

THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

AUGUST 2022



BEST OF SHOW!

A beautiful 1950 Olds 88 Convertible owned by Tom Cathcart took home the trophy for Best of Show at the 2022 Puget Sound Olds Chapter Zone Show on July 9.

This year's show was a very small one with only 12 cars braving the beautiful day of sunshine. No rain!

Photos of the class winners of the show are on page 5 of the newsletter.

We have one more car show for 2022 remaining. It is the BOP Show on August 28 at the Triple XXX Root Beer Drive-In in Issaquah. Please try to attend so that we are not outnumbered by Buicks and Pontiacs. The past two years it has been an even split between the brands. As the hosting club, it would be great to have a big showing of Oldsmobiles.

Please shine that Olds and join us on August 28 from 9am to 3pm.

Between the Bumpers
Page 3

MEETING MINUTES
No July meeting

CLASSIFIEDS
Page 10

**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

**Cole Irving
Cole.irving@hotmail.com**

[Second position open](#)

**PSOC Website:
www.pugetsoundoldsclub.org**

PRESIDENT'S MESSAGE

Hello Olds Club Members,

Our Zone Show on July 9 was small, 12 cars, great weather not too hot, and great cars and people. Spectators loved the cars and music.

There was a man who had his granddaughter playing on the toys, who had been there many years and almost bought Charles Wascher's car, but Charles wife said it was not for sale. Charles is glad he didn't sell it. Also, there was a lady who had been at the shows years ago and was happy to see that we were back again.

The next club outing will be at the Triple XXX Root Beer Drive-In in Issaquah for the BOP Show on August 28th, 9am to 3pm. Hope to see you there.

Our next meeting will be October 2 hopefully at the Newport Library.

We will be taking nominations for officers as we have elections in November. Please be thinking about stepping up.

