

THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

MARCH 2022



95

That's the milestone that Hugh Russell reached on February 21. On Sunday the Puget Sound Olds Chapter honored Hugh with a birthday celebration at a local restaurant. A few of his friends and chapter members helped Hugh celebrate his special day. Hugh is one of the founding members of the Puget Sound Olds Chapter. Creating wagons for children at the Annual Zone Shows has been one of Hugh's gifts to the chapter.

Between the Bumpers
Page 3

MEETING MINUTES
No February meeting

CLASSIFIEDS
Page 9

**Puget Sound Olds Club
2022
BOARD OF DIRECTORS**

President
Ed Straw
ekstraw@comcast.net
425-485-3093

Vice President
Position open

Secretary
This position is open

Treasurer
Kathi Straw
ekstraw@comcast.net
425-485-3093

Membership Chairpersons
Ed & Kathi Straw
ekstraw@comcast.net
425-485-3093

Newsletter Editor
Ed Konsmo
ekonsmo36@gmail.com
253-845-2288 home
253-576-1128 cell

OCA BOARD MEMBERS
PNW Zone Directors

Ed Konsmo
ekonsmo36@gmail.com
Until July 2022

Second position open

PSOC Website:
www.pugetsoundoldsclub.org

PRESIDENT'S MESSAGE

Hello Olds Club Members,

Hoping everyone is staying healthy and safe. With the mask mandates changing, I hope we can start meeting again. I have planned a meeting for Sunday, April 10th 1:00pm at Third Place Books 17171 Lake Forest Park WA 98155. This is a large room with open seating and with restaurants around. There are no reservations needed. The libraries are not open yet.

Puyallup Swap Meet is March 19-20. The Portland Swap Meet will be held April 1-3.

We need to talk about the car show on July 9, 2022.

Hugh's 95th Birthday went well with a nice gathering of friends.

Hoping to see you soon.

***Ed Straw
President***

Please send all mail and dues to
Ed or Kathi Straw 9113 NE 179th PI Bothell WA 98011

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.



BETWEEN THE BUMPERS



If you work on old cars, a remote starter switch is worth every penny

This article was written by [Rob Siegel](#) of Hagerty Media

There's an inexpensive little tool that gets used all the time while trouble-shooting car-won't-start problems—the remote starter switch. I'm not referring to something electronic on your key fob that starts your car from the comfort of your warm kitchen. No, this is way more old-school than that, and the “remote” part is really something of a misnomer. It's a physical switch with wires that lets you start the car from under the hood instead of having to crack the key from inside the car.

Why is that important? Is it really that big of a deal to walk three feet, reach inside the car, and twist the key? Well, in fact, yes, sometimes it is. For example, if a car won't start after a winter's layup because the fuel has evaporated from the carburetor's float bowl and the mechanical fuel pump is weak, you may need to give it a few blasts of starting fluid to help things along, and starting fluid is way more effective if it's being sprayed directly down the throat while the engine is cranking. You'd need the arms of Clyde the orangutang in *Every Which Way But Loose* to be able to spray and turn the key at the same time.

To understand how a remote starter switch works, you first need to understand the fundamentals of the starter and solenoid.

The starter motor that's bolted to the engine block is the thing that actually spins your engine while fuel and air are sucked or squirted in and spark is supplied to ignite the mixture. However, the starter's faithful companion, the solenoid, handles the electrical connections and provides the mechanical interface to the toothed ring on the edge of the flywheel, which is the part that's actually being turned by the starter.

The starter solenoid is a special type of electrical relay. If you're not familiar with relays, they're remote-controlled electrical switches that use an electromagnet to pull together two switch contacts. The utility of this is clear if you imagine, well, what would be a good example ... oh, right. The starter motor. Look at the thickness of that cable connecting the starter to the positive battery terminal. It's the size of your finger so that it can carry the hundreds of amps needed to run the starter and spin the engine. Do you want a cable that thick running to the back of the instrument switch in the steering column and actually making that electrical contact every time you twist the key? I didn't think so. So, the switching is performed remotely. A thin wire carrying a small amount of current from the ignition switch energizes an electromagnet, which in turn pulls together two switch contacts that can then pass a lot of current carried by much thicker wires that can stay in the engine compartment. That's how all relays work.

