

# THE PUGET SOUND ROCKET

## Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

MAY 2021



*Pictured above is the site of a proposed May chapter meeting.*

This is the picnic area of Hamlin Park in Shoreline. The Chapter Officers checked out this location, and it is ideal for an outdoor meeting. There is a large parking area for our cars and a restroom close by.

The park is a short distance from I-5 off Exit 175. Directions are on page 4 in this newsletter. We would like to hold the meeting on the first sunny Saturday in May.

In checking a 30-day weather report, it does not look like the first three Saturdays in May have a very good forecast. It is basically predicting rain. Rain is going to be with us for the first two weeks of the month. Mostly sunny weather will return about the 19<sup>th</sup>. The fourth Saturday, the 22<sup>nd</sup>, looks like the best choice for our chapter meeting at the park. The plan is to meet at noon.

**Between the Bumpers**  
Page 3

**MEETING MINUTES**  
None in April

**CLASSIFIEDS**  
Page 9

**Puget Sound Olds Club  
2021  
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**Secretary**

This position is open

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**OCA BOARD MEMBERS  
PNW Zone Directors**

Ed Konsmo

[ekonsmo36@gmail.com](mailto:ekonsmo36@gmail.com)

Second position open

**PSOC Website:**

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

## **PRESIDENT'S MESSAGE**

Greetings Chapter Members,

As noted on the front page, we have selected the site for an outdoor chapter meeting. It has been over a year since the chapter has held an in-person meeting. Our usual location of chapter meetings in King County Libraries has not been possible as they have been closed during the pandemic.

Hamlin Park in Shoreline is a great location as it is just a short drive for King County and Snohomish County residents. The plan was to select the best sunny Saturday in the month.

We checked the 30-day weather forecast for the Shoreline area and it indicates rain or showers for the first three Saturdays in May. The forecast for Saturday the 22<sup>nd</sup> predicts a sunny day without rain. **The plan is to meet at the park at noon.** Snacks and drinks will be provided.

Hopefully, we can have a large turnout of members and their cars for this outdoor chapter meeting. If you have not "awakened" your car from winter storage, you have about three weeks to check everything out and get it ready for the meeting.

In the *Between the Bumpers* article this month we are featuring some great information about tires. It is a good idea to check out the ones on your car as noted in the article.

Our Zone Show is still on the calendar for July. The staff at Frances Anderson Center has no restrictions for our show. They will have a porta potty in lieu of opening the building for our use of the restroom.

*Stay safe and join us on the 22<sup>nd</sup> at Hamlin Park,*

*Ed Konsmo  
Editor*

### **DEADLINE FOR SUBMITTAL TO THE NEWSLETTER:**

Information to be considered for submittal into the newsletter needs to be received by the 25th of the month. Please send your information in an e-mail and attach it in word document form. If you have problems or questions, call Ed at 253-576-1128. Please e-mail your submittal to: [ekonsmo@msn.com](mailto:ekonsmo@msn.com).



