



Puget Sound Rocket

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

March-April 2024

**Puget Sound Olds Club
2024
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As the calendar turns to another month with spring in our sights, it is time to get our Olds ready for another season of car shows. Is yours ready?

PRESIDENT'S MESSAGE

Hello Olds Club Members,

Well, time to start cleaning up the cars and getting them ready for the warmer weather. Swap meets are starting up, next one is March 16-17 in Puyallup 42nd Annual Almost Spring Swap Meet.

Received an email from Becky at the Thunderdome Car Museum in Enumclaw. They are having a raffle for a 1970 Oldsmobile Cutlass and would like some members cars parked with it. The \$20.00 fee will not be charged, but the car will not be judged. Hoping we can get 5-10 cars to show up between 8-10. Please let me know if you are interested in going. Please see flyer in newsletter for more information. Raffle tickets are \$20.00 each.

If you haven't been there, it is a great place and a good start for the car show season.

Don't forget to mark July 13th for our annual show in Edmonds. Hope we can have a great turnout.

Ed Straw
President
425-485-3093

Member Birthdays, Etc.

March

9 Cathy Bumb

26 Gordon Lloyd

April

23 Dann Gadbois



Chapter dues for 2024 are now due. Please complete the form in this newsletter and send it to Kathi along with your check if you have not done so yet.

Thank you very much!

Editorial

Hopefully, everyone receiving this newsletter is well and safe. Changes in our lives sometimes dictate the decisions that we must make. That is the case in the family of your editor. About five years ago Pam was diagnosed with Alzheimer's. The disease has currently manifested to a stage that we are making decisions that we never would have thought to be made.

I retired from Korum Ford Dec. 2020 to take care of Pam. In the past three plus years we have needed to make several decisions. One of them now is to liquidate our car collection. The 98 Town Sedan is listed for sale in this newsletter. We are hoping to find a home for it with an Olds collector.

For those of you who have been aware of our situation, we are thankful for your support and prayers.

Chapter Editor

Ed Konsmo



Photos from the past



When we had Christmas parties...



When we had car shows at the XXX



When there were food trucks at a car show.



How did our cat Abby get in here???



BETWEEN THE BUMPERS



GM's 3800 V-6 was long-lived and underappreciated.



The Chevy small-block V-8 is perhaps the most famous engine ever produced by General Motors. It is a simple, stalwart design whose popularity and status only cemented as it became the powerplant of choice among hot-rodders. For more than 50 years, the small-block has been the backbone of affordable speed. However, just as significant in GM history is an engine that toiled (albeit less prominently) for nearly as long: the 3800 V-6.

Between its 1975 debut and its 2008 sunset, this 3.8-liter V-6 was installed under the hood of more than 25 million vehicles. Originally designed by Buick, it was mostly assigned to workhorse duty for Oldsmobile, Pontiac, and Buick, motivating fleets of sensible sedans and coupes. While the 3800 did enjoy a few flashes of auto enthusiast attention, it never got the same widespread adulation as the small-block or even the big-block, and many assign it second-tier status among engines in GM's historic portfolio.

Here's the story of how a derivative, near-castoff engine design came to be critical in fueli.

Aluminum bad, iron good (but rough)

The 3800's origins date back to the early 1960s, when Buick debuted the first V-6 passenger car engine ever to be manufactured in the United States. A byproduct of the company's quest to produce its own unique, aluminum-block V-8 (marketed as the Fireball), the cast-iron V-6 Fireball was far easier and significantly cheaper to build. This being a mass-market powerplant, it also helped that the V-6 version did not suffer the high rate of defects associated with the V-8's aluminum construction.

Unfortunately, despite the benefits of its relatively light weight, the Fireball V-6 retained several design elements from the V-8 that, initially, proved sub-par in translation. As a cost-cutting measure, GM effectively sliced a pair of cylinders from the end of the original engine while retaining the 90-degree bank angle. Though the V-8 enjoyed the balance of an even firing interval, the V-6 version had an odd firing interval that gave these early 3.2-liters a rough, rumbly idle.

Even with softer, flexible motor mounts to absorb vibrations, it won few fans. The V-6 floated through the small and "intermediate" Buick and Oldsmobile line-ups between 1962 and 1967, and even a displacement boost couldn't convince GM execs to stay the course.

Instead of reengineering the V-6 at great cost, perhaps with a balance shaft, Buick made a shrewder move: it offloaded the Fireball V-6 tooling to Kaiser-Jeep, which had no qualms about stuffing a less-than-smooth motivator into its Jeeps and other rustic SUVs. Fortunately, a third act mea culpa forced by the OPEC energy crisis saw GM buy back the rights to its own engine design from a cash-starved AMC in 1974, after realizing its fuel-efficient cupboards had run largely bare.

