



Puget Sound Rocket

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

September-October 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



2025 Zone Show "Best of show" - 1966 442

PRESIDENT'S MESSAGE

Hello Olds Club Members

Well, the car show season is coming to an end. Hope you all went to some car shows this summer. Our 39th Annual show on July 12th went well. We had nice weather, 18 Oldsmobiles and this year 60+ Orphan Cars. It was great seeing as so many different cars not normally seen. Thank you to everyone who showed up.

We had 3 new members join from the Orphan group and 2 other new members. Welcome to Craig Haugen 1969 Cutlass Supreme, Raymond & Yvonne Razo 1975 Hurst 1986 Cutlass Sierra Tophat Edition, Keith Burrell 1971 442 conv, George Thomas 1963 Dynamic 88, Shawn Unger 1950 88, 1950 Fastback, 1956 88.

Next year's show will be July 11, not confirmed for sure, but please mark your calendar. Invite your fellow Oldsmobile and Orphan car friends.

November will be election of officers. We may have an in person meeting that month. If you are interested in joining the board, nominations will start in October. Let me know if you are interested in running.

Hope your health and Oldsmobile are doing well. See you down the road.

Ed

425 485 3093 home. 425 780 2838 cell

Member Birthdays

September

13 Mrs. Barlow

28 Kristin Parr

October

5 Darlene Wascher

7 Ed Straw

8 Robert Bush

12 Steven Parr

17 Crystal Shelton

20 John Hogan



Editorial

The combined show with the Orphan Car Club was a great success! While the Olds club only had 18 cars entered, the Orphan Car Club put about 60 cars on the field which made for a great show.

The good news is the club gained nine new members as many of the members of the Orphan Car Club members were Olds owners and joined our club.

In updating the club roster, it was noted that nine 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.

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

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 would like to welcome nine new members to the Puget Sound Olds Club. They are:

Keith Burrell - 1971 442 Conv.

Craig Haugen - 1969 Cutlass Supreme

Matthew Kerns & Larissa Frier

1964 Dynamic 88

Wayne & Lynette Pederson

1964 Starfire Conv.

Yvonne & Raymond Razo

1975 Hurst - 1986 Cutlass Sierra

1949 88 Club Coupe - 1949 88 Conv.

Ken Ritter - No car listed.

George Thomas - 1963 Dynamic 88

Shawn Unger - 1956 88, 1950 88

1950 Fastback

Bruce White - 1960 98

2025 Zone Show Winners

1950- Shawn Unger 1956 88

*1960-George Thomas 1963
Dynamic 88*

*1970- Keith Burrell. 1971 442
Conv*

1980- Steven Parr 1970 98LS

*Best of Show- Michael
Thompson 1966 442*



BETWEEN THE BUMPERS



The Fascinating History of Route 66, America's Most Famous Road

Route 66 holds a special place in U.S. history. Stretching from the Midwest to Southern California, the iconic highway was one of the earliest of its kind, connecting a swath of cross-country landscapes and communities for the first time. Today, its significance extends beyond its function as just a road – the once-essential highway symbolizes an early 20th-century spirit of aspiration, opportunity, and an idealization of Americana. Discover the fascinating history of Route 66 and what makes it America's most famous road.

Where It All Started

Route 66's early origins date back to the Federal Aid Highway Act of 1916, a funding initiative that set the stage for the country's eventual national highway system. In 1926, America's independent transportation trails were integrated into a unified numerical system, the United States Numbered Highway System, and Route 66 was officially established. Advertised as "the shortest, best, and most scenic route from Chicago through St. Louis to Los Angeles," the highway was planned to traverse 2,400 miles through eight states and three time zones. Its path was plotted along a loose combination of existing local, state, and national roads, a strategic route chosen to connect rural regions to major cities across the country. Route 66 wasn't the country's first major paved highway – the Lincoln Highway, stretching 3,000 miles between New York and San Francisco, predated Route 66 by over a decade – but it was the first all-weather, year-round, fully paved highway. For a country growing increasingly infatuated with and reliant on the automobile, that made travel of all kinds more accessible.

Upon its completion in the late 1930s, Route 66 quickly became a vital corridor. It helped farmers in rural communities more easily transport their grain and produce, and it was a shorter route through more temperate climates for transport trucks between the Midwest and the Pacific coast. The highway also served as a vital link for migrants heading west during the Great Depression and the Dust Bowl of the 1930s, when devastating dust storms ravaged crops in the country's southern plains. While exact figures still remain a matter of debate, some estimates suggest upwards of 400,000 people sought refuge and new opportunities in California, many of whom were able to use Route 66. It was also a key military route. During World War II, equipment and personnel frequently traveled to bases in Missouri, New Mexico, Arizona, and California, all of which were established on or near Route 66.

Mythology Is Born

For all its useful purposes, Route 66 was more than a utilitarian throughway. In the prosperous postwar era, many Americans had affordable cars, paid vacation time, and reliable highways for the first time. They took to the road like never before, and for road-trippers in the 1950s and '60s, Route 66 was the quickest path to the great American West that dominated their TV and movie screens. Yellowstone and the Grand Canyon were popular natural attractions, while Las Vegas and Los Angeles drew record numbers of people seeking sunshine and glamour.

