

Mar-July 2024

Scott Phillips—Editor



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### Save the Dates!

- **Sat, Aug 10th—9 am-2pm, Annual All GM Show, Eagle Ridge MS, Ashburn, VA.**
- **Fri-Sat, Sept 6-7, OCA NE Zone Show@Classic Auto Mall, Morgantown, PA—details sent via email.**
- **Sun, Sept 15—CCR meeting, Cabin John, MD, 12:30 pm.**

Capitol City Rockets —Oldsmobile Club of America  
Winner of the 2019 OCA Editorial Excellence Award and  
12 time Old Cars Weekly Golden Quill Award

# The Rocket Review Quarterly

## Spring/Summer Edition 2024



It's ON! Get ready for the 2024 All GM Show being held for the third consecutive year at Eagle Ridge Middle School in Ashburn, VA. Last year's show was epic, with over 110+ registered cars, trucks, and mobile homes, as well vendors and great food. We raised over \$1300 for the local PTA and Auto Program in LCPS. See you there Sat, Aug 10th!

## President's Message—Joe Padavano

**Hot Rod Power Tour!** It's a five day rolling car show. Over 7,000 cars, from a stock Model T to a Rivian pickup. Most are street rods, customs, and musclecars, but anything goes. Long Haulers drive the entire Power Tour, five cities in five days. This year the venues were Bowling Green (Beech Bend Raceway), Nashville (Nashville Super Speedway), Louisville (L&N Stadium), Columbus (National Trail Raceway), and Indianapolis (Indianapolis Raceway Park). As was the case in 2019, the tour ended on Friday with in driving distance of Oldsmobile Homecoming in Lansing on the Saturday. A plan was hatched.

My Long Haul veteran 62 F85 wagon has a sketchy transmission and a high



speed misfire. In March, an interesting car popped up on the interwebs - a 1969 Cutlass flattop wagon with a factory three speed manual trans. I've had the itch to get a three-on-the-tree car for a while, just to be different (plus the car would be virtually theft-proof today). A deal was struck and the car was shipped out from Phoenix. Several last minute calls with the shipper resulted in a midnight delivery in the Leesburg Wal-Mart parking lot. At least the car was here. While it was one of the few cars I've bought that I was actually able to drive on and off the trailer when I got it, I still needed work to be road-worthy. This car had lived it's entire life except for the last year in the western Nevada desert. The last registration (found in the glove box) expired in 1999 - the car hadn't been on the road this century.

The body was solid and almost rust-free, but the interior was crispy from the desert sun and held about half the Nevada desert inside the car. First order of business was to replace all brake

## *President Padavano's HRPT Recap (Cont.)*

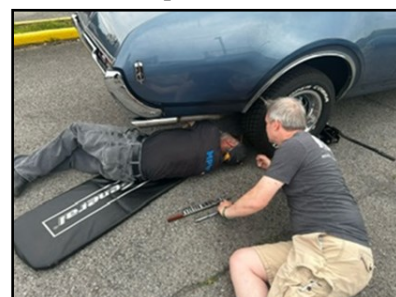
parts; the factory power front disc brakes now worked flawlessly. The rear wheel seals were weeping, so new seals and bearings were installed. The worn idler arm was replaced. The original (and still functional!) T3 headlights were replaced with halogens. The turn signal switch and horns were replaced, along with coolant hoses and fan belt (yes, singular—this car has neither power steering nor A/C). The car got a complete tune up, fluid changes, and locks re-keyed so that they all matched. Two of the four tires on the car were still bias-ply, so I sourced a set of 15x7 steel wheels and dog-dish hubcaps so I could install BF Goodrich 245/60-15 T/As.

Due to planned travel and Spring Carlisle, I only had about three weeks to work on the car over the three months that I had it, so that ended up being a bit of a thrash. The shakedown run was a trip to the Mount Airy/Jimmy Cone cruise night in early June, a whole 70 miles round trip. As a result, I had to pay Next Day Air shipping to get a new steering box delivered Tuesday before I had to leave for the start of Power Tour. The other problem is that a trip to the car wash showed that the windshield and both rear quarter windows were loose and leaking. I had picked up a new windshield at Carlisle, but removing the glass revealed the all-too-common pinchweld rust. I plan to properly repair this later by welding in new metal, but that wasn't an option in the week before Power Tour. A through cleanup, rust converter, and epoxy putty plugged the holes well enough for now. I used urethane to install the glass since it is more accommodating of the uneven surface left by the putty and rust. So far, so good. The last thing I did was to install a temperature gauge that I pulled out of my stash of parts in the barn.

Friday before departure was dedicated to packing the car with tools and spare parts. My first HRPT in 2019 required on-the-road repairs, so I definitely wanted to be prepared. Fortunately, a wagon can swallow a lot of spare parts and tools. After a partial HRPT run last year, Guy Stevens and his friend Rob Faber also decided to Long Haul this year with Guy's 68 442, and was also planning on making the trek to Lansing. We met up in Brunswick on Saturday morning and headed out I-70 to I-68 with the intent of making it all the way to Bowling Green by Saturday evening.

