

THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

APRIL 2022



SWAP MEETS HAVE RETURNED!

The vehicle shown above is offered for sale at the “Almost Spring Swap Meet” at the Washington State Fairgrounds in Puyallup on March 19. This is the first meet of the year in the Puget Sound area. This 1920 model of unknown origin is available for only \$3,000! As is so often said, “an easy restoration.” Only if you are a glutton for punishment!

Swap meets have been cancelled over most of the region as a result of the Covid pandemic. There are a number of meets well into 2022 that are still in question. We learned today that the Fall Monroe Swap Meet has been cancelled permanently. The Monroe Meet in May is still on the schedule according to the publisher of the NW Swap Meet Guide.

Your editor will be heading to the Portland Oregon Swap Meet taking place on April 1-3. It is the largest one in the Pacific Northwest and draws thousands of shoppers. We are hoping to sell out!

The new edition of the NW Events Calendar has been published. The page in the newsletter featuring swap meets has returned on page 8.

Between the Bumpers
Page 3

MEETING MINUTES
No March meeting

CLASSIFIEDS
Page 11

**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
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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,

Today, Tuesday 64 degrees, was the perfect day to get the cars out. I worked so didn't get a chance to enjoy the nice day. It is nice the days are getting longer and warmer. I was at the Puyallup Swap Meet on Saturday, no rain, sunny but cold. Didn't find much for the cars but had a good time with my brother.

The Portland Swap Meet is the first weekend of April, and Ed Konsmo will be going. The Monroe Swap Meet is May 21-22.

If you know of any car shows let me know so you can do some as a club possibly. Our first meeting of the year will be April 10th 1:00pm at Third Place Books in Lake Forest Park.

Hope to see you there.

*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: ekonsmo36@gmail.com



BETWEEN THE BUMPERS



When it comes to protecting your hands, do your work gloves actually work?

Article by Rob Siegel – Hagerty Media

For decades, I was a bare-handed do-it-yourselfer. I plunged my unsheathed skin into just about anything. The perpetual dirt on my hands and grease under my fingernails didn't bother me in the least. It'd come off with an application of Gojo or other hand cleaner. Besides, what was the alternative? Latex gloves tore if you even looked at them with a rough thought in your mind, and gasoline basically melted them. And those dedicated "mechanics gloves" didn't offer me the tactile feel or the dexterity necessary to spin a 10mm nut onto a bolt.

At some point in the past 10 years, however, that changed. I'm not sure there was any single event. It's not like I sliced up my hand or anything. It was likely during the long resurrection of my 1974 Lotus Europa Twin Cam Special when I so effectively applied my "do one thing a night, even if that one thing is just removing a nut and a bolt that hold in the alternator" rule. On a vintage car, it's amazing how greasy your hands can get just by taking five minutes and laying them on two fasteners.

It was in this way that I came to the disposable blue 3-mil thick nitrile gloves that are ubiquitous in the health and food service industries. A bit tougher than latex and way more gasoline-resistant, they're available just about anywhere—hardware, auto parts stores, CVS—and can be dirt-cheap if you buy them in bulk from a commercial food supply store. Slip 'em on and greasy hands be gone. No more 10 minutes of washing for five minutes of hands-on work. And for tasks like brushing on icky stuff like Permatex Aviation Form-A-Gasket, they're absolutely essential.

There are five issues with 3-mil nitrile gloves. The first is that, even though they're more tear-resistant than latex, that's not saying much. If you're doing hands-on mechanic work, shoving around transmissions and replacing exhausts and the like, they rip pretty quickly. If the goal really is keeping my hands clean, I'll go through several pairs in a work session.

The second issue is that they offer essentially zero injury protection. If a jagged corner of a bolt or an exhaust catches the glove and tears it, it's likely to do the same to your skin underneath it.

The third is that, like any rubber glove, there's absolutely no ventilation, so when you use them in summer, your hands sweat like mad, and they take on an unappealing white bloated look when you peel the gloves off.

The fourth issue is that, although nitrile gloves are more robust with regard to gasoline than latex, they're really not heavy enough if you're cleaning parts with solvent and a brush, because of both the thinness of the gloves and the possibility of them tearing.

If you're actually sticking your hands in running solvent such as while using a parts washer, be sure to use thick gloves that are actually rated for the application.

Lastly, because (I assume) of the increased demand for them during COVID, the shelf price of 3 mm blue nitrile gloves used in health services has risen at many retail outlets. The last time I went into AutoZone, they were \$35 for a box of 100.

