to maintain the electrical system until the battery can be fully recharged. Jump boxes usually provide between 500 and 1,200 amps of boost for starting, but they are not meant to be used as a charger. Commercial chargers will recharge a battery quickly at a high amp rate, usually 60 to 100 amps per hour and will have a separate boost switch for jump starting that provides 50 to 250 amps for starting power. Commercial chargers will also have a timer that can be preset to protect the battery from overcharging. Most home-use chargers are medium-duty units that charge your battery at between 5 and 50 amps. Features may include a small boost charger, timer or automatic shut-off that senses when the battery is approaching full charge and shuts itself off. These smaller battery chargers take longer to complete a recharge, but are less likely to cause damage to your battery over a commercial fast rate unit. When storing a car over several weeks or months, the possibility of the battery discharging while at rest is another concern. Newer vehicles have computers and other power accessories that remain active while the car is at rest, and these electrical items can slowly drain a battery until it no longer has enough cranking amps to start the vehicle.

"Between the Bumpers" continued on page 11

## LET'S GET PERSONAL



**Happy birthday to you all!!**

### **SEPTEMBER BIRTHDAYS**

<b>Date</b>	<b>Name</b>	<b>Lives In</b>
5	Ed Booth	(Tacoma, WA) LL
5	Derald Owens	(Kirkland, WA) LL
13	Dorothy Barlow	(Des Moines, WA) XX
15	Pam Owens	(Kirkland, WA) LL
18	Ned Peterson	(Everett, WA) LL
20	Stephen Ferry	(Blaine, WA) LL

### **UPCOMING CLUB MEETING HOSTS \***

#### **2013 MEETING HOST**

**October: Lunch at Maggie's Restaurant**

**November: Jim & Nina Rogers**

**December: Christmas Party – no host**

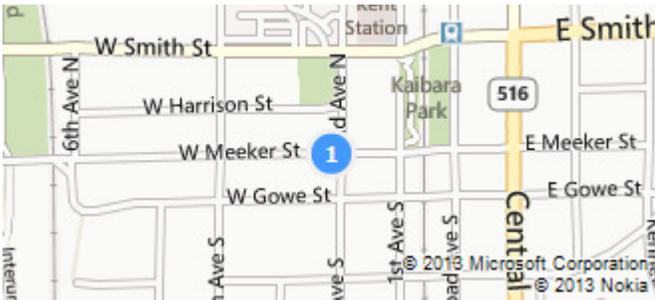
**\* Host provides refreshments**

## MEMBER NOTES AND 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](mailto:ekonsmo@msn.com), or call and leave a message, 253-845-2288.

The October chapter meeting will be at Maggie's Restaurant in Kent at **1:30 pm** on Sunday, Oct. 6. 15 places will be reserved for lunch. This restaurant is one of the most popular family owned restaurants in the Kent Valley. **Please pay special note to the 1:30 pm time for the meeting.** There is another group that will be leaving about 1 pm that had a prior reservation.

Maggie's is located at 307 W. Meeker in Kent just a few blocks south of the Kent Station. There is limited street parking but across the street is a parking lot for salon customers and we have permission to park in the lot.



Ken Thompson reported that our long time friend and chapter member Howard VonPressentin is in the hospital. Howard is fighting a battle with recently discovered cancer. There are no visitors allowed at the request of the family. Please remember Howard in your thoughts and prayers.

# MEETING MINUTES

OLDSMOBILE CLUB OF AMERICA  
PUGET SOUND CHAPTER  
September 1, 2013

## MINUTES

Meeting called to order by Ed Straw, vice president.

Minutes of the May meeting were approved.

**Treasurer's Report – Kathi Straw** - report approved.

### **Zone Show Report**

There were 39 cars in the show. The show resulted in a loss of \$100 - \$150.

### **2014 Zone Show**

We need to select a date by the October meeting to get it in the NW Car Events Calendar.. Ed Straw will check with Country Village to see if July 19 or 12 would be available.

Having a 50/50 drawing instead of a prize raffle was discussed. Ed Konsmo will send out e-mail reminders and include articles in the newsletter to encourage participation. Our email address will be included in the show flyer.