Things went well for the first hour, though the wagon was running a little warmer than I would have liked. This wasn't surprising, as the inside of the radiator revealed scale on the core. I ran the heater while climbing the mountains on I-68 to help keep the temp under control. Our first stop was the Love's service center just outside of Cumberland, MD, where I noticed a puddle under the wagon coming from the weep hole on the underside of the water pump. Also not surprising, as running the unused and dried out seals at 70 MPH was just asking for this. Fortunately, I had packed a brand new water pump. Also fortunately, without power steering or A/C, changing the pump is really easy. We had lunch while waiting for the car to cool and were back on the road by 2:30. While we were working on the pump, I got a call from Jim McGhee, owner of a 1980s Delta 88 coupe who I had met on HRPT last year. Jim was just west of our location and circled back to meet up and assist in the repair.

Back on the road, we convoyed through West Virginia. A gas stop just before 5:00 revealed a broken tailpipe hanger on Guy's car. Thanks to the owner of a small-town NAPA who reopened his store when I arrived just as he had locked up for the day, we were able to get the parts to fix the hanger. The rest of the trip was long, but otherwise uneventful. We rolled into Bowling Green very late Saturday evening and checked into our respective hotels. (Joe's HRPT Saga Continued on Page 10...)



## *Spring Dust Off and Hagerstown Cruise*



It was a beautiful day for this line up of Oldsmobiles (and a few other club member's cars) out in Leesburg parking lot adjacent to the Public House.



Rear view of Carter Phillips' '69 F-85, Terry Rose's '68 442, Paul Myers '76 Cutlass, Ken Prowell's V-12 Jag, my '62, and Jeff Neischel's '72 Cutlass S.

This past April 14th the Capitol City Rockets hosted its latest Spring Dust Off Cruise, this year down in Leesburg at the weekly "Leesburg Public House" parking lot cruise, held 9-10:30 am Sundays April through October. Club plans for the Dust Off are to rotate it yearly between a Maryland and a Virginia location. This year's Dust Off drew 10-12 members amid some really nice rides, and sunny skies despite some chilly temperatures (luckily the wind had died down from Sat). The lower two pictures come from a later summer Sat night cruise behind the Hagerstown Mall. When the weather is right, it'll draw 300+ cars, and runs once a month during the summer.



Parked next to Neischel's '72 Cutlass, Owen Griesemer brought down his '70 Trans Am screamer—455 four speed and Ram Air.



Nice looking '69 442 from the Hagerstown Mall Saturday night cruise in July. A few members headed up to pass out show flyers.



Same cruise at HTown. We loved this little unrestored Corvair wagon. If memory serves, it was a '61, and very clean. He got a flyer!

# Hemmings Musclepaloosa, Maple Grove Raceway, PA



Even though there were some threatening clouds, some 90+ cars were in the HMP showcar field, including this sharp '72 442 documented W-30.



Agean Aqua color & resto on this '70 F-85 w/ W-31 package. Every show car was super high quality you'd expect from Hemmings.



There were about 10 great Olds in the show portion, including DVOC pal Tom Aukzemas' '69 442 convertible project. Sharp ride!



Okay, so this was the BEST reason to attend a Hemmings Musclepaloosa. The nostalgia drags were epic, and this '67 killed 'em all!



Close up of the 1967 442 drag car. Modified 455 (owner pictured in flannel plaid behind it). Look closely left and you can see it landing the front wheels after takeoff. Astounding!

I stumbled on the advertisement for Hemmings Musclepaloosa shows in a winter edition of *Hemmings Classic Car*. The ad called the show "America's Celebration of Vintage and Modern Muscle Cars," and featured Drag Racing and Car Show with payouts, with 15K in Drag Racing rewards alone. Kids under 12 were free, and there were also Burn Out, Rev Battle, and Audio System Sound Off competitions just for fun. The April 13th show was the first at the Maple Grove Raceway (founded 1962!) in Mohnton, PA, and despite the very windy/chilly weather, it was well worth the trip up for Ken Prowell and I (see two frozen guys, bottom left...). My '62 Sports Convertible with the "Jetfire" engine won the "President's Pick" award and was featured in a recent *Hemmings Muscle Car Magazine* pictorial. We'd highly recommend going in 2025!



Pictures/article by Scott Phillips, CCR Editor



# Blue Gray Show @ Eastern Museum of Motor Sports



Memorial Day weekend OCA's Blue Gray chapter held their annual spring show. Above shot of show field.



Parked out front of the EMMS, this lovely Aurora Indy 500 Pace Car carried the flag on a hot, sunny day.



Paul Myers seems to be everywhere, and his '76 Cutlass Supreme was on the showfield May 26th.



