



Puget Sound Rocket

***Newsletter of the Puget Sound Olds Club
Official Chapter of the Oldsmobile Club of America***

November-December 2025

**Puget Sound Olds Club
2025
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



HAPPY THANKSGIVING TO ALL!

PRESIDENT'S MESSAGE

Greetings Old Club Members,

Well, it seems summer is over and hopefully your cars are tucked safely in the garage for the winter.

I was going to have an in-person meeting for elections, but I did not receive anyone reaching out to join the board. We should still have a full board even though we do not meet for meetings. We need a Vice-President and a Secretary. The current President, Treasurer and Editor have agreed to stay on for another year.

Our Car Show is scheduled for July 11, 2026, and will be our 40th Show. Please put on your calendar and let your friends know. We will be hosting the Orphan Car Show that day also.

Would anyone be interested in getting together for a Christmas dinner? Let me know in the next few weeks and we can plan one. Wishing everyone a Happy Thanksgiving and a Happy Holiday Season.

Ed

425 485 3093 home. 425 780 2838 cell

Member Birthdays

November

3 Charles Wascher

14 Linda Thompson

28 Kathi Straw

December

None



Editorial

As noted in the president column, we are trying to determine if the members of the chapter are wanting to continue meeting. The last time we had a in-person meeting only the officers and the editor showed. Please let us know your desires by sending a message to Ed or me.

As departed member, Erik Martinson always said, “keep the rubber side down.”

Chapter Editor

Ed Konsmo



Member's Page

In updating the club roster, it was noted that several members did not renew their membership in 2025.

Our hope is that if you are one of that group that you will renew for 2026.

NO MEMBER NEWS THIS MONTH!





BETWEEN THE BUMPERS



What Did Gas Cost in the 1950s?

The 1950s were a transformative decade for transportation in the United States. Factors such as postwar prosperity, suburban living, and a decline in public transit led to a major increase in car ownership. At the start of the decade, approximately half of Americans owned an automobile; by 1960, nearly 75% of Americans owned at least one car, and many owned two. It was the golden age of the automobile.

Of course, a car can't go anywhere without gasoline, so what did this trend mean for the price of gas? When we look back at the past, we tend to see lower prices and feel a sense of nostalgia for more affordable times. But vintage prices can be tricky; simply looking at a raw retail price from 70 years ago doesn't tell the whole story. Let's look at the numbers when adjusted for inflation to find the average cost of gas throughout the 1950s.



1950-1952

According to the U.S. Department of Energy, the national average for the cost of gasoline remained steady for the first three years of the 1950s at \$0.27 per gallon. That low price might sound practically idyllic, but the average household income at the time was \$3,300 per year. Adjusted for inflation, \$0.27 in 1950 equates to about \$3.52/gallon in today's dollars. Nowadays, the median household income is \$74,580.

1953-1955

The Korean War, which began in June 1950, ended with an armistice in July 1953. A recession ensued that was typical of postwar economic cycles, as government spending decreased and military support operations were decommissioned. In the aftermath of the war, the gross domestic product of the U.S. fell by 2.2%.

Unemployment, which had been steadily decreasing heading into the 1950s, began to increase. By September 1954, unemployment peaked at 6.1% – a rate not seen since before the conflict. Despite the economic downturn, the average family income was higher than during the war, at around \$4,200 per year. Gas prices followed suit and increased to an average of \$0.29 per gallon between 1953 and 1955, though it was much cheaper in oil-producing areas of the country. For instance, in Omaha, Nebraska, gas was \$0.179 per gallon in 1953. That's about \$2.11 in today's money, while the national average of \$0.29 is about \$3.40 today.

1956-1959

In June 1956, Congress approved the Federal-Aid Highway Act, which called for the construction of 41,000 miles of interstate highways throughout the country. It was the largest public works project to date and helped boost an economy that had already started to rebound in 1955. Construction on some spans of highway began almost immediately, with segments opening as early as the following autumn. The new roads provided increased access to suburban areas, which, combined with government programs and other socioeconomic factors, spurred the rise of the suburbs. Part of the revenue stream for the new highway system was a gas tax increase, which rose from 2 cents per gallon to 3 cents per gallon. In response, the price of gas fluctuated between a 1-cent and 2-cent increase for the rest of the 1950s. In 1956, the national average was \$0.30 per gallon, or around \$3.47 today; in 1959, it was \$0.31, the equivalent of \$3.34 today.



Present Day

Depending on where you live, you might have noticed that the present-day dollar equivalents of those 1950s prices are right in line with what gas currently costs. According to AAA, the current national average is about \$3.45 per gallon; the U.S Energy Information Administration lists a similar average of about \$3.44 per gallon. By those metrics, the price of gas in 1950 was essentially higher than it is today. That said, if you live on the West Coast (which has the highest regional fuel cost, at approximately \$4.30 per gallon), you might still be feeling nostalgic for 1950s gas prices.