(A little more information: The terminals on the low-current side of a standard DIN relay are labeled 86 and 85. On the high-current side, they're 30 and 87. Connect power to 86 and ground to 85, and it energizes the electromagnet, which pulls the contacts closed, which connects 30 to 87. If 30 is connected to battery voltage and 87 is connected to whatever you want to power, there's your remote-controlled switch. For the uninitiated, that's probably clear as mud.)

In general, the term “solenoid” refers to an electromagnetic device that's specifically designed to translate electric current into linear motion. A solenoid has a metal plunger in a housing surrounded by a coil of wire. When current flows through the wire, it creates a magnetic field that slides the plunger in the housing. Solenoids are often used as electrically controlled valves or actuators, but the cool thing about the “starter solenoid” is that it's both a solenoid and a relay. (Continued on next page)

That is, when it's energized, it (a) pulls the starter motor's high-current electrical contacts closed and spins it, but it also (b) causes a shaft with a pinion gear on it to slide outward and make contact with the toothed ring on the flywheel. The starter-and-solenoid pair is such a successful piece of design that the patent filed by Robert T. Hull in 1913 shows an illustration that looks pretty much like every starter-solenoid pair I've ever laid my hands on.

One of the reasons why many people don't see the solenoid as a relay is that it doesn't have the four terminals on it like a relay—it only has two. But that's because the solenoid and the starter are both grounded to the engine block, so they don't need the two ground terminals. Turning the ignition key to "start" sends 12V to the little terminal on the starter solenoid. This is just like sending 12V to terminal 86 on a relay. The solenoid is grounded, so 12V on the little terminal energizes its electromagnet, which a) closes the contact between what's connected to the big terminal (the positive battery cable) and ground, and b) thrusts out the shaft which engages the pinion gear with the flywheel. Together, these cause the starter motor to spin the engine, and if the engine has gas and spark, it starts.

Where were we? Remote starter switch. Right. You may have read that if the keyed ignition switch has gone bad—and turning the key doesn't engage the starter—you can use a screwdriver to "jump" the starter solenoid. The idea is that you use the shaft of the screwdriver to make electrical contact between the big connector from the positive battery terminal and the little connector to the solenoid. I really don't recommend this, as it's far too easy to touch the screwdriver's shaft to ground, which will generate a shower of sparks, and may burn your hand and damage the car's wiring. It's far preferable to simply take a length of wire with an alligator connector on it, connect it to the small terminal on the solenoid, and touch the other end to battery positive.

Which is exactly what a remote starter switch is doing. All that they are is a switch—either pistol-grip or push-button—with two wires with alligator clips on the ends pre-connected to it. You attach one clip to battery positive, the other to the small terminal on the solenoid from the ignition switch and push the button. It supplies 12V to the little terminal on the solenoid, and the engine spins. Simple.

Because the solenoids on all my cars have a quick-connect male spade terminal for the ignition switch connection, I cut the alligator clip off one of the wires from my switch and crimped on a female spade. That makes it much easier to slide it on.

In addition to being able to crank while spraying starting fluid, another frequent use of the remote starter switch is in verifying the presence of spark. That is, it's easy to say "Have someone crank the engine while you hold a plug wire 1/4-inch from ground and look for spark" if you have someone to crank the engine, but it's challenging if you don't. Whenever I go on a road trip, I bring the remote starter switch with me precisely so, if the car dies, I can easily check for spark myself.

Another useful application is in setting ignition dwell. On a vintage car with points, this is an iterative procedure where you connect the dwell meter, start the car, take a reading, shut the car off, remove the cap and rotor, adjust the point gap, put the cap and rotor back on, and try it again. If you have a remote starter switch, you can leave the cap and rotor off, hit the switch to crank the starter, read the dwell while the engine is spinning, stop, tweak the point gap, and then try it again, all much quicker than taking the cap and rotor on and off and starting and stopping the car each time.

You do need to be aware of a few things. First, obviously, it's crucially important on a car with standard transmission to verify the car is in neutral with the handbrake on and the wheels chocked. Second, when you use a remote starter switch with the intent of generating spark or starting the car, you

need to turn the ignition key to the “start” setting to energize the coil. And lastly, it’s generally a good idea to keep the time that the key is in the ignition position without the engine actually running relatively short, as, on vintage cars, the coil, condenser, and points are designed to be pulsed on and off, not to have the current flowing continuously through them. This is similarly true on vintage cars with retrofitted electronic ignition modules. But minutes of troubleshooting at a time should be fine.