**LeMay Open House August 30, 2014 – Ed Konsmo** – Ed suggested having our meeting there.

**Buick Nationals – July 23-27, 2014 – Hugh Russell** – The event will be held at Jantzen Beach, Portland.

**Zone Director – Erik Martinson** – Erik will not be continuing as zone director.

**Griot's Garage - Ed Konsmo** – Ed will contact them about meeting there.

### **Meeting Host – Ned Peterson**

#### **Raffle Results**

\$25 – Hugh Russell

Flashlight – Mary Lindholm

Emergency tool kit – Erik Martinson

Glass cleaner – Ed Straw

Car Shine – Hugh Russell

Float charger – Ed Straw

Hats – Pam Konsmo, Mary Lindholm, Erik Martinson

Car wash – Hugh Russell

Mystery envelope – Erik Martinson

Socket set – Ed Straw

## Here's my ride...Olds at the LeMay Open House



The 1970 Rallye 350 owned by Rick James



1972 Cutlass Modified – Owner unknown

## Swap Meets & Shows to attend in September

**SEP 12 Tacoma, WA; ACM Coffee Cruise-In**

LeMay America's Car Museum, 2702 East D Street, Tacoma, WA 98421  
5pm – 8pm; LeMay America's Car Museum; 425-246-5222;  
[wlubow@lemaymuseum.org](mailto:wlubow@lemaymuseum.org); [www.lemaymuseum.org](http://www.lemaymuseum.org); "Free Event – does Not include admission to the Museum."

**SEP 14 Arlington, WA; Arlington Drag Strip Reunion & Car Show**

Arlington Airport, West Side, Ultralight Entrance, Arlington, WA 98223;  
8am – 4pm; Adm. Fee - \$3; Reg. Fee - \$25; Port Gardner Vintage Auto Club; 360-652-6910; [www.arlingtondragstripreunion.com](http://www.arlingtondragstripreunion.com)

**SEP 14 Bellevue, WA; Auto Angels 7<sup>th</sup> Annual Benefit Car Show**

First Presbyterian Church of Bellevue, 1717 Bellevue Way NE, Bellevue, WA 98004; 9am – 4pm; No Adm. Fee; Reg. Fee \$25; Auto Angels; 425-785-9727; [carshow@autoangles.org](mailto:carshow@autoangles.org); [www.autoangels.com](http://www.autoangels.com); "Benefits Families in need. Open show. Show participants receive free BBQ lunch."

**SEP 15 Seattle, WA; West Seattle Junction Car Show**

West Seattle Junction, California Ave SW & SW Alaska Street, Seattle, WA; 98116; 8am – 4pm; No Adm. Fee; Reg. Fee - \$20; West Seattle Junction Association; 206-619-7664; [WSJunctionCarShow@gmail.com](mailto:WSJunctionCarShow@gmail.com); [www.WSJunctionCarShow.com](http://www.WSJunctionCarShow.com)

**Sep 29 Snohomish, WA; Snohomish Class Car and Hot Rod Display**

Downtown Snohomish, 802 First Street, Snohomish, WA 98290;  
10am – 4pm; No Adm. Fee; Reg. Fee - \$20; Snohomish Chamber of Commerce; 360-568-2526; [manager@cityofsnohomish.com](mailto:manager@cityofsnohomish.com); [www.cityofsnohomish.com](http://www.cityofsnohomish.com)





## Future Oldsmobile National Meets

**2014 - July 30-Aug 3; Cincinnati, OH; Holiday Inn Suites;  
Hosted by The Greater Cincinnati/Northern Kentucky Chapter.**

**2015 - July 21-25; To be announced**



## 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 20<sup>th</sup> of the month to [ekonsmo@msn.com](mailto:ekonsmo@msn.com).

