



Puget Sound Rocket

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

January-February 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

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425-485-3093

Newsletter Editor

Ed Konsmo

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253-845-2288 home

253-576-1128 cell

OCA BOARD MEMBERS

PNW Zone Directors

Cole Irving

Cole.irving@hotmail.com



The Zone Show in July might resemble this!

PRESIDENT'S MESSAGE

Hello Olds Club Members,

Hoping your Holidays went well and Happy New Year. I'm looking forward to spring with warmer, longer, drier days. Hope to make a few more shows this year. Let's get the cars ready this year.

*At our show, we will be hosting the Orphan Car Show along with ours. Let's see if we can get thirty-nine Oldsmobiles there this year as it is our 39th show. **JULY 12TH 10:00-2:00.** The Orphan Group will be all makes that are no longer in production. Be sure to invite other people you may know.*

The NW Car Events Calendar is out now, listing car shows, swap meets, cruise-ins happenings around WA, OR ID. www.nwcareventscalendar.com

*See you down the road.
Ed*

Ed Straw
President
425-485-3093

Member Birthdays

January

- 9 Shirley Repp*
- 13 Darrell Montz*
- 24 Leonard Barlow*
- 25 Ed Konsmo*

February

- 18 Bill Snyder*
- 21 Janet Cathcart*



Editorial

20 years ago, this month we began the journey to hosting the 2005 Olds Nationals in Seattle in July. For some of us it seems like just yesterday. For others it is just a memory.

A lot has happened to our club in the past 20 years. Many of those who were the core of the club have passed. Here we are in 2025 and though the club is still existing, very few members are showing up for events. In November at the “in person” for election of officers, only three people showed up, President Ed Straw, Kathi Straw and your editor.

Ed Straw has made an agreement with the Orphan Car Club to share the field at our 2025 Zone Show in July. Hopefully, this will kindle a greater interest in the event.

Chapter Editor
Ed Konsmo

Member’s Page

In this column we would like to update our members regarding anything of interest regarding our daily lives.

We were just informed that long time Member, Dave Butler recently passed. The service will be Jan. 25 at the Northlake Christian Church at 19029 North Road. Bothell WA 98012 From 1 to 3 PM.





BETWEEN THE BUMPERS



What Happens When Cars Sit?

We rely heavily on data and logic at Hagerty Insider, but if there’s ever a situation where logic goes out the window, it’s when we see a never-driven, delivery-mile example of a 30- or 40-year-old car sells for beyond top dollar. For example, a Honda S2000 CR with 123 miles sold in 2022 for \$205,000, double the Hagerty Price Guide ‘s #1 condition (“concours” or “best in the world”) value at the time and the first S2000 to crack \$200K. Further down the price ladder but no less surprising, a 445-mile Nissan Sentra SE-R sold for \$33,500, or nearly three times the previous record for the model. It’s always a bit shocking when sales like these happen, yet huge prices for ultra-low-mile cars have become a regular occurrence.

The trouble is that automobiles, like everything else, are subject to the law of entropy. “Preservation” is about more than just keeping the odometer reading low. “Like-new” means something different after one, two, or three decades, even if the car still has plastic wrap on the steering wheel. The paint, upholstery, and trim may look flawless—but what about the bits you can’t see, like the complex systems and different materials that make up the driveline? Just because a car is like-new doesn’t mean it actually is new, or that you can just hop in and drive it home. We decided to call up some experts across the industry to answer a big question: What exactly is happening to a car when it sits?

First off, what’s happening to it while it sits depends on where it sits. Imagine a car in a museum—perhaps the Le Mans-winning Ford Mark IV at the Henry Ford Museum in Dearborn, Michigan. Now, think of that old pickup you once saw sitting in a field. Technically, they’re both decaying. One is just decaying far more slowly than the other.

The race car lives in a perfectly curated world. The temperature in the museum is consistent and the humidity is just so: Low enough to deter moisture-loving insects and mold, high enough to prevent the tires and other rubber seals from drying out. A museum car’s tires may barely touch the ground because the chassis sits on jack stands. The fluids in the car—fuel, coolant, oil—have either been drained or supplemented with stabilizing agents. The upholstery is regularly vacuumed to eliminate pests. Dust barely gathers on the body before someone gently sweeps it off.

The pickup, meanwhile, has been at the mercy of the weather for who knows how long. The tires have cracked and rotted. Salty air might be corroding metal. Insects and/or rodents might be living inside the cabin and engine bay. The engine’s cylinders may be dry, the gas in its rusty fuel tank a kind of goo, the oil gray instead of honey colored. Its paint may be bubbling, its carpets mildewing.