The BG Show always celebrates National Hurst/Olds Day. Pictured is CCR member's '69 H/O.



The two story museum, an upper level with a history-filled meeting hall, and lower level filled with cars.



One huge room contains a ton of cool local Dirt track racers and all kinds of related memorabilia.



This #A1 1960 239 Flathead Ford caught our eye. Restored Gary Wolford winner at Reading, PA in '61.



We liked this '65 Chevelle 355 3 speed by Charlie Wierman. Was Track Champ in Beltsville, MD and Manassas, VA in '69 and '71.



Holden Phillips was the proud winner of the "Best Olds" category at the Blue Gray Spring Show.

The Blue Gray club hosted its Annual Buick, Olds, Pontiac, and Cadillac show on Hurst Olds day at the Eastern Museum of Motor Sports in York Springs, PA on May 26th. This was our '69 F-85 Sports Coupe first regional show, and first show award for the big guy who helped restore it!



Pictures and captions by Scott and Holden Phillips.

## *Mt. Airy, MD Jimmie Cones June 1st Cruise In*



New brakes, new wheels and tires, and a bit of a wash and tune up later, Joe's '69 was ready for its first shake down run, up to Mt. Airy for a Sat night cruise.



Good stock of Oldsmobiles at Mt. Airy, MD cruise early summer, including this nice Cutlass convertible. It had some nice owner done engine mods.

If you've never made it to Mt. Airy for the Jimmie Cones cruise ins, you're missing a truly great local cruise in that's been going on for years, and runs the 1st and 3rd Saturday night of the month from 4-8 pm. Hosted in the Home Depot parking lot in the Historic District of Mt. Airy, the Jimmie Cones soft ice cream stand has been around since 1962 and serves nostalgic, local legend sundaes, banana/hot fudge/ strawberry/butterscotch "boats," cones and cups, ice cream cakes, and flavored snow balls. There's a little music, a nice BBQ place right around the corner, and you're likely to see some sweet restored rides and some terrific custom rides. Well worth the trip!



It's always fun to see the boat-like early 70's Delta 88 convertibles out for a cruise. This one, a '73 was clean and just right.



Really nice Buick Skylark convertible with some slick modifications. It sat right and shone with some high polish.



A couple '69s made it up. Carter's i6 post coupe ran like a top as usual. Joe's wagon, despite a bit of smokin' that turned out to be the clutch-related, ran good on its 1st extended run.

# June 10-14 Hot Rod Power Tour — Guy Stevens



Queuing up on one of the many scenic highways on the road to the Power Tour.



The guys posing with the 30th Anniversary road map at the HRPT Merch rolling store.



One of the first “uh-ohs” with Joe’s ‘69 wagon, gravel lot, on the way to the Nashville Speedway.



Later on, Joe replacing the radiator and adding some fans under the watchful eye of dude inspectors...



Night shot at the “largest rolling car show” anywhere. Every hotel parking lot is a show.



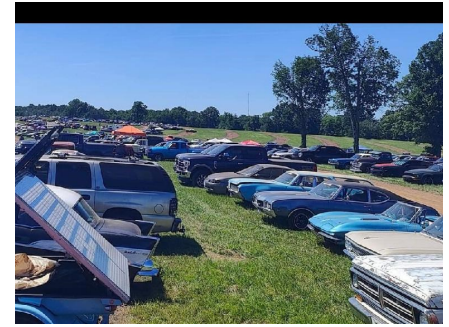
Guy and Joe working on the leaking radiator in the ‘68 442. HRPT means hot, long lines to the venues



Rob and Joe plotting the route to the next venue of the day. Bowling Green, KY to Indianapolis, IN.



Nashville Speedway parking was dusty and hot, but these two got parked near some great rides.



Broader view of that venue parking lot. Power Tour boasted over 6,000 cars and trucks in the show.



Speeding on the Power Tour? Violation and arrest by Power Tour Patrol! (Guy doesn’t look very upset...)



The guys at the finish line, Indianapolis Motor Speedway, IN.



Rob, Guy, and Joe receive their Official Long Hauler awards!

# June 16th Father's Day Sully Historic Site Show



New CCR member Ed Baxter showed this 1st in Class winning '69 Hurst/Olds at Sully. "Snarls Softly But Carries a Big Stick!"



The Sully Father's Day Show attracts a wide variety of makes and models. Here's a rarely seen Delta 98, and it is as loong as it appears.



This 1960 Super 88 is owned by Herndon Steve Jancich, and its been in the family since 1965!



Mike Horton's 1970 Cutlass convertible always attracts a ton of attention. It runs strong and looks great!



The day was hot and sunny, but the '62 runs 190 degrees all day. Took a 2nd in its class this show.



Terry Rose brought up his 1968 442. Terry recently redid his seats and interior himself. Nice work!