It's here that the 3800 series found its true beginning.

ARTICLE CONTINUED ON PAGE 6

ANNIVERSARY PARTY AND CLASSIC CAR SHOW



SATURDAY, MAY 11TH

FROM 08:00 AM -04:00PM

AT THUNDER DOME CAR MUSEUM

**A MUST-SEE EVENT FOR THE CLASSIC CAR ENTHUSIASTS.
CAR REGISTRATION \$20 PER VEHICLE. ALL MAKES.
REGISTRATION 8AM-10AM-SEVERAL CLASSES OF AWARDS**

EVENTS INCLUDE:

**CAR SHOW & RAFFLE CAR DRAWING - FOOD & DRINKS -
LIVE MUSIC BY 3 TRICK PONY**

MORE INFORMATION:

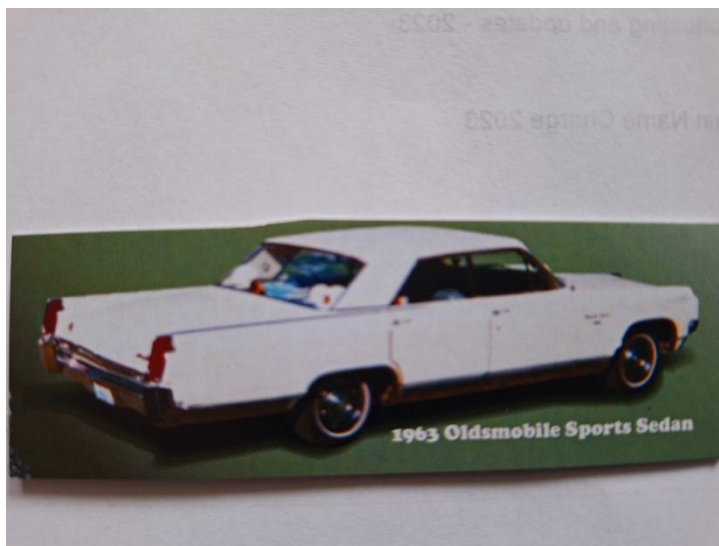
**(253) 326-3689 OR THUNDER DOME CAR MUSEUM, ENUMCLAW,
WA**

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OLDSMOBILE CAR SHOW

38th Annual Pacific Northwest Zone Show

Hosted by the Puget Sound Chapter, Oldsmobile Club of America



In memory of our members: Derik Martinson Ed Booth Hugh Russell

Saturday July 13, 2024

10:00am-2:00pm

Frances Anderson Center

700 Main St Edmonds WA 98020

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

Will the real V-6 please stand up?

Always cost-conscious, GM had first tried to sweet-talk AMC into handling manufacturing the overhead-valve V-6 engine. After being rebuffed (or repulsed by a desperate American Motors quoting an exceptionally high price tag for production, depending on which story you believe), GM changed tack. It took a quick and easy route to push the V-6 to the market for 1975, punching displacement out to its final 3.8-liter form—in its own factory—but leaving everything else about the motor unchanged.

The 3.8-liter V-6 saturated GM showrooms almost immediately, powering models as diverse as the Chevrolet El Camino, the Pontiac LeMans, and the Buick Skyhawk, with stops in the Oldsmobile Cutlass and the Pontiac Firebird along the way. With close to 20 different models laying claim to the V-6, economies of scale were such that Buick's once-cast-off engine finally warranted the refinement and development it had previously been denied a decade before. This primarily took the form of a split-pin crankshaft that revised the engine with an even-firing pattern, effectively erasing the previous, unpleasant vibrations.

This one simple decision, arriving in 1977, helped cement the engine as the bedrock of the General Motors passenger car. However, despite its status as an affordable powerplant (true for both manufacturers and buyers), the V-6 was about to pull a power move seldom seen in the automotive world: The humble 3.8 made a play for enthusiasts' hearts with a red-hot high-performance edition.

Soaring fuel prices and crushing emissions regulations, you may recall, had sidelined large-displacement V-8 engines for much of the 1970s. That caused automakers far and wide to search for alternatives to big cubic inches. Buick had been toying with turbocharging for several years prior to the 1978 launch of its T-Type family and boosted versions of the V-6 ultimately covered almost every two-door car built by the brand. The setup even branched out into motivating the Pontiac Trans Am Turbo and Chevrolet Monte Carlo Turbo. Forced induction proved an unexpected edge for GM as it moved into the '80s, culminating in the era-defining Regal Grand National and GNX models. These legendary eight-cylinder-slayers owe their success to the might of GM's turbo 3.8-liter V-6 engines.