## BETWEEN THE BUMPERS



**You could be ignoring the most important part of your car: Five things to know about tires.**

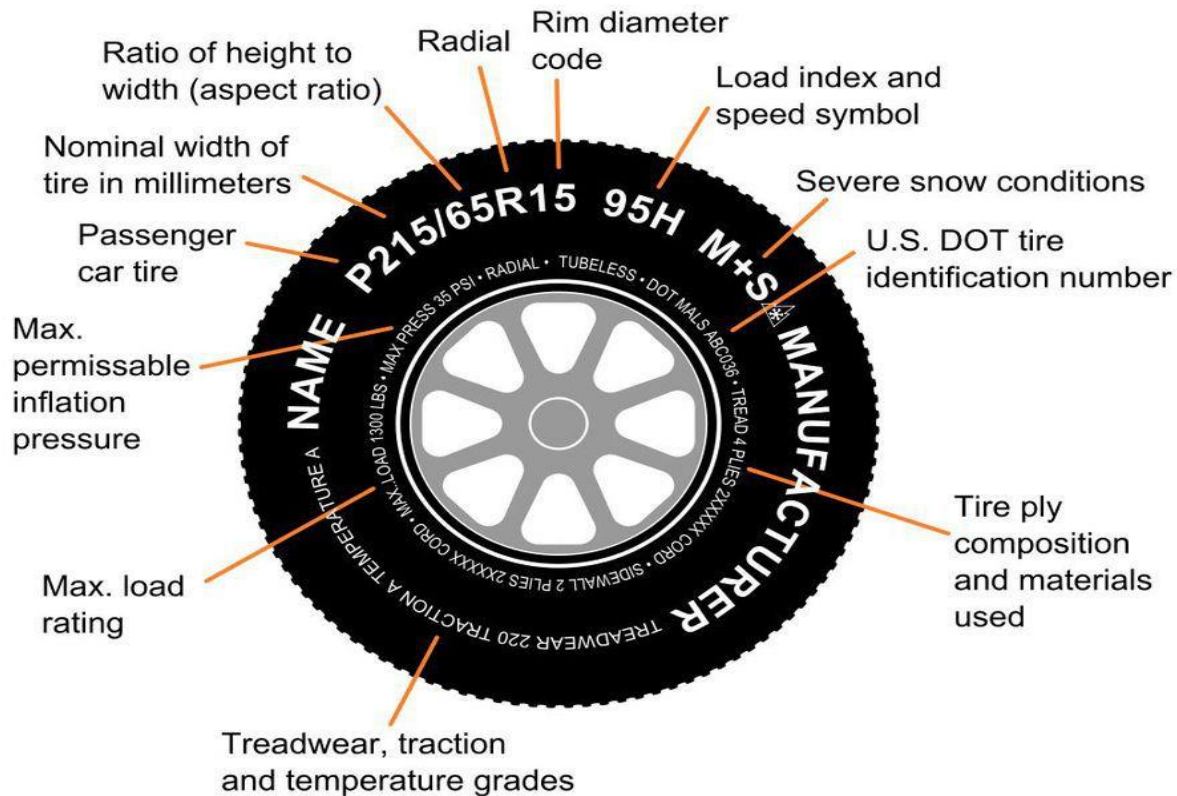
Tires are the Rodney Dangerfield of car parts: They can't get any respect. On the daily driver, they are likely to be ignored until one goes flat, and on the project car, they're likely to be the last thing in line for an upgrade. Yet those in the know understand that tire technology has advanced by leaps and bounds over the past two or three decades, and for those seeking improved performance, tires may offer the biggest single bang for the buck out there.

Consider this: Tires control how much torque you can translate into forward motion, how much speed you can carry into a corner, and how quickly you can scrub off speed. Don't believe us? Borrow the keys to a Challenger Hellcat or equivalent and see how difficult it is to get a good launch on street tires. Sure, 700-plus horsepower sounds impressive, but if the car (or driver) has a hard time getting that to the ground, it's just a number.

Admittedly, other components play a part, too, but tires are far easier—and likely less expensive—to upgrade than engines, transmissions, suspensions, and brakes. They're also wear items that need to be monitored closely throughout their lifespan, especially if your car sees the occasional track day. Or, if you live in parts of the country where rain, cold temperatures, snow, and ice are harsh realities for part of the year.

Below are five things to consider when shopping for a new set of rubber, whether it's for your daily driver or a weekend toy.

### 1. Speak the language



## Tire article continued from page 3.

To many, the codes on a passenger car tire's sidewall might as well be Egyptian hieroglyphics, but with a little bit of information, they're not mystifying at all. Here, we'll focus on passenger car radial tire size, which is typically a sequence of three numbers followed by a forward slash, two more numbers, a letter or two, then two more numbers, a space, two numbers and a letter (like 205/55R16 91W).

The first number in the example above, 205, is the section width as measured in millimeters across the tread from sidewall to sidewall: This tire is 205 mm, or 8.07 inches, wide. Next comes the number after the forward slash, or in this case 55. This is called the aspect ratio, and it is a measurement of the sidewall height, expressed as a percentage of the tread width. Doing a bit of math, 55 percent of 205 mm works out to be 112.75 mm, or 4.44 inches.

Now, we get into the letters (or letter) following the aspect ratio. Tires made after 1991 typically have one letter, "R," denoting radial construction. The exception is "ZR," which indicates a "Z" speed rating of "in excess of" 149 mph. The adjacent numbers indicate the diameter of the wheel (16 inches, in our example above).

Modern tires also include a load index and speed rating (or clarification). The 91 cited in our example means that the tire will safely carry a weight of 615 kilograms, or 1,356 pounds. It's most relevant as a baseline; when replacing passenger car tires, it's okay to go with ones carrying a higher load rating, but not ones rated below the manufacturer's specified load rating. Finally, the "W" indicates the tire's speed rating, in this case up to 168 mph. (This can also be displayed with a "ZR" next to the aspect ratio, clarifying the maximum speed of the tire instead of just a range.) Listing all service ratings and speed ratings would fill most of a page, but this information is readily available online.

### 2. There's no such thing as one tire for all purposes

Remember the old Saturday Night Live skit about the combination\_floor\_wax\_and\_dessert\_topping? Sure, it sounds utterly absurd, but that is exactly what most people expect out of a tire. Simply put, they want to spend as little as possible for a tire to get them through four seasons, with the occasional dragstrip run or stoplight throw down in the mix.