### FOR SALE:

- **1954 Hood lower front lip molding**, \$275. **Hood Rocket** \$275; both show quality re-plated, never installed. Package price \$525. Don Monroe 253 566-8488. (1)
- **1955 “98” four-door hardtop.** Parting out full power car, including: padded dash, all trim, glass, autronic eye, carburetor, cores, and gas tank. What do you need? Call Don 253 566-8488 or [don.monroe@comcast.net](mailto:don.monroe@comcast.net) (1)
- **1956 324 Motor**, 2 barrel manifold with '56 HydraMatic. Core motor complete w/heads; 371 Tri-Power Manifold, \$100; Erik Martinson 425-433-6480 (3)
- **1957 Super 88** 2 door hardtop, 371 4bbl, automatic trans., Banff Blue and three tone interior: light blue, dark blue and white. No rust, very clean. Asking \$38,000, OBO. (206) 284-4920 ask for Tom [tomietwotone@gmail.com](mailto:tomietwotone@gmail.com) (3)
- **1957 Olds parts and tires** - Four P225R75/15 w/ 1” ww tires on rims. Call Ed Booth (253) 752-6158 (2)
- **1979 Olds engine and transmission.** \$250.00. Call Howard (206) 782-1393 (1)
- **Offy Dual 4-barrel Manifold with two Holley Carbs for 400-455 Olds**, \$400. Jim Long 360 893-8293 (2)
- **1997 Aurora** – Teal color; 78,000 miles; Show condition; For info call Blair Eastman, call 206-999-3256 or e-mail [ecarole1@comcast.net](mailto:ecarole1@comcast.net) (3)

**NEEDS:** **Need: radiator shroud** for '58. Call Erik (425) 433-6480 (3)

**Need:** Emergency brake switch and flasher for '53-'55. Ken Thompson 206 930-1741 or 106 932-8898 (1)

**Need: Air control unit for '65 “98”.** Call Art Gamash 360 683-4749 (2)

**LEADS:** **14” Hub Caps** – Four in VG condition - \$20 each; Call Don Lee at 360-928-2466 (1)

**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.

For this reason, trickle chargers have become widely popular. The trickle charger produces a constant small amp charge, usually 2 amps or less, that keeps the battery fully charged while at rest. The trickle charger can also keep the battery from freezing in extreme cold because the chemical reaction it causes during the recharge process produces a small amount of heat. Some of the 500 milliamp chargers still need to be monitored and disconnected periodically; however, most trickle chargers you see on the market today have an automatic shut-off and turn-on mode that will maintain your battery over extended periods of time without constant checking.

Most battery manufacturers recommend that you use a trickle charger to recharge a discharged battery. Because the amp ratings are low, the trickle charger can efficiently bring the battery back up to full charge slowly without causing any excess heat or sulfating caused by chargers with larger amp rates. Although the trickle-charge process can take days to complete a recharge, several manufacturers recommend that it is the only way to “top off” the charge on their batteries. Faster rate/higher amp jump boxes, commercial or medium-duty chargers can be used to get a dead battery strong enough to start your car; however, the battery should still be finish-charged with a trickle charger regardless of which charger you use initially.

If you are considering outfitting a garage or storage area for your car, it is recommended that you invest in both a trickle charger and a larger unit with an emergency boost mode to cover all bases. Known brand names such as Schauer, Exide, Battery Tender, Die Hard and Schumacher may be more expensive, but have been found to be more reliable and longer-lasting than cheaper models. Brand name units can also be rebuilt, while cheaper units are often bounced off the wall or driven over in anger when they fail.

A few cautions about using jumper cables. First, make sure both vehicles share the same voltage and either positive or negative grounding before attempting to use jumper cables. Most (but not all) six-volt systems are positive grounds and most (but not all) 12-volt systems are negative grounds, but check to make sure, especially with British cars. Crossing wires or supplying too much voltage will cause a battery to explode or leave you with two vehicles in need of a jump. Additionally, after hooking up the vehicle to be charged first, install the positive on the vehicle supplying the juice and the negative to a convenient ground on the block instead of the negative battery terminal. This ensures that, if there is a spark when the last connection is made, it will not be near the battery where gases could ignite.

(This article was published in Hemmings E-mail news).

**“PARTING SHOTS from Kirkland Concours”**



**When your mother-in-law insists on coming along...here is her seat.**



**As you can see, there were only two seats available in your Mercedes.**