AUTHOR MARK DEJOY

CAR SHOWS AND SWAP MEETS - November/December

NOV 8 Tacoma, WA LeMay Private Garage Tour

See the family's garages; 300 vehicles, an old-fashioned soda shop.

General store, toys and more! LeMay Collections at Marymount.

325 152nd St E, Tacoma, WA 98445; 10 am - 12 pm; Adm. Fee \$25

253-272-2336; info@marymount.org

NOV 14-16 Seattle, WA Seattle International Auto Show

Lumen Field Event Center, 800 Occidental, Seattle, WA 98106

12pm - 9pm; Seattle Auto Dealers Association

NOV 16 Albany, OR Albany Indoor Swap Meet

This is an automotive swap meet (cars, car parts, reproduction vendors

And memorabilia) Linn County Fair/Expo Center 3700 Knox Butte Rd. NE

Albany, OR 97322 Opens 8 am; Adm. Fee \$5; Vendor Fee \$30;

Enduring A's Chapter FMCA; 541-928-1218; albanyswapmeet@comcast.net

DEC 6 Tacoma, WA Car School Griot's Garage & Events Center;

3333 38th St. Tacoma, WA 98409. 10am to 11am; Adm. Free;

Griot's Garage 866-663-3235

DEC 13 Tacoma, WA LeMay Private Garage Tour

See the family's garages; 300 vehicles, an old-fashioned soda shop.

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DEC 15 Tacoma, WA PNW Cars and Gear Toy Drive

3333 38th St. Tacoma, WA 98409. 10am to 11am; Adm. Free.

Griot's Garage 866-663-3235



Future Oldsmobile National Meets

2026

Indianapolis, IN

July 22-25



Membership Application
OLDSMOBILE CLUB OF AMERICA
PUGET SOUND CHAPTER
2026 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 _____



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 509-659-1757.

1950 Olds 98 Town Sedan – With a sad heart we are offering our Town Sedan “For Sale”. **Price reduced to \$39,900!**

Call Ed at 253-576-1128.



1950 Oldsmobile sedan delivery...custom built in Memphis, TN; interior completed by a custom upholstery shop in New Orleans, LA. **No, Olds did not build this car.** Olds' last sedan delivery was in 1934. **Firm price \$47,800.** Don Bougher, memoryshelf558@gmail.com, 503-393-4500, Keizer, OR.

IMPORTANT NOTE REGARDING THE SALE OF THIS OLDS: Unfortunately, Don passed in October 2023 and his widow, Pat, can be reached at 503-393-4500 (home) 971-374-4400 (cell).



1953 Oldsmobile Super 88 – Settling Estate. Contact Kevin Lee 303-513-7607. **Price reduced to \$22,500.** The car is Located in Arvada. CO



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, \$2,000 each or best offer.

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.

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 mont

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

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 - I have a pair of inside window garnish moldings that appear to be for a 1950 Oldsmobile 4dr and maybe other models of Oldsmobile. If any member of the Oldsmobile club wants them, they can have them at no cost. I just hate to think about throwing them away. Mike Hammers Port Townsend, Washington kidd65@cablespeed.com

LEAD – 1967 442 Parts - Dwight Wiest 425-679-2235

Heads

Valve Covers

Stock Intake Manifold

Stock Carburetor

Edelbrock Torquer 455 Intake Manifold

Holey 3310 Carburetor

Radiator

Taillight Assembly

Misc Chrome Body Parts

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.



Parting Shot

Million Dollar Highway



First, the basics: While some may confuse the entirety of U.S. Route 550 with the “Million Dollar Highway” nickname, that moniker technically applies only to a 25-mile stretch of the road in the San Juan Mountains, between the charming mountain towns of Ouray, about a 45-minute drive south of Montrose, and Silverton. U.S. 550 itself is an offshoot of U.S. Route 50; it begins north of Albuquerque and continues north to Montrose, where it rejoins Route 50. If you’re flying to the region, the closest airports are Montrose/Telluride Regional Airport or Durango-La Plata County Airport. Otherwise, it’s about a six-hour drive from Denver. The Million Dollar Highway is also part of a larger, 236-mile loop around southwest Colorado, known as the San Juan Skyway, which takes around six hours to drive in its entirety. The route is celebrated not only for the scenic mountain views, but also for its history – near Cortez, you’ll find Mesa Verde National Park, home of the cliff Dwelli of the Ancestral Puebloans and one of the original 12 UNESCO World Heritage Sites.ng