Remote start switches are cheap—less than 20 bucks. Really, if you troubleshoot old cars, there’s no reason not to have one.

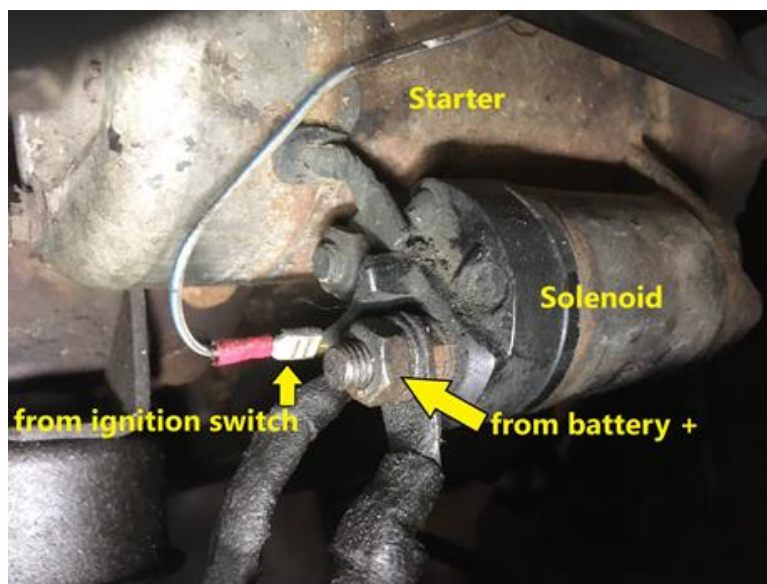
And yes, since a starter solenoid is a relay and a relay is a remote switch, when you use a remote starter switch on a starter solenoid, you’re using a remote switch on a remote switch.

I suppose that, with long enough cables, I could start one of the cars from the comfort of my warm kitchen. Nah, I’d have to get my hands greasy to unhook them and hook the original ignition switch wire back up. Never mind. Still, I don’t know ... maybe a Bluetooth version might be patent-worthy, right?

Photos below illustrating items referenced in Rob’s article



Remote starter



Starter and solenoid

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, or call 253-576-1128.

Swap meet update

Almost Spring Swap Meet

March 19-20 Washington State Fairgrounds

- Hours: Sat, 8:00am - 5:00 pm; Sun, 9:00 am - 3:00 pm
- Location: Mattress Firm ShowPlex, Beef Barn - Enter at Blue Gate
- Admission: Sat, \$10; Sun, \$5
- Contact: Mike Thoe
- Phone: (206) 300-3708
- Email: mthoe@live.com

The Portland Swap Meet

April 1-3 is on as scheduled. Your editor will be in spaces 3240-3242

Please complete the membership renewal application on page 10 and send it to Kathi. Dues for 2022 are now requested.



