



# ***Puget Sound Rocket***

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

January - February 2026

**Puget Sound Olds Club  
2026  
BOARD OF DIRECTORS**

**President  
Ed Straw**

[ekstraw@comcast.net](mailto:ekstraw@comcast.net)  
425-485-3093

**Vice President  
Position open**

**Secretary  
This position is open**

**Treasurer  
Kathi Straw**

[ekstraw@comcast.net](mailto:ekstraw@comcast.net)  
425-485-3093

**Membership Chairpersons**

Ed & Kathi Straw

[ekstraw@comcast.net](mailto:ekstraw@comcast.net)  
425-485-3093

**Newsletter Editor**

Ed Konsmo

[ekonsmo36@gmail.com](mailto:ekonsmo36@gmail.com)

253-845-2288 home

253-576-1128 cell

**OCA BOARD MEMBERS**

**PNW Zone Directors**

**Cole Irving**

[Cole.irving@hotmail.com](mailto:Cole.irving@hotmail.com)



***HAPPY NEW YEAR TO ALL!***

***PRESIDENT'S MESSAGE***

*Happy New Year Olds Club Members,*

*Hope everyone had a Merry Christmas and Safe New Year's Eve.*

*Hope everyone survived the flooding. Lots of roads and highways with major damage and months of repairs. I miss highway 2 not being open, travel that way and now must travel I-90.*

*My New Year's resolutions is to spend more time enjoying my Oldsmobiles, taking to more shows, and enjoying time with family and friends.*

*The first swap meet of the year I believe is February 14-15 in Puyallup. Looking forward to going.*

*Don't forget our Car Show July 11th along with the Orphan Car Show. If anyone wants to try and get members to other shows let me know so we can try and get a group to join going to them.*

*Ed*

*425 485 3093 home. 425 780 2838 cell*

## *Member Birthday*

### *January*

*3 Sue Smith*

*9 Shirley Repp*

*13 Darrell Montz*

*24 Leonard Barlow*

*25 Ed Konsmo #90*

### *February*

*16 Ed Smith*

*21 Janet Cathcart*

*25 Larissa Frier*



## **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 Happened to Hood Ornaments on Cars?**



Hood ornaments were once a symbol of automotive elegance and brand identity, and no self-respecting luxury vehicle would hit the roads without one for much of the 20th century. These prominent, hood-based miniature sculptures were status symbols, proudly displaying a manufacturer's identity.

But at some point, hood ornaments began to disappear – and a casual glance at the traffic rumbling along today's roads attests to their near extinction. Most modern vehicles feature a flush and comparatively subtle badge or emblem integrated into the hood, bumper, or rear hatch – a far cry from the flashy, protruding mascots of earlier decades. Let's take a trip through automotive history to examine what exactly caused the decline of hood ornaments.

### **The Golden Age of Hood Ornaments**

The first half of the 20th century was the golden age of hood ornaments – or car mascots, as they were sometimes known – which were originally used for both practical and aesthetic purposes.

The trend started in 1911, when Rolls-Royce began attaching its iconic Spirit of Ecstasy figurine to its hoods, purely as a status symbol. Around the same time, a new invention called the Boyce MotoMeter became popular. This device was basically a thermometer that screwed directly into the radiator cap, which back then was located on the hood. This allowed the driver to see the engine temperature while driving to help avoid overheating. Moto meters were both practical and quite ornate, and they helped to further popularize the concept of hood ornaments.

Moto meters became obsolete as manufacturers began to incorporate coolant temperature gauges into their vehicles, but the idea of affixing objects to hoods purely for decorative purposes remained. By the 1930s, hood ornaments had reached their artistic zenith. Other luxury car manufacturers followed Rolls-Royce's example and began designing their own distinctive hood ornaments: Mercedes-Benz with its three-pointed star, Jaguar with its leaping cat, and Bentley with its Flying B.

By this stage, hood ornaments had evolved beyond simple decoration to become powerful branding tools that instantly communicated a manufacturer's individuality, style, and prestige. They also started to gain popularity among American-made vehicles, with Dodge's charging ram, Lincoln's four-pointed star, and Buick's bombsight, to name just a few.

### **Practical Concerns**

Throughout the 1960s and 1970s, hood ornaments began to disappear, in part due to safety concerns. As the understanding of pedestrian safety improved, metal ornaments protruding from car hoods were increasingly viewed as a potential hazard in collisions.