A big sight-Guy Fansler got out the '56 88 Convertible he's been working on for years for its first show.



The coral over cream paint and fawn interior are just immaculate. Gorgeous restoration by Guy.



Rocket 88 power! 324 ci, originally 230 HP with 340 ft/lbs torque, upgraded w/Edelbrock fuel delivery.

The 49th (which means next year will be the golden anniversary) Sully Historic Site Car Show is put on each year by Fairfax County Parks and Rec, and is an AACA Model T/Model A club event. The show draws hundreds of cars and thousands of people each year, largest in the area.



Pictures from Scott Phillips, Editor



# General Motors Nationals at Carlisle, June 22nd



View of the Olds Performance class at GM Carlisle, a lot of depth and muscle in this class for sure.



The buildings held many feature GM vehicles. This pristine #219 '69 Hurst Olds owned by Rick/Brenda Campbell, restored by Miller Auto.



The Markowski's highly restored '66 Toronado is fairly well known and still looks fabulous. It took a first in the full size Olds class.



This was a great display that they lit up a few times during the show, Sutliff Chevy Bruce Larson funny cars. They were slightly loud!



There were several Hurst/Olds on display, including this nice line of mid-80's H/Os. Michael Laughlin's '87 was both the Midsize Olds (all other) and Celebrity Pick Award.

In Carlisle Events 50th Anniversary year, this year's iteration of GM Nationals at Carlisle was a smokin' (quite literally, with "feels like" temps over 105 degrees) good time. With no threat of rain, the turn out was tremendous, with over 1000 vehicles on the show field for Saturday's judged and peer voted event. Despite a harrowing blowout on the rear of my '62 in Harrisburg (look closely at right rear spare and destroyed redline tire below), it took a Best in Class for 61-72 Olds Cutlass in a very tightly contested group. The sweet '67 Delta 88 to the left below is owned by Steven Greenplate from the Blue/Gray Olds club, who sponsors a show w/in show at GM@C, and took a 3rd in Olds full size. Paul Myers showed his '76 Cutlass Supreme and had the good sense to bring a sun tent and fan!



## Power Tour to Homecoming—Joe Padavano (Cont from page 2)

Sunday was early credential pickup for Long Haulers, so we did that, bought shirts and hats, spent a little while looking at cars there, and grabbed lunch. Holley has a huge warehouse in Bowling Green and hosted a Parking Lot Party for HRPT participants on Sunday afternoon, which included tours of their manufacturing plant and 10% off on any parts bought on site. I picked up a Frostbite four row aluminum radiator. The only problem with the new radiator was that it came with a 1.50" lower port, but my car had a 1.75" radiator hose. We found an adapter bushing at a local Advance Auto Parts, and Guy and Rob picked it up and met me at my hotel for the radiator install. (Pic #1) I knew the radiator wasn't going to fit the original brackets on the wagon, so I reshaped them with a "fine adjustment hammer". The reshaped brackets didn't allow the radiator top plate to seat correctly, so the fan shroud bolts wouldn't reach. This was solved with the creative use of tie-wraps. We went into Beech Bend right after lunch, hit all the vendor displays, collected more swag, (Pic #2) watched the drag racing and autocross, and spent time checking out the acres and acres of cars. The new radiator kept temps below 190° at any speed above about 30 MPH, but the feeble fixed four blade fan was still struggling to cool the car when stopped.

Tuesday morning we hit the road for Nashville. Well, almost. A quick check under the hood showed oil leaking from the oil pressure sender. Fortunately a new one was located, swapped out, and we were on our way. The best part of the drive was a lengthy stretch on KY-383, a winding, undulating two lane ribbon snaking through Kentucky farmland. What a blast, especially in a line of Power Tour cars all running through these turns at speeds high enough to make it interesting. Tuesday's venue was Nashville Super Speedway, in Lebanon, TN. Unfortunately the day warmed up considerably and the line to enter the speedway was barely crawling. I uneasily watched the temperature gauge continue to climb as we inched along. The road into the track was two lanes with no shoulders and nowhere to pull off. I was stuck creeping along, watching the gauge, heater blasting, trying to find a place to pull off.

Finally, a clearing appeared. (Pic #3) The car was still running when we pulled off, but steam was coming out the overflow tube. We let the car cool down for a while, dousing the radiator and engine with water from the melted ice in our coolers. Eventually the temp got down to a level where I could pull back into line, but naturally it rapidly climbed while inching along again. As we pulled into the track, I was able to pull out of line and run the car back and forth in the opposing lane to get airflow that cooled the radiator. This got us to the designated parking spot so we could walk into the midway, collect even more swag, look at cars, and watch more autocross and drifting.

