

Aug-Dec 2024

Scott Phillips—Editor



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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

## Super Fall Edition 2024



Happy Holidays from the Capitol City Rockets! Many thanks for Rockin’ Robin Robinson for organizing our CCR Holiday luncheon, held this year at the Leesburg Public House just off Rt. 15. The food was great, Robin brought wonderful holiday treats, and the company wasn’t too shabby, either! Thanks Ken Q for paying the tab, also!

### Save the Dates!

- ◆ 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. Holi-  
day Inn University

### President’s Message—Joe Padavano

Yes, it’s time for the end-of-the-year random thoughts column...I waste too much time on/frequent a number of on-line forums (fora?), most of them concentrating on Oldsmobiles. My admittedly unscientific poll of posts from those sites shows that about 80% of the answers to a technical question are flat wrong. Tell me again why you want to ask your question there? You can also pretty much guarantee that if a post starts “...according to m y research...”, it will be incorrect. And if the first words one types in response to a question are “I’m no expert...”, shouldn’t that be an indication to stop typing?

Speaking of finding accurate information, the first stop should be factory documentation. No one has better info than the



people who designed and built the car. It’s amusing when people show a screenshot of some webpage as “proof” of a claim they made. Your first questions should be “who is the author and why is he/she an accurate source of information?” Yeah, there are mistakes in the factory documentation (a classic is the 1970 Rallye 350 brochure that claims the car has a 325 HP engine), but these were usually corrected with either re-issues of the document or in the Dealer Technical Bulletins that were released throughout the year. It pays to reference these documents for the most correct info.

While we’re talking about the Rallye 350, am I the only one who thinks that these were the beginning of the “all show, no go” pseudo-musclecars of the Malaise Era? Be honest – the Rallye was intended to offer the musclecar look but without the pesky extra HP that increased insurance costs. The only engine offered in the Rallye was the 310 HP RPO L74 motor that was standard equipment in .

## President Padavano's Random Thoughts (Cont.)

Grandma's Cutlass Supreme that year. By 1970 the insurance companies were really piling the premiums on for real muscle cars, making it almost impossible for the target market to be able to afford one. The Rallye was intended to circumvent that problem and at the same time offer a platform that could be upgraded as finances allowed. It is ironic that the Rallye was one of only a handful of models in which one could get the fabled W27 aluminum rear axle for 1970 (along with the W30, W31, and W32). The trademark urethane coated bumpers on the Rallye were shocking to many people in 1970. In a number of documented cases, dealers were forced to swap the body-color bumpers for chrome to finally move the cars off the lot. Same thing for the wheels – the stainless trim rings were not part of the Rallye package, but again dealers were forced to add them to make the sale.

It's no secret that the 1961-63 Y-body cars (Olds F85, Buick Special, and Pontiac Tempest) were all derived from the Corvair platform. What's amazing is that GM was able to use that one platform to build a rear-engine, rear transaxle car (Corvair), a front-engine, rear transaxle car (Tempest), and front engine/trans with live rear axle cars (F85 and Special). By the way, the transaxle used in the Tempest was derived from the Corvair transaxle, but modified to accept an input shaft at the front end of the trans case. Not generally known is Olds and Pontiac both originally built near clone prototypes of the Corvair, including the air-cooled rear engine. The Pontiac version was to be called *Polaris* and the Olds version was the *Sixty Six*. Built in 1958, both prototypes were nearly identical to the 1960 Corvair save for emblems and division-unique "grills" on the front. Executives in both Pontiac and Olds divisions were skeptical that buyers would pay the 10-20% price premium for these Corvair clones. Styling exercises in 1959 tried to further differentiate these upscale models from the Corvair, but the identical Chevy drivetrain was still seen as a loser. Ultimately the decision was made to develop the Y-body cars, and the rest is history. Too bad GM didn't learn from that experience when they started "badge-engineering" cars in the 1980s. The Cadillac Cimmaron was probably the best (worst?) example.

