

THE PUGET SOUND ROCKET

Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

SEPTEMBER 2022



Favorite Olds at the 2022 BOP Show

The beautiful 1950 Olds 88 Convertible owned by Tom Cathcart was voted the “Favorite Olds” at the BOP Show on August 28.

The weather was a perfect 78 degrees with clear blue skies. There was a total of 38 vehicles on the show field.

The Buick club had 18 cars in attendance followed by 9 Pontiacs. The Puget Sound Olds Club, the sponsor of the show had 11 cars on the show field. We do not know the reason, but the Pontiac Firebird Club did not attend the show this year. (Just got in contact with the Firebird club and they FORGOT about the show.) It pays to log dates on your calendar. LOL

Photos of the cars voted “Favorite Buick” and “Favorite Pontiac” are in this newsletter on page five.

Between the Bumpers
Page 3

MEETING MINUTES
No August 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,

Missed many of you at the BOP Show at the XXX on Sunday. Only 4 members showed up with their cars. 18 Buicks, 11 Olds, 9 Pontiacs. It was a nice day, not too hot or cold.

Our October meeting is an important meeting, as we will taking nominations for the board. Currently, we have just Pres and treasurer filled, but all positions are available. I can't make reservation yet but hope to have Newport Library Sunday October 2nd at 1:00pm. Will update in next newsletter.

Also, need to talk about a Christmas party, if anyone is interested.

Enjoy your car these last couple of weeks.

*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



Common muscle car restoration gaffes to save yourself a costly mistake

1968 Oldsmobile 4-4-2 stripe

Nineteen sixty-eight was a big year for the 4-4-2 for a number of reasons: a complete redesign brought all-new styling while becoming an actual model instead of a performance package. Additionally, a new long-stroke 400 replaced the short-stroke 400 that had been used since 1965, plus 1967's Turnpike Cruiser option jumped from the Cutlass Supreme to the 4-4-2 series.

Visually, there was a nifty "W36" Rallye Stripe that was standard on cars equipped with the W30 package and optional for other 4-4-2s. This interesting stripe, which was available in white, black, red, and orange, ran vertically on the front fenders. In recent years, when people apply or paint the stripe, they often do it incorrectly. Witness this example:



Notice how it hits the wheel arch at the bottom? The factory never did it that way. In fact, for cars equipped with the stripe, Oldsmobile moved the 4-4-2 badges slightly towards the door so the stripe could extend uninterrupted to the bottom of the fender. A properly applied stripe will never hit the wheel well, though even that is no guarantee the stripe has been applied to factory specs. Just do an online search and notice the variations.

Below is the correct application of the stripe.



This information was provided in Haggerty Media

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.

.....

We just received a report that chapter member Hugh Russell fell and broke his hip. Currently, Hugh is recovering in a rehab facility in Seattle. Please keep Hugh in your thoughts and prayers.

.....

Next month the chapter Bylaws state that we are to nominate officers for the next calendar year with elections taking place in November. Would you like to assist the club in its operation with a position? If so, would you please send a message to Ed Straw, our president at ekstraw@comcast.net?



2022 BOP Show Winners



Tom Cathcart receiving the "Favorite Olds" trophy for his '50 Olds Convertible



Eugene Lewis receiving the "Favorite Buick" trophy for his 1964 Riviera



Mike Orecchio receiving the "Favorite Pontiac" for his 1963 Bonneville Hardtop

A few more of the cars at the BOP Show





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

6	Alan Reid	Delta, BC
22	John Bumb	Westsingleton MO
23	Linda Bush	Grapeview, WA



**MEETING
MINUTES**

No meeting in August

Swap Meets and Shows in September

Swap meets and car shows are selected based on convenient locations

- SEPT 5** **Graham, WA; Graham Labor Day Car Show**
All makes & Models Welcome
Frontier Park, 21800 Meridian S. Graham, WA 98388.
9am – 3pm; Adm. Fee - \$5; Car Reg. Fee - \$20; Cascade Early Ford V8 Club; 253-848-5180; jwc64bug@yahoo.com; <http://www.efv8cascade.org>
- SEPT 10** **Kirkland, WA; Kirkland Police Explorer Benefit Car Show**
Kirkland Justice Center, 11750 NE 118th St. Kirkland, WA 98034.
9am – 3pm; Adm. Free; Car Reg. Fee - \$25; Kirkland Police Dept.
425-587-3408; pball@kirklandwa.gov; <http://kirklandwa.gov>
- SEPT 10** **Tacoma, WA; LeMay Private Garage Tour**
LeMay Collection at Marymount, 325 152nd St E, Tacoma, WA 98445.
10am – 12:30pm; Adm. Fee - \$25; LeMay Collections at Marymount.
253-272-2336; info@lemaymarymount.org;
- SEPT 10-11** **Ocean Park, WA; 38th Annual Rod Run to The End of the World**
25515 Sandridge Rd, Ocean Park, WA 98640. 8am- 5pm; Adm. Fee - \$5.
Car Reg. Fee - \$55; Beach Barons Car Club; 360-665-3565.
beachbarons@beachbarons.com <http://www.beachbarons.com>
- SEPT 11** **Edmonds, WA; Edmonds Classic Car & Motorcycle Show**
Downtown Edmonds, 5th & Main St. Edmonds, WA 98020. 10am – 4pm;
Adm. Free; Car Reg. - \$35; Edmonds Chamber of Commerce;
425-246-5917; alicia@edmondswa.com <http://www.edmondscarshow.com>
- SEPT 25** **Snohomish, WA; Snohomish Classic Car & Hot Rod Display**
Best of the Northwest Show featuring 100s of classic cars on display in Historic Downtown Snohomish.
Historic Downtown Snohomish, WA 21 Ave. A; Snohomish, WA 98290.
10am – 4pm; Adm. Free; Car Reg. Fee - \$25; Snohomish Chamber of Commerce; 360-568-2526; manager@snohomishchamber.org
<http://www.shohomishchamger.org>