When we got back to the cars, the dirt access paths to the grass parking areas resulted in the cars all wearing a heavy coat of dust. (Pic #4) Predictably Facebook was littered with complaints about that later in the day. At my hotel I found a nearby AutoZone with an electric fan in stock. That evening I installed the fan in the hotel parking lot with plenty of "oversight" from other HRPT participants. (Pic #5) Actually, it was a good way to meet and talk to people, which was fun. Several of the "oversight team" saw the car on subsequent days and asked how it was working. The good news is that the electric fan provided just enough additional low-speed airflow to keep temps under control for the rest of the trip.

We drove from Nashville to Louisville on Wednesday. Early in the day we were stopped at a traffic light in a line of Power Tour cars. I was several cars in front of Guy when I see him pull to the side of the road. I pulled into a parking lot and walked back to find that the 442 had backfired out the exhaust and died. We pushed it to the same parking lot, assisted by another Tour participant. The backfire suggested that the car was running rich, and the other driver who stopped suggested that it might be a leaking power valve in Guy's Holley carb. He also offered us a good power valve that we swapped in, but that didn't fix the problem. Next we checked for spark, which was feeble and sporadic, so we delved into the distributor.



1



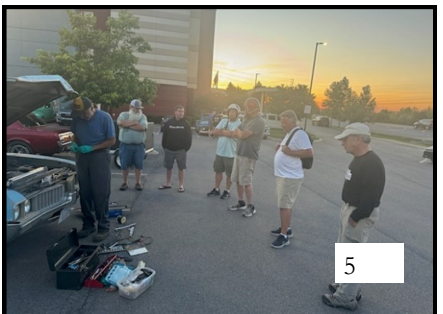
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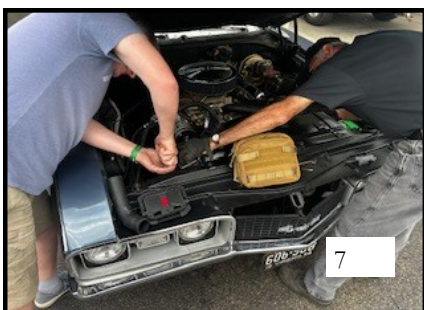


5

# Power Tour to Homecoming—Joe Padavano (Cont)



Pulling a plug wire to check for spark revealed rusty corroded terminals on the distributor cap, and pulling the cap revealed similar problems on the terminals inside. Guy runs an HEI and I have points, so didn't have spares for his car, but the other driver did, and offered them to us (cap, rotor, and coil!). The car fired right up and ran great. Crisis averted. Helping out people you've never met before is one of the coolest things about Power Tour.



The route map showed a long backup entering the next town. It only takes one stop light or stop sign to back up a few thousand cars. There looked like a route around the backup, and a couple of cars ahead of us were going that way, so we followed. What a detour! The road ended up being a narrow, winding road through trees and streams, probably the prettiest drive stretch of the trip. The route into Louisville took us right past the entrance to Churchill Downs (nearly next door to the Tour venue). Once parked we met up with Tony and Michelle Bonafide from the Garden State Rockets chapter, who were covering part of the tour. Their beautiful '69 Cutlass flattop wagon was an interesting contrast to my "patinaed" car. I made it a point to park next to them to make their car look even better. (Pic #6)



The route from Louisville to Columbus promised some interesting roads, until an accident closed the preferred route. Rapid rerouting got us back on track, but not until we repaired the other exhaust hanger on Guy's car. The less-than-smooth roads broke exhaust hangers on a number of cars. At National Trails Raceway, a new problem materialized – a coolant leak from Guy's radiator. We initially thought it was a hose, but it turned out to be a hole caused by a screw wearing on the aluminum radiator. (Pic #7) Another evening repair in the hotel parking lot brought out the "oversight" crew as we applied JB Weld. By morning we refilled the radiator and headed for Indianapolis Raceway Park, the final Power Tour stop.



Once inside the track, we collected our Long Hauler plaques. (Pics #8-9) My luck with giveaways told me that it wouldn't be worthwhile to hang around for the prize drawings (a complete manual trans package and Mahle pistons, etc.), so I packed up to head out for Lansing and Olds Homecoming. Guy and Rob decided to overnight in Indy and drive up the next day. Just before leaving IRP, we ran into Eric Jensen, who brought one of his Jetfires out.



The drive to Lansing was uneventful and I pulled into the host hotel about seven, which let me catch up with several friends I hadn't seen since Nationals last year. Homecoming is an amazing meet, not only for the cars but also the items at the swap meet. How about a prototype TBI manifold for an Olds 307 (one of three made) or a white (!) full size four spoke sport wheel, not the smaller Starfire wheel. After a long day in the sun looking at the full spectrum of Oldsmobiles and trying to minimize damage to my wallet at the swap meet, we went to the RE Olds Museum. The museum holds an amazing collection of cars, engines, and RE Olds artifacts, including REO lawnmowers. This is a must-do for Olds aficionados.