The truth is this: No one tire works well for all situations. A summer-only performance tire (even with a street-oriented rubber compound) will not work well in cold temperatures and won't deliver any grip in snow. A modern winter tire will offer impressive traction in snow and even on ice but won't handle well or last long in hot temperatures.

Those "all season" tires that probably came on your car, truck, or SUV are like that floor wax/wax/dessert topping. They won't offer as much grip as summer performance tires, they won't even come close to the traction of dedicated winter tires, and don't even think of taking them further off-road than a dirt parking lot.

The best advice we can offer is this: Decide how you are *really* going to use your car or truck, and shop for tires best suited to this purpose. If you live in Palm Springs, wet handling may not be a concern; on the other hand, if you live in Seattle, wet-weather performance may top your priority list.

### 3. Bigger is not always better

There is a design trend these days to put gigantic wheels on new cars, often fitted with absurdly low-profile tires. While this may be what modern consumers expect (at least until they understand how expensive replacement tires can be), 18-, 19- or 20-inch wheels may not be improving handling one bit—and they are almost certainly degrading ride quality.

The sidewall of a tire is tasked with many things. It needs to be stiff enough to ensure crisp turn-in and good grip in corners, yet pliant enough to deliver a smooth ride. The real world is filled with potholes, frost heaves, expansion joints, and even heat-buckled pavement, and a short sidewall can have a hard time coping with these obstacles. Ever wonder why wheel damage seems much more common now than it used to be? Shorter sidewalls are certainly a contributing factor.

The best advice we can offer is this: Decide how you are *really* going to use your car or truck, and shop for tires best suited to this purpose. If you live in Palm Springs, wet handling may not be a concern; on the other hand, if you live in Seattle, wet-weather performance may top your priority list.





#### 4. Performance under pressure

What if we told you there was a way to increase your fuel economy, reduce your braking distance, prolong tire life, and improve handling—without spending any money? There is: Check your tire pressure and make sure it's set to the values printed on the label in your door jamb (or published in your owner's manual).

Setting and maintaining proper tire pressure is something we all overlook, but it should be done with regularity, at least once per month. Always check and set the pressure with the tires cold before you've driven on them and before the sun warms them in the driveway. Invest in a good tire gauge (we prefer the analog dial type, with a bleed valve), and, if needed, a compressor—both combined are likely cheaper than replacing a single tire. Pro tip: Do not forget to replace the valve stem caps when done.

#### 5. How old is too old?

Tires, even those not used, do not last forever. Precisely how long they last are a matter of some debate, but most sources agree that 10 years (and some say seven years) from the date of manufacture is the cutoff between safe and potentially unsafe. Tires can degrade internally, meaning that a safe-appearing set may be a blowout waiting to happen. But, if you didn't buy them new, how can you tell the age of your tires?

Beginning in 2000, the U.S. Department of Transportation required that tires carry a code specifying the manufacturing plant, the tire size, and the production date. Look for a label that begins with "DOT," then jump to the last four digits. Of these, the first two show the week the tires were produced, while the last two digits show the year. A code of 5016 would indicate that the tire was made during the 50<sup>th</sup> week of 2016.

It gets trickier for tires made prior to 2000 (which should not be used for more than show duty, anyway). Look for the DOT code as with newer tires, but here, the sequence ends with three numbers, not four. A code of 264 means the tires were built in the 26<sup>th</sup> week, but could be from 1994, 1984, or earlier. Play it safe, and budget to replace them.

Article By [Kurt Ernst](#) Hemmings Motor News

# MEMBER NOTES AND INFORMATION

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 [ekonsmo36@gmail.com](mailto:ekonsmo36@gmail.com), or call 253-576-1128.

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## **HAMLIN PARK**DIRECTIONS

If you are coming via Hwy 99 (Aurora Ave N) turn east onto N 145th St (in a few blocks N 145th St becomes NE 145th St.) Or, if you are coming via I-5, take Exit 175 and head east on NE 145th St.

When you reach 15th Ave NE turn left at the light and continue north to NE 160th St where you will turn right into Hamlin Park.

In 0.15 mile, you will find two parking lots on your left, just 200 yards apart. Continue to the second lot where you can park for our chapter meeting. You will see the covered picnic area as you turn left into the parking lot.

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Please note that on page 11 of this newsletter, there is the Chapter Membership Application for the payment of 2021 dues. Please complete and send to Kathi.

There is still a large number of chapter members who have not renewed their dues for 2021. **Please let us know if you are not planning to maintain chapter membership. Hopefully, you will decide stay with us as a member.**

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In March, the email address for your editor was hacked and a new one has been put in place. The new email address is [ekonsmo36@gmail.com](mailto:ekonsmo36@gmail.com). Please note your records.