Those are two extreme examples, of course, but when it comes to the condition of a car, the storage (or display) environment makes all the difference, whether the car is Henry Ford’s original Quadricycle from 1896 or a brain scientist’s sporty Sentra from 1992. To keep a “like-new” car living up to its descriptor, the temperature must be consistent; otherwise, even the most immaculate car will bake, sweat, and/or freeze. The moisture in the air needs to be high enough to slow the decay of organic materials like tires but low enough to protect from rust. The room itself needs to be well-sealed to deter pests. The vehicle also needs a barrier (or two) between the paint and the dust, dirt, and grime that will accumulate. And that’s only the parts of the car you can see ...

No one is more familiar with finding automotive diamonds in rough storage situations than Tom Cotter, known around these parts as The Barn Find Hunter. When we called him to discuss this story, the consequences of bad storage were especially fresh on his mind: He had just bought a barn-find car (a 1986 Porsche 930 Turbo) with 16,000 miles. “That’s the good news,” he said. “The bad news is that it has not been driven since 1996, so nearly 30 years. And even though it had a plastic sheet on it, somehow it got filthy. Filthy. My heart breaks.” Even worse, the windows were open, and the car was infested with mice. It needs a thorough recommissioning: brakes, gas tank, fuel lines, fuel injection unit, fuel injector, fuel pump—and those are just the major areas, says Tom. He’s still in the process of figuring out how much the car needs, but if everything needs to be replaced, the work could cost as much as \$40,000. Oh, and he’ll need a new set of tires—the car was parked on its original set from 1986.

“Just because a car has low miles doesn’t mean it was well cared for,” says Cotter. “Cars go bad when they sit.” A perfect storage environment and a sedentary life don’t guarantee stasis, either: “There are things that happen inside the systems of a car that break down, like the rubber in a brake system or the rubber in our fuel system. It doesn’t matter if the car is hot or cold or clean or dirty, those things are going to break down.” One interesting system that is especially prone to degrading when a car sits is the exhaust, he says. “For every gallon of fuel that’s burned in a car, a gallon of water comes out the tailpipe. It’s just part of the combustion process. And so, if you run the car and then turn it off and park it for 20 years, you’ve got at least a gallon of water sitting in the exhaust system—most of it, in the muffler. Unless it’s made of stainless steel or something, it’s going to just rot right out. There’s really nothing you can do about that.”

The fluids and the metals in a car are often conspiring against each other. “One of the biggest challenges you have managing large collections—and with cars that sit, too—is coolant system corrosion,” says Scott George, curator of collections at the Revs Institute in Naples, Florida, who knows a thing or two about keeping old cars in peak health. “You’ve got brass, copper, aluminum, iron, steel, all coming in contact with water, and it can create a battery of sorts. It can almost create its own internal energy, which can attack certain metals that are most vulnerable,” like the vanes in a water pump, which are often made of a different metal than the pump itself. Using antifreeze doesn’t eliminate the problem: Those systems can corrode, too, damaging hose connections and water chambers in cylinder heads. “Corrosion in radiators, and things that attack solder and solder seams, are also a big challenge for anybody with large collections.”

Proper storage requires understanding of the car’s construction, because certain materials require special attention and/or precautions. Wool and horsehair, materials that are especially common in the upholstery of cars built before World War II, can attract cloth moths and carpet beetles. Cuong Nguyen, a senior conservator at The Henry Ford, who is heavily involved in the care of the museum’s 300-car collection, suggests vacuuming such cars each season. He also warns that some more modern wiring harnesses are made with soy-based materials that, while eco-friendly, attract mice. Sticky traps, he says, especially those without pheromones, can be good preventive measures for furry pests.

Understanding how a car is built also helps set expectations for how it ages, even in the best conditions. For instance, different sorts of paints wear differently: Lacquer-based paint, used on most cars built before the late 1980s or early ‘90s, doesn’t hold up as well as the more modern, urethane-based version. Another notoriously finicky modern material covers the soft-touch buttons found in some Italian exotics from the 1990s or early 2000s. The black material gets sticky over time.

Cotter, who owns a storage facility called Auto Barn in North Carolina, encourages enthusiasts to store their vehicles thoughtfully because they’re protecting their financial investment. “It might take you a half-day to get a car ready to lock up, but put a little bit of effort into it. You are maintaining your investment. It’s a mechanical portfolio. A car that’s parked haphazardly will more than likely go down in value.”