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.

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

+++++

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.

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. **SOLD!**

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



Believe it or not, this '57 Fiesta Wagon drove to the 2022 LeMay Marymount Open House.

It was not for sale as far as we know!

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 _____

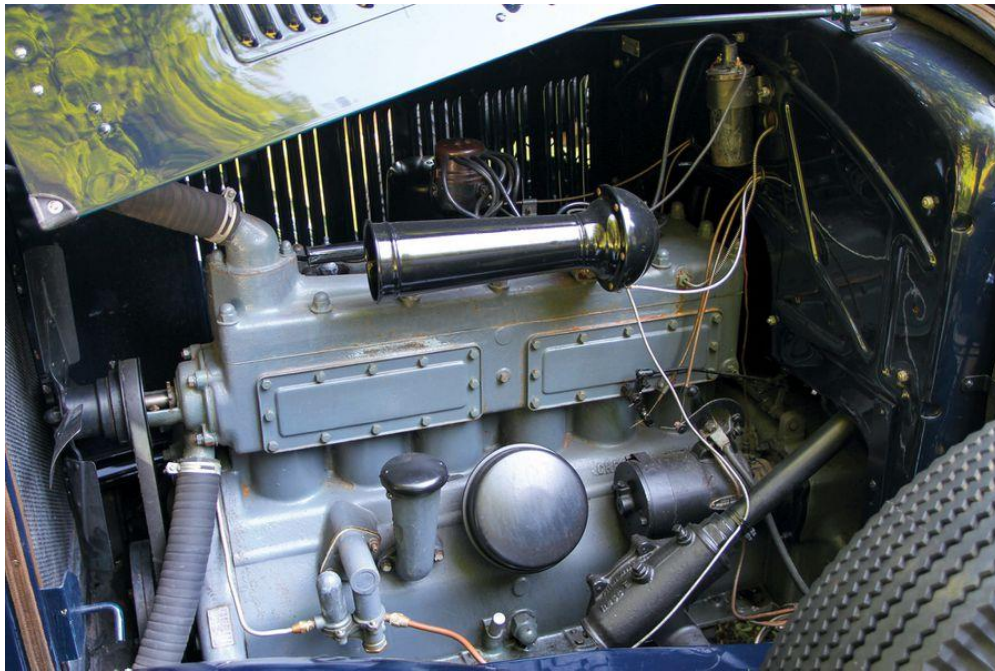
4) YEAR _____ MODEL _____ COLOR _____

THE PARTING SHOT...

REO's 1932 Flying Cloud 6-21 Sport Sedan



Founder Ransom E. Olds launched Oldsmobile in 1897 and left his successful outfit in 1905; he wanted to name his new endeavor the R.E. Olds Motor Car Company, but Olds Motor Works (parent company of Oldsmobile in those pre-GM times) threatened to sue. Ransom E. pivoted to using his initials, REO, and crisis was averted. REO models (pronounced as a single two-syllable word, rather than spelled out as the eponymous rock band does) were high-end cars, luxurious enough that only a handful needed to be built in order to keep the company ledger in the black. By 1907, the company grossed \$4.5 million in sales, and in 1908, the year General Motors was formed with Oldsmobile as part of its starting lineup, REO outsold Oldsmobile four to one. REO was regularly in the top eight of American automobile sales in the company's first decade, as high as third overall in 1907. Ransom E. handed the day-to-day operations and general manager title to Richard H. Scott, and in 1923 he resigned the company's presidency, though he retained his position as chairman of the board. REO remained in the black clear through 1925.



REO's "6-21" designation translates as six-cylinder engine and 121-inch wheelbase chassis. While the latter is self-explanatory, the engine was a 268-cu.in. L-head design, rated for 85 hp.