Once again there seems to be an upheaval in the enthusiast media world. First, Discovery+, which acquired the rights to all MotorTrend+ programming earlier this year, has discontinued production of new episodes. Note that in an example of how quickly misinformation travels on the interwebs, the immediate reaction online was that MotorTrend was shutting down. (Insert eye-roll emoji here...) Shortly after that, Hearst publications (current owners of *Car and Driver*, *Road and Track*, and *Autoweek*) announced the acquisition of the *MotorTrend* publications. It isn't clear what this will mean going forward. Personally I was extremely disappointed with the decision to take *Hot Rod* to a quarterly format (despite keeping subscription price the same). I've been reading *HRM* since 1969 and been a subscriber since 1971, but I let my subscription lapse after the first of these quarterly issues. Contrary to their claims, the quarterly issue didn't have any more content than monthly issues, and included primarily very large photos that took up a whole page with little editorial content. Sorry to see it go, but that was not content I was interested in paying for.

I'd like to take this opportunity to thank the club members who have stepped up in the last year to keep things running and maintain communication. I think most folks are aware of the work that Scott Phillips puts into our award-winning newsletter. I'd also like to thank Jeff Neischel for maintaining the club website and poking people to renew their membership. We're at a near record number of members now, thanks in no small part to his efforts. Of course the All-GM show wouldn't happen without the support of all the members who contribute to our success, led as always by Cory Correll and assisted by a team of folks who manage the registrations, show up early to set up, spend the day keeping the event running smoothly, and stay late to tear down and clean up. Mike Horton and Ken Prowell deserve recognition for their help. Thanks also go to Eagle Ridge Middle School and the staff members who give their time to support our show. I'm proud to say that again this year we were able to make substantial donations to both the Eagle Ridge PTA and the automotive program at the Academies of Loudoun. Thanks to Ken Quincy for managing the club finances and keeping us legal with all our business and tax filings. And finally, thanks to Robin Robinson for her efforts both at the All-GM show and in setting up our holiday lunch this month. The club couldn't be run without their efforts.

Let me close this end of year column with the best wishes for you and your families for the holiday season and the new year. I look forward to seeing you at a meeting or club event soon. Best wishes for the new year.—Joe Padavano



Welcome to 2 new members, Jim Goode and Kyle Davis. That's Jim's '68 442 (L) and Kyle's '72 442 (R)



## *August 10, 2024 ALL GM Show Awards*

Award	Entry No.	First Name	Last Name	Year	Make	Model
Best of Show Stock	52	Mike	Emerson	1950	Buick	Roadmaster
Best of Show Modified	45	Greg	Sowers	2020	Chevrolet	Corvette
Best Buick	73	Charles	Drake	1960	Buick	Invicta Sedan
Best Cadillac	25	Jack	McClow	1962	Cadillac	Series 62 Convertible
Best Chevrolet	42	Charles	Perry	1970	Chevrolet	Chevelle SS 454
Best Oldsmobile	14	Guy	Fansler	1956	Oldsmobile	Convertible
Best Pontiac	16	John & Sharon	Hurne	1959	Pontiac	Catalina
Best Truck	58	Mike	Curles	1947	Chevrolet	3100 Thriftmaster Truck
Best Paint	82	Jay	Lough	1955	Chevrolet	210
Best Prewar	27	David	Blaufarb	1941	Buick	Special #47 Touring Sedan

### TOP 25 AWARDS

	Entry No.	First Name	Last Name	Year	Make	Model
1	26	Jerry/Sharyn	Regier	1957	Chevrolet	Bel Air
2	68	Estes	Thompson	1966	Chevrolet	Nova
3	29	Andrew	Wheeler	2015	Chevrolet	SS
4	40	Gary	Mock	1969	Oldsmobile	442
5	50	John	Zampino	1967	Pontiac	Firebird
6	70	Chris	Pasquinell	1987	Buick	Grand National
7	77	Chris	Smith	1961	Chevrolet	Corvette
8	83	Scott	Fredericks	1955	Pontiac	Star Chief
9	13	Mark	Director	1962	Chevrolet	Corvette
10	19	Richard	Sisson	1970	Pontiac	Grand Prix SJ
11	30	Ben	Wallen	1967	Pontiac	GTO
12	36	William	Steele	1966	Chevrolet	C10 Truck
13	41	Greg	Smith	1969	Oldsmobile	Hurst/Olds
14	69	Frederick	Seoane	1976	Chevrolet	Vega Cosworth
15	72	Harry	Dinch	1969	Pontiac	Firebird
16	3	Guy	Stevens	1968	Oldsmobile	442
17	4	John	Farmakides	1971	Oldsmobile	Cutlass Convertible
18	7	Gary	Binge	1968	Chevrolet	C10 Truck
19	22	Carter	Phillips	1969	Oldsmobile	F-85 Sports Coupe
20	23	Chris	Wisniewski	1965	Pontiac	Catalina
21	31	Larry	Henry	1968	Pontiac	GTO
22	46	Doug	Smith	1966	Chevrolet	II SS
23	61	Ray	Franklin	1971	Pontiac	LeMans Sport Conv
24	78	Ed	Flaherty	1999	Pontiac	Trans Am
25	5	Ronald	Rise	1970	Chevrolet	Corvette