Front-wheel drive future

While the rear-drive Grand National and its longitudinal engine may have garnered the most headlines, it was the transverse version of the 3.8-liter V-6 that had the broadest influence in the industry. General Motors was knee-deep in its transition to front-wheel drive platforms by the middle of the 1980s, and it massaged and modified the 3.8 to meet this new challenge. In the space of a few short years, the engine abandoned carburetors for electronic fuel injection, lost its traditional ignition distributor, and gained a balance shaft—moves that thoroughly modernized the V-6 to match the expectations generated by the rising tide of competing Japanese imports.

By 1988, the 3800 moniker became official. It was applied to a fresh crop of 3.8-liter engines that embodied the sweeping updates making so-equipped GM cars competitive with Ford, Toyota, and Honda. Dubbed the "Series I," the engine was initially assigned to the mid-size and full-size sedans and coupes first to heed GM's front-wheel drive call. It wasn't long, though, before the transverse 3800 had spread into nearly every corner of the Buick, Chevrolet, Pontiac, and Oldsmobile empire.

Once again, the bread and butter of General Motors' engine strategy, the 3800 was once again courting forced induction at the start of the 1990s. This time it was a supercharger (rather than a turbo) stuffing additional atmospheres into the combustion chamber, and a blower first found its way into big-boned Buicks via the Park Avenue and its Oldsmobile and Pontiac equivalents.

Stay of execution

One more major metamorphosis awaited the 3800, this one nearly 35 years after its initial Fireball debut. Dubbed the "Series II," this V-6 variation represented the culmination of GM's engine design prowess at the time. It arrived in 1995 with cross-bolt main bearing caps, bigger valves nestled inside larger cylinder heads, the highest compression ratio to date, and a composite intake manifold, among many other internal and external improvements (including a lower deck height that helped with packaging and reduced weight). Also, along for the ride was an improved, Eaton-supercharged edition of the engine that became nearly as common as the naturally aspirated version. The 3800's dominance of General Motors drivetrains was nearly impossible to escape in any sedan or coupe car larger than compact size.

The 3.8-liter V-6 was well-positioned to ride out the rest of the decade in style. While it received a Series III update for 2004 (including throttle-by-wire and a new fuel injection system, along with an aluminum intake manifold to replace the previous plastic unit), the fundamentals remained the same until it was pulled from production in 2008. By that point, the 3800 had far outlived its planned obsolescence, arguably by almost a decade—proof of what its diehard reliability and appealing low cost meant to GM's bottom line.

An ode to endurance

Time has caught up to nearly every pushrod engine. While the LS-series of small-block Chevrolet V-8s continues to generate massive profits in the pickup and SUV market, General Motors eventually yielded to the efficiency benefits and sophistication of dual overhead camshafts in its passenger cars. The relatively large displacement of the 3800 in this context—slightly greater than the company's current range-topping 3.6-liter V-6—didn't make it an appealing do-it-all base engine in a world where turbocharged four-cylinders dominate.

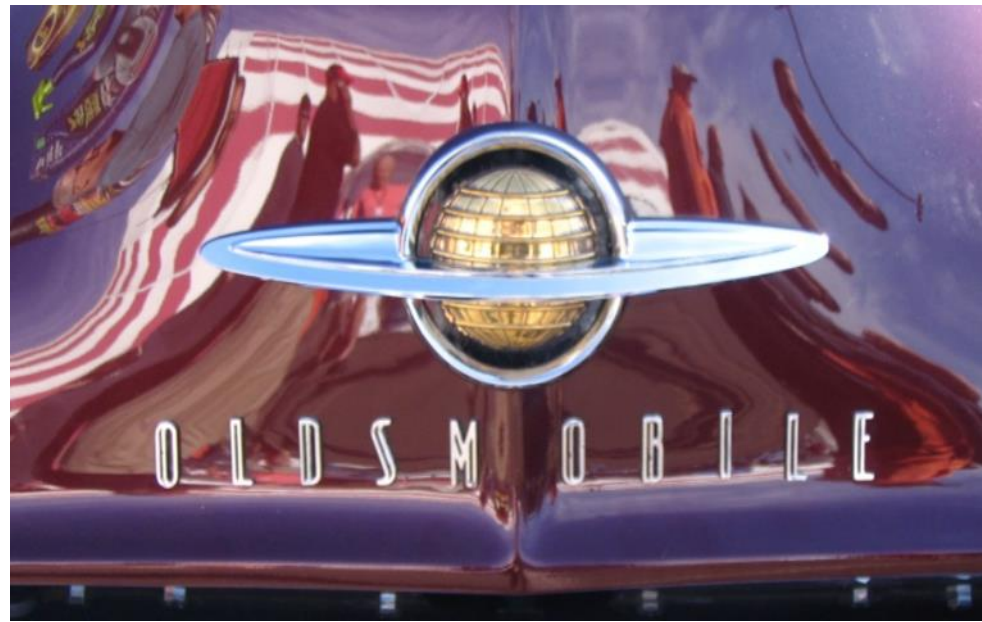
Still, the endurance and relevance of the 3800 is astounding. Even at the end of its lifespan, in terms of weight the iron-block engine was within spitting distance of the aluminum block V-6 that replaced it, and its horsepower, torque, emissions, and fuel efficiency remained competitive until its final hour. What began as a decidedly simple, budget-driven afterthought evolved over several decades into a decidedly unsexy yet remarkably effective multi-purpose tool. It plugged nearly every hole in the GM line-up for decades. Following initial bumps, GM committed to continual improvement and modernization that extracted an absurd tour of duty from an engine that was, at the outset, dumped on a rival's doorstep.