The best place to store a car—with any odometer reading—is in a clean, dry place with temperature and humidity control. To avoid flat spots on the tires, which can develop within a year, the car should be elevated, just slightly, on jack stands (as mentioned above, a trick used by museums) or lowered onto a set of tire cradles. If the fuel isn’t drained, it should be ethanol-free; the regular stuff turns into a gummy, gooey mess when it sits. If the fuel in the tank does contain ethanol, it should be supplemented with a fuel stabilizer. If the car was driven regularly before storage, the carpets in the driver’s side footwell should either be completely dry or propped up, away from the floorboards. Cotter explains why: moisture from the driver’s shoes may get onto and under the carpets, and it may mold the carpets or, worse, become trapped between the rubber backing and the Sheetmetal underneath, which may begin to rust.

Some sort of rodent protection, even a Bounce sheet, should be taken. (This nifty device, called Mouse Blocker, uses sonic pulses to keep the critters at bay.) One moisture-absorbing trick that Cotter recommends is cheap, and readily found at your local hardware store: charcoal, which absorbs moisture and odors. Ideally, the paint should be waxed and the car put under a cover. Feeling fancy? Look into a Car Capsule, the “bubbles” that the Detroit Historical Society uses to store its cars.

While in Storage

Of course, not all low-mile cars are barn finds like Tom’s Porsche. Many of them present amazingly well. Scott George weighs in. There’s an excitement, he says, about buying a car that appears locked in time and cosmetically perfect—free of nicks, scrapes, bumps, wrinkles. But some people, he says, may not think about what they’re getting into at a mechanical level: “Every time I see a later-model car sell with low mileage, what often goes through my mind is ‘cha-ching, cha-ching, cha-ching.’” He’s seen what can happen when cars sit for 25 or 30 years: “Everything functioning part of the automobile, maybe except for a total engine rebuild, has to be redone.”

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Not all buyers may want to drive their pristine, low-mile prize, he admits—some may simply want to be the next owner, to park the car in their climate-controlled showroom as a trophy. There is nothing wrong with that, of course, but down the road, it may be a very costly one—if not for them, for the next person who buys it and wants to drive it. “Cars are operating machines,” George says. “They like to drive.”

At the very least, a car should be started once in a while, and run for more than 5 or 10 minutes—half an hour or so, at least, so that the engine and oil can come up to temperature and cooling fluids can fully circulate. Starting a car and quickly turning it off, says Cotter, “does more damage than if you just leave it alone because the cylinders are dry—there’s not enough oil in the system.”

Acids and moisture can build up, warns George, if a car doesn’t run long enough, “and exhaust systems can corrode from the inside out, and so forth.” He practices what he preaches: The Revs Institute has an unusually high commitment to keeping most of its 120-something collection running, and that means driving the cars—on a 40-, 50-, or 60-mile loop, for the road cars, or on track, for the race cars, whether that’s at a historic racing event or during a test day where Revs rents out a facility.

Where a car is stored may make the most difference in preserving its condition, but how it is maintained during that period is a close second. “I have witnessed actually cars that 25 or 30 years old that literally sat,” says George, “and I’ve seen it firsthand: every functioning part of the automobile, maybe except for a total engine rebuild, has to be redone. The fuel systems, the fuel injectors, all of that stuff.” Maintaining a low-mile car in driving condition requires a balance of commitment and restraint: “There are some people that have just had these wonderful low-mileage cars,” says George, “and they have done annual maintenance and they have cared for the mechanical systems. They’ve just been cautious about how many mile miles they’ve put on.”

In short, the best way to keep a car in driving condition is to, well, drive it.

This article by Grace Houghton. Hagerty

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CAR SHOWS & SWAP MEETS -January-February

JAN 4 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

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FEB 15-16 The 57th Annual Early Bird Swap Meet takes place at the Washington State Fairgrounds in Puyallup on February 15-16, 2025. This two-day event opens at 8:00 AM and runs until 3:00 PM on the second day, Attendees can buy, sell, and trade cars, parts, collectibles, and antiques.



Editor's note - More listing will be in the next newsletter as soon as the Listing Guide arrives.

Future Oldsmobile National Meets

2025

Bowling Green, KY

July 16-19



Membership Application

OLDSMOBILE CLUB OF AMERICA

PUGET SOUND CHAPTER

2025 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 Cl; 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 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 - 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.

Editors note: We have not had anyone with an ad let us know if you still want to continue with the ad or make any change,



Parting Shot

Famous ‘Tree of Life’ slumps but struggles to survive on WA coast after recent storms.



A tree that seems to defy gravity on a seaside bluff in Washington’s rugged Olympic National Park took a heavy hit in storms that recently pummeled the coast and might be in danger of falling in the next tempest. Dubbed the “Tree of Life” by websites and social-media users who flock to the ancient Sitka spruce on Kalaloch Beach, it’s become a must-see for visitors to the area who find the tree’s tenacious survival a metaphor for their own lives.