**MEETING
MINUTES**

No February meeting



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

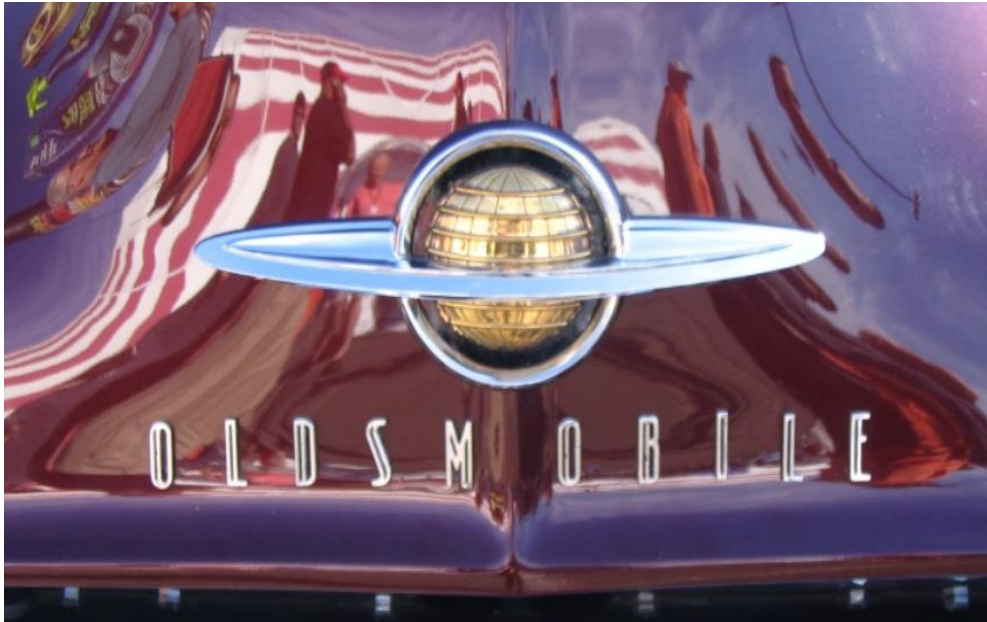
7	Mike Challenger	Bothell, WA
9	Cathy Bumb	Washington, MO



Future Oldsmobile National Meets

**2022 July 6-9 Murfreesboro, TN
Embassy Suites**

2023 To be determined



******* OCA News *******

Reservations for the 2022 Nationals are now open

The 2022 OCA Nationals will again be at the Embassy Suites in Murfreesboro, TN on July 6-9. The Nationals will be one day shorter in 2022, starting on Wednesday instead of Tuesday. Call 517-663-1811 oldsnats@yahoo.com

CLASSIFIEDS

Classified ads are free, unlimited words, within reason. IF YOU HAVE SOLD YOUR CAR OR ITEM, PLEASE LET US KNOW. Please submit your classified advertisement in electronic format by the 20th of the month to 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

1966 Toronado – Great condition, \$3,000. Call Jim Long 360-893-8293. Jim also has two 1970 Toronados, \$4300 for both!

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 Car located in Indianola, WA



1992 Cutlass Supreme Conv. Price reduced to \$7,100. 63,350 miles. New top, new Delco battery, new A/C compressor, LOF just completed. Call Ed at 253-576-1128.

NEEDS and LEADS:

NEED – Wheel rims for 1976/1977 Cutlass Supreme – Call Mike Challenger
425-753-3368

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

LEAD - Olds 15" wheels -two ways. First set - Four powder coated with standard wheel covers \$160. Second set - Unpainted with either standard covers or dog dish \$150. Have four minimum mileage Coker 2-1/2" white for \$200. You pick up and inspect in Tacoma. Don Monroe 253-566-8488

LEAD - "E" Heads. Re-manufactured heads for a 1970 455 block. \$895 (local pickup) Call Ed at 253-576-1128.

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.

NEED – 1967 442 Both F/H & R/H lower rocker molding, chrome (pot metal) that runs along the bottom rear fender from the rear wheel to the rear bumper (approx. 30" X 2"). Also, the front L/H (driver side) side grill cover that goes on the kick panel (non-A/C car). Any help would be greatly appreciated. Dave Lyle 360-678-6546

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

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

++++
We will gladly include a photo of your car in your ad in the classifieds. Simply e-mail a photo to 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.

++++

A new feature in the monthly newsletter – Can you identify the car below?



What is the year and model of this Olds? Correct answer last month: 1967 442

OLDSMOBILE CLUB OF AMERICA

PUGET SOUND CHAPTER

2022 MEMBERSHIP RENEWAL

NAME: _____

SPOUSE'S NAME: _____

ADDRESS: _____

CITY: _____ STATE _____ ZIP CODE: _____

____ Check here if this is an address change.

HOME or CELL PHONE: (____) _____

E-MAIL ADDRESS: _____

BIRTHDAY MONTH _____ DAY _____

SPOUSE MONTH _____ DAY _____

\$20.00 annual dues payable. Please make check payable to Puget Sound Olds Chapter and mail to:

**Puget Sound Olds Club
9113 NE 179th Place
Bothell, WA 98011**

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 _____

THE PARTING SHOT...



Now, here is an opportunity!

A '49 88 ready to become a Gasser complete with a built 371 J2 motor!

For sale on Hemmings...only \$12,900