This article from Haggerty Media by Benjamin Hurting

CAR SHOWS & SWAP MEETS - MARCH-APRIL

- MAR 2 Tacoma, WA; Caffeine & Gasoline - First Saturday of Every Month.**
First Saturday of every month. Hot coffee and donuts if you get there early.
Griots Garage & Events Center, 3333 S. 38th St, Tacoma, WA 98409
8am - 10 am; Adm. Free; 800-345-5789; customerservice@griotsgarage.com
- MAR 9 Astoria, OR; Lower Columbia Classics Annual Swap Meet**
Proceeds to support the Local College and High School Auto Tech programs.
Clatsop County Fair Grounds, 92937 Walluski Loop, Astoria, OR 97103
8am - 2pm; Adm. \$5; <12 Free; Reg. Fee; Vendor Fee \$30-40; 503-468-0006
Dgillies2016@gmail.com
- MAR 16-17 Portland, OR; 68th Annual Portland Roadster Show**
Portland Expo Center, 2060 N Marine Dr, Portland OR 97217
12 pm - 9 pm; 10 am - 8 pm; 10 am - 5 pm; Adm. \$20; Reg. Fee \$100;
Vendor Fee \$600+ Multnomah Hot Rod Council; 208-935-9130
Autoword@netzero.com
- MAR 16-17 Puyallup, WA; 42nd Annual Almost Spring Swap Meet & Car Show**
Vintage Cars & Parts, Vintage Motorcycles & Parts, Antiques & Collectables.
Washington State Fairgrounds, 110 9th Ave SW, Puyallup WA 98071; 8am-5pm.
9am-3pm; 9am-3pm; Adm. \$10; Reg. Fee \$50; Gallopin' Gerties Model A Club.
360-863-2877; AlmostSpringswapmeet@gmail.com
- MAR 17 Bellingham, WA; Leprechaun Days**
St. Patrick's Day themed Car Show. Make this your first car show of the Spring.
Hardware Sales Parking Lot, 2034 King St, Bellingham, WA 98225; 10 am - 2 pm.
Adm. Free; Reg. Fee \$15; 4th Corner Elites of Bellingham; 360-319-4984
4thCornerElites@gmail.com
- APR 4-6 Portland, OR; Portland International Raceway Swap Meet**
Over 3 miles of booths scattered along one of the prettiest road courses in the USA.
Portland International Raceway, 1940 Victory Blvd. Portland, OR 97217.
7am - 5pm each day; Adm. \$10; Reg. Fee \$100; Vendor Fee \$120.
Portland International Raceway; 760-685-4798; piswapmeet@gmail.com
- APR 5-7 Portland, OR; Portland Swap Meet**
Six local antique car clubs host the Portland Swap Meet annually at the EXPO Center.
Portland Expo Center, 2060 N Marine Dr. Portland, OR 97217; 7am - 6pm; 7am - 5pm;
8am-1pm. Adm. \$10; Vendor Fee \$100; HACO, HCCA, VCCA, Early Ford V-8, Model A Ford.
Rose City Model T; 503-678-2100; pdxswap@aol.com
- APR 6 Tacoma, WA; Caffeine & Gasoline - First Saturday of Every Month.**
First Saturday of every month. Hot coffee and donuts if you get there early.
Griots Garage & Events Center, 3333 S. 38th St, Tacoma, WA 98409
8am - 10 am; Adm. Free; 800-345-5789; customerservice@griotsgarage.com
- APR 20 Tacoma, WA; Griot's Garage Customer Appreciation Day**
Griots Garage & Events Center, 3333 S. 38th St, Tacoma, WA 98409
9am - 5pm; Adm. Free; 800-345-5789. customerservice@griotsgarage.com

Future Oldsmobile National Meets
2024 July 24-27 Springfield, MO
Hotel info to be announced.



A beautiful 1941 Sedan at the 2021 Nationals

Membership Application
OLDSMOBILE CLUB OF AMERICA
PUGET SOUND CHAPTER
2024 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”. \$49,900 or best offer.

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 – 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.



Easy restoration?

Parting Shot



This was too humorous not to share!