During the past two years, I've found two additional types of gloves that have made me all but ditch the 3 mm nitrile gloves. I've included links to Amazon for convenience, but—to be clear—I have no relationship with Amazon and receive no kickbacks.

Unpadded Palm-Coated Gloves

Last winter, before I settled into a list of projects that included a clutch replacement, I thought I'd try something heavier than the thin blue nitrile gloves. There are pages and pages on Amazon of so-called mechanics gloves. These seemed to roughly divide into padded gloves versus unpadded ones with an oil-resistant coating on the fingers and palms. Fatigued by looking at options, I simply bought something inexpensive that was labeled as [Amazon's choice](#).

I was pleasantly surprised by the “Liberty P-Grip Ultra-Thin Polyurethane Palm Coated Gloves with 13-Gauge Nylon/Polyester Shell, Medium, Black.” For \$14, you get a dozen pairs. I think they're very good for the price. The “13-gauge” part is a bit misleading because it's not the thickness of the palm and finger coating. Instead, it's the “yarn gauge.” The higher the gauge, the thinner and the more dexterous the glove. I don't see any spec for the thickness of the coating. But whatever it is, it strikes a very nice balance between protection and nimbleness. The gloves are slightly stretchy and have an elastic band around the wrist. If you buy the right size, they're a good snug high dexterity fit.

The big pluses of the gloves are that they're rugged enough to use for general mechanical work yet thin enough that they only affect dexterity when you're doing the finest of tasks. They do offer a decent measure of hand protection. They don't rip at the drop of a hat like nitril (though my guitarist's thumbnail does eventually wear the top of the thumb out from the inside). Unlike nitrile, they're breathable, so your hands don't marinate in their own sweat. And they're inexpensive enough to keep a pair in the trunk of each of the cars, as well as to treat them as disposable when the woven sections become too disgusting

The main minus is that they are *not* sealed gloves. The urethane is a coating on the palms and fingers on top of the woven nylon/polyester shell, so using them in the parts washer or for other serious parts cleaning is out of the question, as gas, brake cleaner, or other solvents will quickly find their way through the non-coated areas and onto your skin. Further, if you get the non-coated portion of the gloves soaked with some non-solvent like oil, antifreeze, or brake fluid that won't evaporate, the moisture wicks up the weave and gets inside the palm and fingers, and they always feel slimy inside after that. Fortunately, at about a dollar a pair, I'm not hesitant to throw them out. The other negative is that they're not padded and thus aren't the best choice if you're moving a lot of heavy, rough-edged objects like transmissions.

6 Mil Heavy Duty Nitrile Gloves

These are exactly what they sound like—thicker versions of the standard disposable 3 mil nitrile gloves. I happened onto them by accident. I was about to reattach the bellhousing to the Lotus' transaxle. This requires coating a decent-sized paper gasket with Permatex Aviation Form-A-Gasket. I found I'd run out of the 3 mil nitrile gloves that I routinely sheathe my hands with when laying on the sticky brown Permatex. I went to the local AutoZone, balked at the \$35 cost for a box of 100, tried the \$5 pack of 12 “Venom Steel Rip-Resistant Industrial Gloves,” and instantly liked them.

As with other gloves, there are pages and pages of 6-mil nitrile gloves on Amazon, including ones with a textured grip, for as low as \$23 for a box of 100. The Venom Steel-brand gloves, however, are two-layer. I haven't done a hand-to-hand comparison against single-layer 6-mil gloves, but these Venom gloves are pretty stout and have survived multiple wrenching sessions. I liked them so much that I immediately jumped on [Amazon](#), saw their solid five-star customer rating, found a box of 50 for \$11.35 (making them about the same price as generic 6-mil gloves), and ordered them. That vendor, however, appears to be sold out.

I still will occasionally wrench bare-handed. Sometimes I *like* feeling the steel of the ratchet handle in my hand. But I generally do prefer having a barrier between my aging hands and jagged greasy nastiness. The main take-away message here is that a 6-mil nitrile glove will be more rip-resistant than the common blue 3 mil ones, and that there are thin-coated woven gloves that offer very good dexterity. You will still, however, need the thick rubbery looks-like-you-could-handle-uranium gloves if you're actually submersing your hands in the parts cleaner, and you'll still probably want conventional padded work gloves if you're routinely working around jagged metal. Show your hands some glove

Below are photos of the gloves featured in Rob's article



Rip resistant gloves



3-mil Nitrile Glove



Venom 2-layer 6-mil glove



Liberty P-Grip Glove

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.

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The Portland Swap Meet

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

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Chapter meeting!!