# August 10, 2024 All GM Show "Best Ofs..."



Best Buick was Charlie Drake's '60 Invicta Sedan "Mob Car" out of Poto-  
mac, MD.



Best Cadillac went to Jack  
McClow's '62 Series Convertible  
from N. Potomac, MD.



Best Chevy went to Charles Perry's  
1970 Chevelle SS 454 convertible  
out of Huntington, MD.



Best Olds at its inaugural All GM  
went to CCR's own Guy Fansler's  
1956 88 Convertible.



Best Pontiac was won by John &  
Sharon Hurne's '59 Catalina Con-  
vertible from Hillsboro, VA.



Best Truck went to Michael Curles  
1947 Chevy 3100 Thriftmaster 200  
out of Vienna, VA.



Jay Lough's '55 Chevy 210 won the  
Best Paint category. Jay's from  
Gainesville, VA.



Best Pre-War went to David  
Blaufarb's 1941 Special #47 Tour-  
ing Sedan.



Best in Show Modified went to  
Greg Sowers' 2020 Chevrolet Cor-  
vette out of West Virginia.

And Best in Show, Stock, at the  
2024 All GM Show was award-  
ed to Mike Emerson's 1950  
Buick Roadmaster Two Door  
Convertible out of Hillsboro,  
VA.



Awesome Pictures by Owen Griesemer

# All GM Show Top 25/Member's Rides



One of the highest vote getters in the Top 25 went to Gary & Kathy Mock's 69 442 out of Sharpsburg, MD.



Another Top 25 winner was Greg Smith's '69 Hurst Olds. A last year purchase, he's detailing it closely.



Guy Steven's 442 was a Top 25 pick. It's a 68 and completed the long haul Hot Rod Power tour.



Carter Phillips showed his '69 F-85 and was a Top 25 pick this year. It sports a 250 i6 and 2004R trans.



John Farmikides showed his '70 Cutlass Convertible—also a Top 25 award winner— from Falls Church.



Carl Shaffer's '72 Hurst Olds 2 door hardtop is one of only 200 made with a sunroof.



Jeff Neischel's '72 Cutlass Supreme was bought in 1986 and restored bt 98-02, still lookin' good!



Joe Padavano's '69 Cutlass Wagon is a 350/3 on the tree combo, and Hot Rod Power Tour veteran.



Mike Horton showed his '70 Cutlass Convertible, recently featured in a reality show! (see pics later)



Mike Scott brought out an old friend '70 Cutlass Supreme gold/gold conv.



Paul Myers drove up from Spotsy to show his '76 Cutlass Supreme 4dr.



This '72 Cutlass "S" HT was shown by Tom Hyden, original owner!

# August 10, 2024 All GM Show "Mo'Olds"



Attending its first All GM was Rick Koontz's new '87 Buick Grand National w/ T-Tops.



Terry Rose brought his '68 442 with its new interior. Terry's been bringing it along a bit at a time.



I am always proud to show our cars at my school, and hosting the show at Eagle Ridge is a privilege.



This beautiful '65 Dynamic 88 Convertible sported a 425 ci V8 is owned by John Perleoni in Purcellville, VA.



'67 442 is owned by William Macdonald out of Herndon, VA. Very original and super nice.



We loved Ashburn's Steve Owens' '87 Cutlass Supreme—403 w/ a 2004R trans.