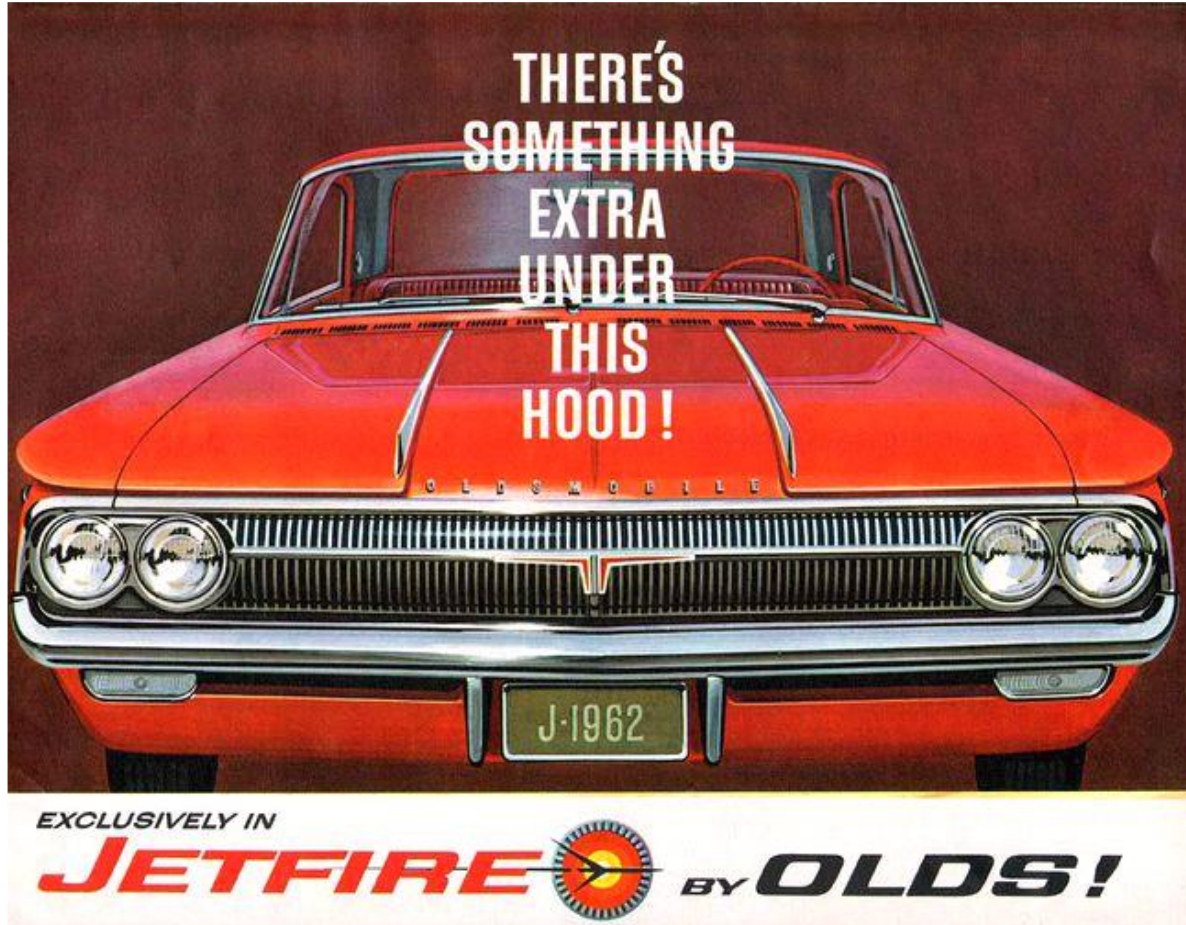
*Ed Straw
President*

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



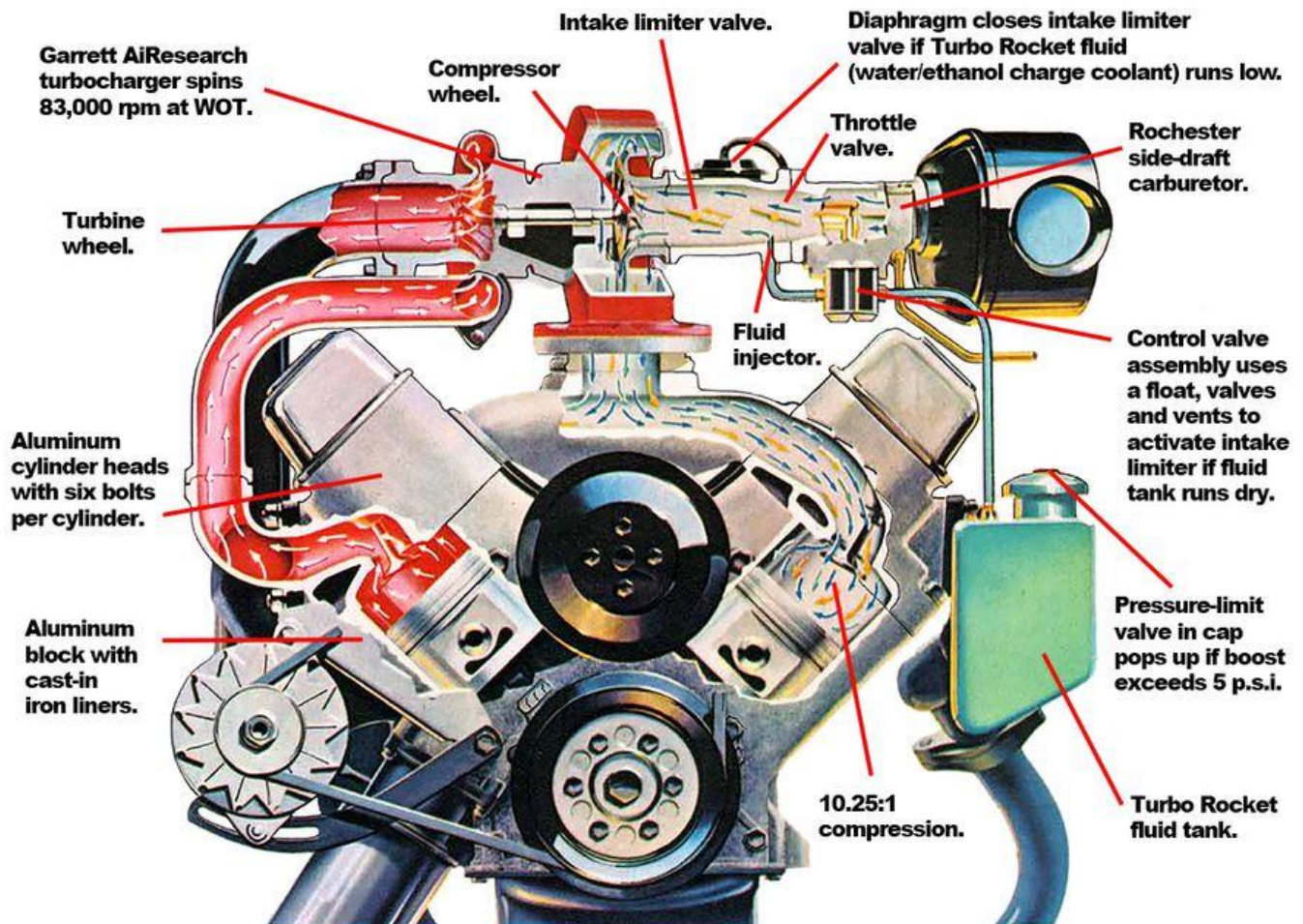
BETWEEN THE BUMPERS



Several of today's top luxury/performance sedans rely on lightweight, turbocharged V-8s for power, but three decades ago, engines like that were ultra-exotic. In '62, Oldsmobile took a bold leap into the future with its all-aluminum, turbocharged, 215-cu.in., Turbo-Rocket V-8—a technological first for a regular production automobile.

The pioneering engine was offered in the F-85 Jetfire coupe. Though it suffered teething pains and didn't fare well in the market, Oldsmobile engineers were clearly ahead of the curve. Their goal was to build an engine that delivered good fuel economy without sacrificing performance. They wanted to keep the compression ratio high at 10.25:1 for the sake of power and efficiency, so they limited boost and injected methanol and water (with a rust inhibitor added) into the intake to cool the mix and tame preignition—a setup used on some WWII airplanes. To ensure that the turbocharger didn't deliver more than 5 psi of boost, they incorporated a wastegate, or what they referred to as a pressure-sensitive exhaust bypass valve. If boost became excessive, the valve would open routing some of the exhaust through a tube, bypassing the turbo.

A cutaway of the engine is on page 4



Computer control was decades off, so an ingenious setup of mechanical valves, vents and diaphragms served as the brains of the operation. When the methanol/water coolant (Oldsmobile called the liquid Turbo Rocket fluid) ran low, a light on the console, activated by a float in the fluid supply tank, would warn the driver that it was time to refill. If the Turbo Rocket fluid reservoir ran dry, a float in the control valve would drop, activating a vent and another valve, which in turn pressurized a diaphragm closing a limiter valve that restricted the turbo to 1 psi of boost.

The innovative turbocharged Jetfire was offered for just two years and the aluminum V-8—introduced by Buick and adapted for turbocharging by Oldsmobile—was sidelined before being sold off to Rover.

This article was featured in Hemmings Muscle Machine

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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ZONE SHOW WINNERS