***Happy Birthday  
to our Chapter Members  
and Their Spouses  
in May***

<b>6</b>	Dorothy Vipond	Lakewood, WA
<b>14</b>	Gary Johnson	Mt. Vernon, WA
<b>20</b>	Jim Westerling	Seattle, WA
<b>28</b>	Greg Martin	Marysville, WA
<b>31</b>	Michael Thompson	Bow, WA



# Future Oldsmobile National Meets

**2021 June 9-12 Post Falls, ID**  
**National Antique Oldsmobile Club**  
**Hosted by Greg Minges at the Red Lion Hotel on the River**

**2021 August 3-8 Murfreesboro, TN**  
**Hosted by the OCA at the Embassy Suites**



**\*\*\*\*\* OCA News \*\*\*\*\***

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**Good news! The OCA will be holding the 2021 National Meet in Murfreesboro, TN as planned! In a Zoom meeting of the OCA Board of Directors on March 3, the logistics of the Nationals were discussed. The State of Tennessee is open for business, but mask wearing is still required.**



# 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 [ekonsmo36@gmail.com](mailto:ekonsmo36@gmail.com).**

## FOR SALE:



**1950 88 Convertible - 1500 miles!** This car has been in a museum for most of its life. It is currently in England. Please call Ed at 253-576-1128 for contact information and additional photos.

**1963 Cutlass Conv. –** Okay condition, runs great. **PRICE REDUCED!** \$12,000 – Call Bruce Lyle 360-799-1717(2)

**1966 Toronado –** Great condition, \$3,000. Call Jim Long 360-893-8293. Jim also has two 1970 Toronados, \$4300 for both! (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 Auto Check Vehicle History Report. Interested? Please email [oldsmobilecutlass85@gmail.com](mailto:oldsmobilecutlass85@gmail.com) Car located in Indianola, WA (2)



**1992 Cutlass Supreme Conv. Price reduced to \$8,495.** 62,850 miles. New top, new Delco battery, new A/C compressor, LOF just completed. Call Ed at 253-576-1128. (1)



**1965 Olds, V-8 425 engine Dynamic 88 Convertible**, Good engine, and Transmission. Needs power brake booster and convertible top. Good body. Best offer. Contact Bill Moore at (425) 821-4771. Redmond, WA.

**NEEDS and LEADS:**

**NEED – 1936 – 6 Cylinder engine parts** – 213 CI; Frank Geyer 206-949-9087 (2)

**LEAD – Aurora tires** – Brand new 16” tires mounted on chrome wheels. \$600 obo. Call Jim Long 253-380-3788 (1)

**LEAD – 1955 88 – Fender skirts** – E-mail Russ at [m13rj@hotmail.com](mailto:m13rj@hotmail.com) if interested (2)

**LEAD – 1973 442** – This is a car that was used as a donor car for another restoration. Still has rust free body panels. Interior panels and dash are excellent. \$500. Call Gus at 206-571-3804. (2)

**NEED - 1970-1972 442, W30, W31, SX conv. or hardtop** – OCA and PSOC club member looking for true collector car. The more original and documented the better. Prefer numbers matching. Any condition – from restorable car to showroom condition. Also looking for NOS or used parts for these cars. John Bumb, St. Louis, Mo. (314) 713-3444 or email me at [jbc3735@gmail.com](mailto:jbc3735@gmail.com) (2)

OCA and PSOC club member looking for NOS or used parts for 1970-1972 442, W30, W31, SX conv. or hardtop. John Bumb, St. Louis, Mo. (314) 713-3444 or email me at [jbc3735@gmail.com](mailto:jbc3735@gmail.com) (2)

Call my ++++++

**We will gladly include a photo of your car in your ad in the classifieds. Simply e-mail a photo to [ekonsmo36@gmail.com](mailto:ekonsmo36@gmail.com) and we will include the photo with your ad. If you still have your car for sale in this issue, send us a photo and we will include it with the ad next month.**

**OLDSMOBILE CLUB OF AMERICA**

**PUGET SOUND CHAPTER**

**2021 MEMBERSHIP RENEWAL**

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 \_\_\_\_\_

**\$20.00 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**

## THE PARTING SHOT...

The pastor of our church starts out his sermon each week with an amusing story. Here is the one from last Sunday:

A gentleman had a good friend who was expanding his business. He thought that it would be appropriate to send a bouquet of flowers with a congratulating card attached. When the flowers arrived, the business man opened the card which read, "***Rest in Peace***". He immediately called the florist to complain about the inappropriate message.

The florist apologized and replied, "Sir, just think, somewhere a family opened a card at the funeral of their loved one with the message," "***Congratulations on your new location.***"