Following the route's popularity surge, roadside diners, motels, and attractions began to spring up across the country. Although author John Steinbeck had already dubbed Route 66 "the Mother Road" in his 1939 novel *The Grapes of Wrath*, it was Jack Kerouac's 1957 book *On the Road* that cemented a generation's love of road trips. Route 66 became more than just a road – it became a symbol of American optimism and adventure. Its popularity soared through the 1950s and '60s, thanks in part to its portrayal in literature and music, including Nat King Cole's "(Get Your Kicks On) Route 66." Route 66 even had an eponymous 1960s TV series that romanticized the idea of a cross-country trek along the storied highway.

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Keeping History Alive

By 1970, however, Route 66 was in decline. President Eisenhower, inspired by the efficiency of Germany's Autobahn, had signed the Federal Aid Highway Act in 1956, and over the next decade, Route 66 underwent significant changes. Sections of the original road were gradually upgraded, bypassed, or entirely replaced by new multilane highways designed for higher speeds and heavier traffic. Throughout the 1970s, the famed route was mostly replaced by a series of interstate highways. In 1984, after the completion of Interstate 40, Route 66 was officially decommissioned. Many of the mom-and-pop shops and motels that relied on the Mother Road's traffic faded away, but a new nostalgic experience took over. Since it lost its official highway status, historic associations, local governments, and businesses have worked to safeguard Route 66's legacy, preserving landmarks and restoring the beloved kitschy vintage signage that dots its path. Several segments of Route 66 are now listed on the National Register of Historic Places, while others, like New Mexico's sun-drenched slice of the legendary road, have earned National Scenic Byway designations.

Small towns along the route continue to celebrate their connection to Route 66 with festivals, museums, and annual events, ensuring that its legacy is preserved for future generations. Tourists along the famous trek are certainly less numerous than before, but now, the experience is all about quirkiness and nostalgia. For example, many flock to the Cadillac Ranch art installation in Amarillo, Texas, eager to leave their own mark on the graffiti-covered cars, while others visit some of the strip's long-standing motels, such as the Wagon Wheel near Cuba, Missouri, or the Blue Swallow in Tucumcari, New Mexico. What these attractions lack in luxury, they more than make up for in atmosphere and history.



Article By Nicole Villeneuve

2025 Zone Show Photos





CAR SHOWS AND SWAP MEETS - September/October

SEPT 1 Ferndale, WA Fall Car Show- WCCA

This is the third of three main events of the year, WCCA.

The Cedars RV Resort, 6335 Portal Way, Ferndale, WA 98248

9am - 2pm. Adm. Free; Reg. Fee \$20; Vendor Fee \$40;

Whatcom County Cruising Association, 760-525-0111

harksell@gmail.com,

SEPT 6 Tacoma, WA New Product Demo

Griot's Garage & Events Center; 3333 38th St. Tacoma, WA 98409.

10am to 11am; Adm. Free; Griot's Garage 866-663-3235

SEPT 6=7 Ocean Park, WA Rod Run to the End of the World

Wilson Park, 25515 Sandridge Rd, Ocean Park WA 99640

8am - 5pm each day; Adm. Fee \$5; Reg. Fee \$60.

Beach Barons Car Club; 360-665-3565; info@beachbarons.com

SEPT 13 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

SEPT 20 Mount Vernon, WA 11th Annual Fall Car Showdown at the Skagit County Fairgrounds

Skagit County Fair Grounds, 501 Taylor St. Mount Vernon, WA 98273.

9am - 3pm. Adm. Fee \$5; Reg. Fee \$25; 360-416-1350.

fairgrounds@co.skagit.wa.us

OCT 11 Tacoma, WA LeMay Private Garage Tour

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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



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

This story is unbelievable! A baboon worked for a South African railroad company in the 1880s.



In 1881, a South African railroad employee named James Wide purchased a baboon named Jack whom he trained to become his assistant. Four years earlier, Wide had suffered a terrible accident in which he lost both his legs, and he was struggling to perform at work. He discovered Jack at a local market, where the baboon was leading an oxcart. Wide was so impressed with the animal's abilities that he purchased the creature and deputized Jack as an employee at the Port Elizabeth Railway Station.

At first, Wide enlisted Jack's help by training him to push a trolley during the morning commute. But Jack really thrived as a signalman, and he was later taught how to operate the station switchboard. After watching Wide, Jack learned how to throw switches and change tracks, and his work was so impeccable that he never experienced a single incident over the course of nine years. Eventually, Jack could perform the duties without Wide's supervision, and passing conductors had no idea that a baboon was operating the system until they saw it with their own eyes.

Before long, word of Jack's "employment" reached authorities, who decided to give the creature a competency test. To their amazement, Jack passed with flying colors, saving both his and his owner's jobs. Jack was given an official employment number and paid 20 cents a day plus half a bottle of beer each week. Jack continued working for the railroad company until his death in 1890.

This story was confirmed on Google.