Best of Show Tom Cathcart 1950 88 Convertible (Photo on cover page)



1950's Beau Stone 1958 Holiday 4 Dr.



1960's Dennis Simpson 1964 442 Hardtop



1970's Charles Wascher
1970 442 W30 Hardtop



1980's and newer – Pam Konsmo
1991 Cutlass Supreme Convertible



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

2	Jim Long	Graham, WA
6	Carol Butler	Snohomish, WA
16	Mike Mittge	Chehalis, WA
26	George Smith	Tacoma, WA
30	Marlene Smith	Tacoma, WA



**MEETING
MINUTES**

No meeting in July

Swap Meets and Shows in August

Swap meets and car shows are selected based on convenient locations

- AUGUST** **Covington, WA; Friday Night Cruise in Covington**
Friday nights is where it's at! Come and join us Friday Nights in Covington. (May – September) Walmart back parking lot, 17432 SE270th Place, Covington, WA 98042; 4pm – 7pm; Adm. Free; Maple Valley Street Rats 253-797-7071; the.beesknees11@yahoo.com
<http://www.maplevalleystreetrats.com>
- AUG 3** **La Conner, WA; La Conner Classic Boat & Car Show**
La Conner Marina (South basin parking lot) 3rd and State St. La Conner, WA 98257 10am – 3pm; Car reg. Fee \$20; Adm. Free. La Conner Chamber of Commerce; 360-466-4778.
director@laconnerchamber.com <https://www.lovelaconner.com>
- AUG 7** **Issaquah, WA; 34th Annual Northwest Muscle Car Meet**
"Meet us at the Triple XXX Drive-In for the premier Muscle Car Meet of The Northwest" Triple XXX Drive-In, 98 NE Gilman Blvd. Issaquah, WA 98027. 8am – 3pm; Adm. Free; Car Reg. \$25; Northwest GTO Legends. 206-243-3390; northwestlegends.com.
- AUG 13** **Shelton WA; Yesteryear Car Club Show**
Annual car show at the Lucky Dog Casino sponsored by the Yesteryear Car Club of Shelton. Lucky Dog Casino, Highway 101, Hoodspert, WA 98584; 7am-3pm; Adm. Free; Car Reg. Fee - \$20; Vendor Fee \$10. Yesteryear Car Club; 360-229-8558; prjanda@hotmail.com
- AUG 21** **Snoqualmie, WA; Railroad Days Classic Car Show**
Roadsters Northwest 49th Annual Car Show
Downtown, Railroad Ave, Snoqualmie, WA 98065; 7am-3pm; Adm. Free; Car Reg. Fee - \$20; Roadsters Northwest Car Club; barryt.collier@gmail.com
- AUG 27** **Tacoma, WA; 44th Annual LeMay Show**
LeMay Collections at Marymount, 325 152nd St E, Tacoma, WA 98445. 9am-5pm; Adm. Fee \$15; LeMay Collections at Marymount; 253-272-2336
- AUG 28** **Issaquah, WA; 9th Annual BOP Show**
Details in flyer on page 8 of this newsletter.