President Ed Straw has made arrangements for a chapter meeting on April 10 at Third Place Books, 17171 Bothell Way NE in Lake Forest Park.

As usual, the meeting will start at 1 pm. Third Place Books also has a restaurant if you would like to have lunch.

Third Place Books has several locations so be sure to select the one in Lake Forest Park when you Google directions.

The Greenwood Car Show is scheduled for June 25. Details to be announced.



**MEETING
MINUTES**

No March meeting



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

2	Larry Moore	Mill Creek, WA
10	John Vipond	Lakewood, WA
12	Bob Gaunt	Fife, WA
21	Deniece Edwards	Seattle, WA
23	Sue Bergstrom	Spanaway, WA
23	Dann Gadbois	Arlington, WA

Don't Forget...April 15th!



Swap Meets and Shows in April

Swap meets and car shows are selected based on convenient locations

MAR 31-APR 2 Portland, OR; PIR Auto Swap Meet

Three miles (2,000 vendors) automotive products (new and old)
Portland International Raceway, 1940 N Victory Blvd. Portland, OR 97217.
7am – 5pm each day; Adm. Fee - \$10; Vendor Fee \$70+; 503-307-5420.
twobauers@msn.com; <http://www.portlandraceway.com>.

APR 1-3 Portland, OR; Portland Swap Meet

The largest swap meet on the West Coast! Over 3,500 vendor stalls.
Portland Expo Center; 2080N Marine Dr, Portland OR 97217; 7am -7pm.
7am-5pm; 8am-1pm; Adm. Fee - \$8; Vendor Fee 75+; Portland Swap
Meet LLC; 503-678-2100; pdxswapmeet@aol.com;
<http://www.portlandswapmeet.com>

APR 9 Tacoma, WA; LeMay Private Garage Tour

LeMay Collections at Marymount, 325 152nd St E, Tacoma, WA 98444.
10am – 12:30pm; Adm. Fee - \$25; LeMay Collections at Marymount.
253-272-2336; info@lemaymarymount.org; <http://lemaymarymount.org>

APR 24 Tenino, WA; Spring Coming Out *First show of the year*

Tenino High School, 500 W 2nd St. Tenino, WA 98589. 10am – 2pm.
Adm. Free; No Reg. Fee; Centralia/Chehalis Vintage Car Club; 360-273-6961
keyeschook7362@yahoo.com; <http://www.ccvac.com>



“Almost Spring Swap Meet” Washington State Fairgrounds – March 19th

OLDSMOBILE CAR SHOW

36TH Annual Pacific Northwest Zone Show

Hosted by the Puget Sound Chapter, Oldsmobile Club of America



In Memory of our members: Greg Hinton, Maggie Salazar, Gerald Giuntoli

Saturday July 09, 2022

10:00am-2:00pm

Frances Anderson Center

700 Main St Edmonds WA 98029

Entry Fee \$20. Please make checks payable to:

Puget Sound Chapter OCA 9113 NE 179th Pl Bothell WA 98011

Name _____

Address _____

City _____ State _____ Zip code _____

Email address _____

Phone _____

Year _____ Body & Model _____

For further information contact Ed Straw 425-485-3093 ekstraw@comcast.net

FIRE EXTINGUISHER IS REQUIRED WITH YOUR CAR

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 \$6,950. 63,350 miles. New top, new Delco battery, new A/C compressor, LOF just completed. Call Ed at 253-576-1128.



1970 442 Convertible

Matching numbers totally restored and ~90,000 miles. Twilight blue with white top, white stripes and pearl interior with black carpets. Hurst shifter, AM/FM radio, AC, and manual 4-speed transmission. Upgraded suspension, radiator, and aluminum intake manifold, W30 CAM, and Edelbrock carb. About 3000 miles since engine rebuild. I bought the car from a collection where it had been stored for 17 years. Suspension upgrade really makes the car hug the road, and the new intake and carb delivered a huge boost in power. All original parts were saved and can go with the car. So do a collection of all factory manuals and original sales brochures, paint chips, etc. A recent (~ 2 years ago) appraisal (which I can send to you) rated the car 1/1- with an appraised value of \$175,000. I have included a recent photo. I'll consider any realistic offer and would be happy to connect you with the professionals who did engine/mechanical and paint work to answer your detailed questions directly. **\$130,000.**

John Bumb 314-713-3444 or email me at jbc3735@gmail.com

NEEDS and LEADS:

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

NEED – 1936 – 6 Cylinder engine parts – 213 Cl; 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

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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.

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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: 1968 98 Convertible

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...



Revenge Of The Smart Car

(Some people just never learn)