We left Lansing early Sunday for home, hoping that the mechanical issues were behind us. Unfortunately, the wagon developed a misfire a couple of hours out of Lansing. We pressed on, but the misfire slowly got worse. My goal became nursing the car as close to home as possible to minimize the distance to come back with a trailer. Once we passed Hagerstown, MD, I started to breathe a little easier, but the pucker factor was still high. As the miles counted down, optimism increased, and on the freeway ramp at Boonsboro, MD, it finally looked like I was going to make it. The car was a little ragged as I passed through Lovettsville, and it limped into my driveway. 8 days, 9 states, and 2700 miles later, we made it home.

Post-trip inspection showed that the points that were new before the trip were badly pitted. (Pic #10) Despite the fact that these were decent quality parts from Standard Motor Products, I suspected the condenser was bad, causing the damage to the points. I replaced points, condenser, and coil with new parts from Accel and the car is running better than it ever has. What a great trip. I can't wait to do it again next year!

# Seal Cove, Maine Antique Auto Museum—Pete Daniels



In late July I was in Bar Harbor, ME, and they rolled out a 1908 REO to demo early mechanical technology.



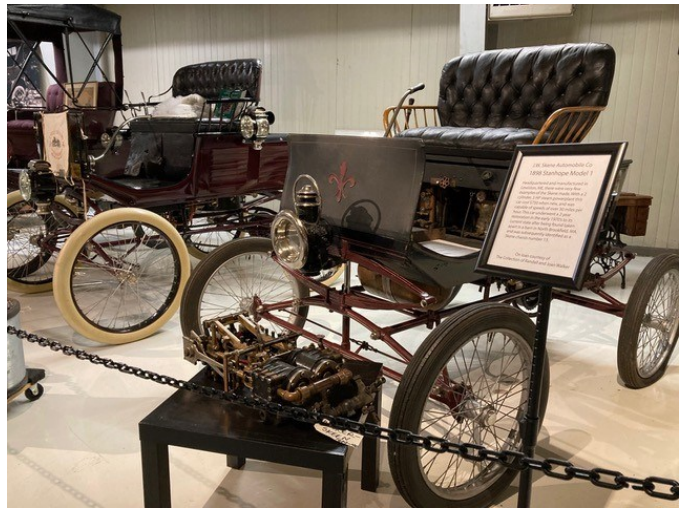
I was allowed to start it using the side mounted hand crank with a compression release feature.



Also a combined safety to prohibit the spark from being advanced while cranking. Mid-engine!

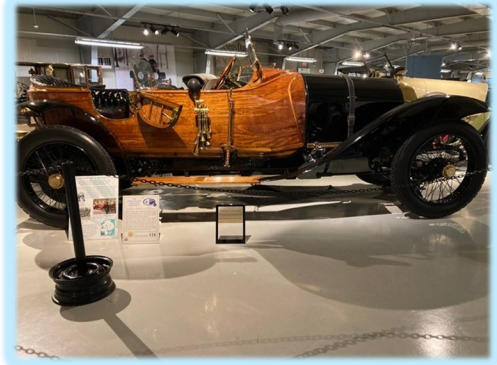


The REO close up. Note overall condition and its “outdated” design (according to the Tour Guide). The tires are 125 years old!



I was very interested in the 1898 (!) locally made Skene Stanhope Model 1. 2 cyl, 5 HP, \$750 new, and was capable of speeds over 30 mph—identified as chassis #13.

In July I was at the Seal Cove Antique Auto Museum in Bar Harbor, ME. They wheeled out an unrestored 1908 Reo to demonstrate early mechanical technology. I was allowed to start it running using the side mounted hand crank. It had a compression release feature. The “hood” was for show and covered nothing but the radiator. The “cap” was false and was used by owners to store dry matches to light the kerosine lamps. Behind the main seat was a folding unit that could be either another seat or a load box when uprighted. The museum workers built a steel frame dolly for the car so it can be moved about without the “use” of 125 year old tires. All cars are pre-1930, with the exception of a ‘41 Pontiac Woody. I really liked the 1913 Peugeot wood bodied boat tailed “Skiff,” too. (L) The museum site was the last stop for this year’s “The Great Race” competition. Their staff mechanic was a participant. (See reason for Pete’s interest in wood bodied cars, below R! - 1949 Olds Model 88 Wagon, V8, Hydrdramatic trans, partial wood body.



Pictures and information by Pete Daniels



## *Secretary's Report—Jeff Neischel*

Secretary Notes  
Jeff Neischel

Team CCR,

Our total membership is 64 strong, and that's been slowly increasing due to the diligent efforts of everyone to get the Oldsmobile word out and paying your annual dues. As I look at other chapters in OCA, our \$20/year dues is the lowest that I see out there and I believe provides good value to you via an award winning Rocket Review newsletter; ALL GM-SHOW at the great Eagle Ridge Middle School venue with fantastic awards now sponsored by Lafayette Federal Credit Union; fall trip to world-renown White Post Restorations; and many monthly cruise-ins/shows.