BUICK OLDSMOBILE PONTIAC

9TH ANNUAL CAR SHOW

HOSTED BY THE PUGET SOUND CHAPTER OLDSMOBILE CLUB OF AMERICA



August 28th, 2022

9:00am to 3:00pm

XXX Root Beer Drive-In

98 NE Gilman Blvd

Issaquah WA 98027

For further information contact Ed Konsmo 253-576-1128

ENTRY \$20

Future Oldsmobile National Meets

2023 To be determined



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

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:

1949 Sedan - In running condition. \$25,000 OBO. Call Erika at 509-659-1022 or 509-659-1757.

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.

1950 88 Coupe - This car has been in the family since 1972. We started a light restoration on it (new fuel lines, brakes, fluids, rebuilt carb, battery, mediocre single stage paint. Has a little rust in the rockers and behind the rear bumper but nothing too major. Asking \$5,500 OBO Contact Val at valmentzer@gmail.com 208-336-3208



1958 88 Holiday 4dr - A driving car \$16,000 Larry 206-779-8764

1963 F85 Cutlass Conv. – Okay condition, runs great. **PRICE REDUCED!** \$11,000 – Call Bruce Lyle 360-799-1717 Another Cutlass for sale – motor frozen \$3900

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, W

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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.



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. \$695 (local pickup) New price!
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**

2022 South Sound 442 Club Show July 17 at Griot's Garage



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...

An Un-Restored Gem



Musicians and movie stars are typically asked about their influences, so why not pose the question to car collectors? Jim Schultz of Chino Valley, Arizona, first credits his father, Fred, and mother, Margaret, for instilling an Oldsmobile obsession in him that, thus far, has resulted in a 36-car collection. Known as the "Rocket Ranch," the "barn," a 6,000-square foot building that Jim built on his property, houses his 1940 to 1989 models (several featured in Hemmings publications) along with his Oldsmobilia. Next, he points to this 1957 Golden Rocket 88 Holiday Sedan as the car that started it all. Jim's connection to the Alcan White and Banff Blue four-door began with his father, an Oldsmobile line mechanic, who performed the new car service on this vehicle at Valley Motors in Endicott, New York, back in 1957.

Oldsmobiles of that era offered an upscale driving experience, as the division was above Chevrolet and Pontiac in GM's price hierarchy. The redesigned '57 was particularly striking with its wide-mouth grille, "Hi-Lo" bumper, forward-projecting hooded and chromed headlight bezels, and "Span-A-Ramic" windshield. Its new side trim swept rearward, and "Sky-line" beading traversed the roof through the "Twin-Strut" backlite and ran down the decklid. Oval taillamps wrapped in brightwork, an outward-jutting bumper, and an integrated fuel-filler door highlighted the rear. The Golden Rocket 88 was the base series under the Super 88 and the Starfire 98, but this Holiday sedan was still above the post sedan in the Golden Rocket line. "Holiday" denotes the hardtop design that omitted the pillar between the side windows, resulting in a sleeker look and improved visibility.



The 88's incredible condition has made it a darling of the "unrestored" class at shows. It has earned many trophies over the years, and an article was published in the Wall Street Journal in 2017. "It's been a great wedding car, as well," Jim reveals. "It's been in a lot of them, including mine. There's bird seed and rice in it that I still can't get out. "This 65-year-old classic still performs. Jim reports, "I've always appreciated the high-quality engineering and assembly of Oldsmobiles and their torque engines. When you put your foot into this one, since it's equipped with the Jetaway, the nose of the car rises in third gear, and levels off in fourth but it just keeps gathering speed. You can really feel it in the seat."

This article appeared in Hemmings Motor News