The ornaments weren't officially banned, but many manufacturers did take note. Some eventually removed their hood ornaments altogether, while others came up with innovative solutions to address the safety issues – Bentley, for example, installed a feature that allowed its Flying B to retract inside the hood in the event of an impact.

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Another blow to hood ornaments came from the modern pursuit of aerodynamic efficiency. As cars became faster and manufacturers increasingly sought ways to reduce drag coefficients and increase fuel efficiency, protruding ornaments became something of an engineering liability.

While the effect may have been negligible in some cases, hood ornaments such as the chunky Bugatti elephant and the bulky Mack bulldog could certainly hinder a car's aerodynamics. Rolls-Royce, despite being one of the few high-end car manufacturers to retain its hood ornaments, has still taken aerodynamics into account. Its Spirit of Ecstasy figurine was originally a hefty 6 inches tall but has slowly shrunk over time, with the statuette most recently downsized to about 3.25 inches tall in 2022.

Another practical concern was simple theft. By the late 1980s, the theft of automobile accessories had risen sharply across the U.S., in part to fuel a growing fad among youths of wearing luxury hood ornaments around their necks. (Mercedes-Benz and Cadillac were particularly popular.) In response, manufacturers such as Mercedes-Benz made removable emblems available, while Rolls-Royce and Bentley began making retractable anti-theft ornaments that disappear down into the hood if tampered with.

### **The Decline of Hood Ornaments**

Taken altogether, these three practical elements – safety, aerodynamics, and theft – have made hood ornaments less appealing to both manufacturers and car owners. Apart from these practical concerns, modern car design trends have embraced a more minimalistic approach. This design philosophy emphasizes simplicity, clean lines, and unadorned surfaces – all of which run counter to the extravagant nature of hood ornaments.

Hood ornaments are rarely seen today, and only a handful of luxury manufacturers, including Rolls-Royce and Bentley, still offer them on current models. While hood ornaments have largely vanished from modern roads, however, their influence can still be seen in car design and brand identity – and they remain powerful symbols of automotive history.



## CAR SHOWS AND SWAP MEETS - January - February

### FEB 7 Pacific Raceways, Kent, WA

All Motorsports Swap Meet –9:00am-4:00pm \$10 per person at the gate. The event is held fair weather or foul. 31001 144th Ave SE, Kent, WA 98042; (253) 639-5927.

[dianah@pacificraceways.com](mailto:dianah@pacificraceways.com);

### FEB 14-15 Puyallup, WA Early Bird Swap Meet –Washington State Fairgrounds

Sorry for the short list of meets and shows. The NW Calendar of Events has not arrived.



*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 179<sup>th</sup> 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 20<sup>th</sup> of the month to [ekonsmo36@gmail.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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*

*The O.K. Corral gunfight didn't take place at the O.K. Corral.*



*A catchy name has a way of sticking — even when it's not entirely accurate. Presumably because "Gunfight in an Alley Behind C.S. Fly's Photography Studio" was too ungainly a moniker, one of the most iconic events of the Old West is known by another name: Gunfight at the O.K. Corral.*

*Lasting just 30 seconds on October 26, 1881, in Tombstone, Arizona Territory, the brief shootout between lawmen and outlaws has been enshrined as a vital part of Americana: Good guys on one side, bad guys on the other, and justice prevailing in the end. Yet as is the case with a lot of folklore, many details have been flubbed over time — including, notably, the fact that the shootout didn't actually take place at the O.K. Corral, but rather down the block behind a photography studio on Fremont Street near Third Street.*

*Pitting lawmen brothers Wyatt, Virgil, and Morgan Earp and their friend Doc Holliday against outlaws Ike and Billy Clanton, Tom, and Frank McLaurys (also brothers), and Billy Claiborne, the brief fracas ended in the deaths of Billy Clanton and both McLaurys. The gunfight was preceded by a number of violent run-ins between the two groups, who were battling for control of Tombstone. The Earp brothers and Holliday, all of whom survived (though only Wyatt Earp was uninjured), were later charged with murder but found not guilty, with a Tombstone judge ruling they had been "fully justified in committing these homicides." They don't call it the Wild West for nothing.*