I also believe that being a member of OCA helps keep the Oldsmobile spirit alive and benefits local chapters by staying connected via geographic zones, providing free insurance for chapter shows and the monthly JWO magazine. For those that are OCA members, we thank you... for those that aren't or had issues with OCA in the past, give it a think and reconsider.

We also started providing a nice variety of CCR merchandise (merch, swag, gear) via GM Club Apparel and you can find their link at the CCR website. We get a small percentage of the sales, but more importantly you get a better selection of items and we don't have a large upfront investment in stock. If you don't see an item you want, let me know and I'll work with the owner to get it added. You can't say this often, but it is a win-win.

I hope to see you at our August 10<sup>th</sup> ALL-GM SHOW in Ashburn VA and to close here is a Top 5 breakdown of our membership.

**Olds by State** - 8 total

- Virginia (39, 61%)
- Maryland (16, 25%)
- DC (3, 5%)
- Florida (2, 3%)
- West Virginia (1, 2%)

**Olds by Year** - 22 total

- 1970 (8, 13%)
- 1972 (7, 11%)
- 1968 (6, 10%)
- 1971 (6, 10%)
- 1964 (5, 8%)

**Olds by Model** - 31 total

- 442 hardtop (8, 13%)
- Cutlass Supreme hardtop (7, 11%)
- 442 Convertible (4, 7%)
- Cutlass (4, 7%)
- Cutlass Supreme convertible (4, 7%)

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# 2024 Capitol City Rockets Treasurer's Report/Events



**Ken Quincy's  
Corner—CCR  
Treasury Report**

Balance as of 1-12-2024 \$ 3652.16

Jan Income: \$20.00 (Dues)

Balance as of 2-11-2024 \$ 3672.16

Feb Income: \$60.00 (Dues)

Balance as of 3-9-2024 \$ 3732.16

Mar Income: \$60.00 (Dues)

Balance as of 4-5-2024 \$ 3792.16

Apr Income: \$40.00 (Dues)

Apr Expense: \$3.26 (Postage)

Balance as of 5-8-2024 \$ 3828.16

Balance was the same for 6-12 and 7-5, 2024

**NOTE:** Club Dues Were Voted in July '22 to be increased to \$20 per year from \$15.

\* Capitol City Rockets—club Facebook Group.

\* @capitol\_rockets—club X Page.

\* www.CapitolCityRockets.com club website.

## Club Calendar 2024/Look Ahead to 2025

- ◆ Sat, Aug 10—9-2 pm—All GM Show at ERMS.
- ◆ Sat, Aug 31—9-5 pm—Charles Town, WV LD Show.
- ◆ Mon, Sept 2—8-3 pm—Fairfax City Labor Day Show
- ◆ Fri-Sat, Sept 6-7—OCA Zone Show, Morgantown, PA @ Classic Car Auto Mall. Register at CCR web.
- ◆ Sun, Sept 8—Cars of Summer, Bedford, PA Show.
- ◆ Sun, Sept 15—12:30 pm MD Meeting.
- ◆ Sat, Sept 21—48th Rohr Mem. Show, Manassas, VA.
- ◆ Sun, Sept 29—RGTOs Sykesville, MD Am. Legion.
- ◆ Oct 2-6—Fall Carlisle, Carlisle, PA; Auction Oct 3-4.
- ◆ Sat, Oct 5—36th Annual Town of Leesburg Car Show to benefit Academies of Loudoun. 12-4 pm.
- ◆ Oct 8-11—AACA Hershey Fall Meet, Hershey, PA. 9K vendors, 1K cars for sale, 1K cars in show.
- ◆ Sun, Oct 13—11:00 am VA Meeting @ ERMS.
- ◆ Sat, Oct 19—Rockville, MD Antique&Classic Car Show, 11-3:30. Show field opens for cars at 8 am. Civic Center Park. Register by Sept 1 for half price.
- ◆ Sun, Nov 10—Tentative date for White Post Restorations Tour, White Post, VA.
- ◆ Sat, Dec 7—Tentative CCR Holiday Party.
- ◆ Sun, Jan 12, 2025—MD Meeting.
- ◆ Sun, Feb 9, 2025—VA Meeting.
- ◆ Fri-Sat, June 13-14, 2025—Olds Homecoming Show in Lansing, MI. Cruise Night Fri, Show Sat.
- ◆ July 16-19, 2025—OCA National Meet in Bowling Green, KY. Holiday Inn University is host hotel

### CCR CLASSIFIEDS :



Set of 5 Original SS2 Rims w/P225 70R14 Tires. Asking \$500 obo. Contact Dave: dmhackshaw@gmail.com

◆ **Custom Car Signs/Desk Plaques.** Customized with your name and car information. Order now to be ready and delivered to the All Gm Car Show. \$25 to \$100. Contact Mike Horton for details [Mikehorton2139@gmail.com](mailto:Mikehorton2139@gmail.com) 703-625-3118



# CCR Classifieds (cont)

**Classified ads** are free to chapter members. We take cars, parts, services, anything. Email the editor at [sphilips16@msn.com](mailto:sphilips16@msn.com) You may run your ad for up to 2 issues at a time. Please let Scott know if you wish to discontinue the classified ad due to sale of the parts or car.

◇ Selling Off '65 Cutlass/442 Parts other Olds & GM parts (Buick & Pontiac-'65 Catalina parts) Doors, (post & hardtop) - some fenders - possible hoods and trunk lids - trim pieces Full list coming out via email. Send me list of needs. Mike Stillwell [Fleetsuper@msn.com](mailto:Fleetsuper@msn.com) 703-599-6713 (texts are fine).

## Capitol City Rockets Info

*The Capitol City Rockets is the Suburban Maryland, DC, and Northern Virginia chapter of the Oldsmobile Club of America. The Capitol City Rockets originated in 1989, and is currently operating in its 33rd year. We split monthly meetings between Eagle Ridge Middle School in Ashburn, VA and Mission BBQ in Rockville, with one peer judged show co-hosted each year with the Metro Buick Club. The club currently consists of over 60+ members from Virginia, Maryland, DC, Pennsylvania, North Carolina, Florida, and West Virginia. A membership form is located in the back of this newsletter. One need not own an Oldsmobile to join, and dues are \$20 dollars per year, payable each year, either by check or using the PayPal button on our website. Current membership in the Oldsmobile Club of America is a requirement of CCR, as they provide the insurance for our annual show.*

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<p><b>ffenhauser</b> products distributed by Offy North Sales PO Box 237 Grafton, Ontario K0K 2G0 <a href="mailto:ffenhausernorth@bell.net">ffenhausernorth@bell.net</a></p>	<p><b>ROGERS</b> Automotive PERFORMANCE TRANSMISSION SPEC Wayne Rogers 703.631.4242 14067 Willard Road Chantilly, VA 20151</p>
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# Capitol City Rockets Club Info, Dues, and Membership Application

[www.CapitolCityRockets.com](http://www.CapitolCityRockets.com)

*THE CAPITOL CITY ROCKETS is a chartered chapter of the Oldsmobile Club of America, Lansing, MI. Chapter dues are \$20.00 per year due in November of each year. Visit our new website at [www.capitolcityrockets.com](http://www.capitolcityrockets.com) to renew online, or send in the form to the right to our club PO Box. Current OCA membership is required.*

**Chapter Officials**

President ..... Joe Padavano  
 Vice-President ..... Cory Correll  
 Treasurer ..... Ken Quincy  
 Secretary ..... Jeff Nieschel  
 Newsletter Editor ..... Scott Phillips  
 ..... sPhillips16@msn.com

**Chapter Advisors**

Toronado ..... Ask Ken Quincy or Cory Correll  
 1961-63 F-Body ..... Scott Phillips (571) 233-5193  
 1964-65 A-Body ..... Mike Stilwell (703) 799-2904  
 1968-72 A-Body ..... Joe Padavano .....  
 ..... joe.padavano@rocketmail.com  
 1978-80 A-Body ..... Michael Coxen (301) 251-8666

Performance V8 Tech Dick Miller Racing, (901) 794-2834  
 dmracing1@aol.com

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## MEMBERSHIP APPLICATION

### CAPITOL CITY ROCKETS

**CHAPTER OF THE OLDSMOBILE CLUB OF  
AMERICA**

→ NEW    → RENEWAL

OCA # \_\_\_\_\_ OCA EXP. DATE \_\_\_\_\_

NAME \_\_\_\_\_

STREET \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE (      ) \_\_\_\_\_

WORK PHONE (      ) \_\_\_\_\_

\_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

**LIST OLDSMOBILES CURRENTLY OWNED:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**O.C.A. CHAPTERS AFFILIATED WITH:**

\_\_\_\_\_

**SEND NEW MEMBERSHIPS TO:**

**CAPITOL CITY ROCKETS**

ATTN: NEW MEMBERS

P.O. Box 4244

ASHBURN, VA 20148

**SEND RENEWALS TO:**

**CCR RENEWALS**

P.O. Box 4244

ASHBURN, VA 20148

**AS OF JULY, 2022, CCR YEARLY DUES ARE \$20**

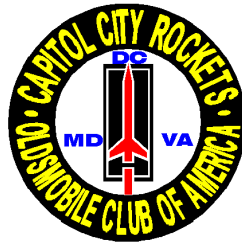
**PLEASE MAKE CHECKS PAYABLE TO:**

**CAPITOL CITY ROCKETS**

**Current Membership in the  
Oldsmobile Club of America is Required**



# Rocket Review



Capitol City Rockets  
P.O. Box 4244  
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and 'Eagle'  
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