Francois Ouinet came all the way from Front Royal, VA to show his '72 Supreme-power windows and AC.



William & Darlene Myers came from Dillsburg, PA to show their '97 Aurora w/Northstar V8.



This very nice 80s era Olds 4 door wagon was unidentified, but one of a kind on the show field.

Yeah, it's a Chevy Camaro, but Steve Boring's '94 Z28 out of Cherry Hill, PA packs a punch! Steve's the Math Dept Chair at Eagle Ridge, and his was the only staff ride at this year's All GM Show, so he gets a feature pic!



Pictures by Owen Greisemer

## 25th Annual Fairfax Labor Day Car Show 2024



It was a warm and sunny day to hang out at the Fairfax Labor Day Show. Ken Prowell and Mike Horton chat it up here behind Mike's '70 convertible.



Rear view of Tom Hyden's '72 Cutlass "S" with the hopped up 350 and new rear end gearing. Tom is the original owner and this car is well cared for!

The 25th Annual Labor Day Car Show was held on Monday, September 2nd in Old Town Fairfax, adjacent to the fire station. It is jointly sponsored by the City of Fairfax and the Clifton Lions club, and primarily benefits Life with Cancer and the Cloverleaf Equine Center as major charitable donations. The show traditionally attracts over 400 cars, and it did not disappoint this year. Oldsmobiles and CCR were well represented at the show, and despite some heat, the turn out was terrific. Ken Prowell spent some time with other '73 AMC AMX/Javelin owners and we learned a lot about their ignition systems and original equipment as two low mile vehicles were shown.



Terry Rose's '68 442 led a nice sized Olds area in the side lot. Terry is a regular participant in the Labor Day show.



This super clean 1984 Hurst Olds was parked with our club members. The owner had done a ton of work and it showed!



A bit of research on this completely original 21K mile '73 AMX. 'Fresh Plum' paint, 360 V8 barn rescue out of Manassas, VA.

# Morgantown, PA OCA Zone Show Sept 7



This exceptional '68 442 Holiday Coupe owned by John Kroninger of Topton, PA is a 3x OCA winner.



Many Olds for sale at the Classic Auto Mall—frame off resto Agean Aqua '70 442 Hardtop asking 69K.



In the mid-day rain, Joe P checked out some Olds for sale, including Tony Bonafide's '69 W-30 442 conv



This 442 was striking in its white vinyl top with matching stripe and interior and vivid green paint.



After the rain, the sun popped out and the rest of the weekend was sunny and easy for travel. This nice '68 was parked up next to our '69 F-85, which made its first Zone Show.

The Northeast Oldsmobile Club of America Zone Show was held this past September 7th at the Classic Auto Mall in Morgantown, PA. If you haven't been before, the Classic Auto Mall is certainly worth the trip. It's a sprawling former "mall" with all of the 'stores' stuffed with classic cars for sale. They boast over 1,000 classics for sale, and that's no lie! This year's Zone Show (while CCR is actually part of the Southeast Zone, we participate all the time with our Northeast club partners) was again hosted by the Delaware Valley Olds Club, and classes/awards were based on OCA National rules. The host hotel is on site at the Classic Auto Mall, and there was a very nice awards dinner afterwards, as well as an opportunity to have a few beverages and share some fellowship across clubs from New York, Maryland, Delaware, PA, and Virginia. Very cool!



Pictures/article by Scott Phillips, CCR Editor





# St Michael's, MD Motor Museum Classic



St. Michaels Motor Museum is right off the Chesapeake Bay in MD. This Stiffy Blue '69 442 is local.



This second gen Corvair was actually a very rare Yenka Sprint model, and won its class.



Getting my vote for Best in Show was this completely unrestored '51 Willys Henry J w/ less than 50K mi



We're fortunate to have a nearby base in Tilghman Island, where I was mounting new shoes pre-show.



Our '62 F-85 Sports Convertible with the "Jetfire" engine showed in the Performance Class.



Worth the long trip! My wife Amanda and I show off the sterling plate for 1st in Class. Stiff competition!



The St. Michael's Classic Motor Museum has a small but mighty collection of vintage bikes, including this rare Norton.



The 'barn' was hard to photograph as it was tight with cars and memorabilia, but had 50+ spectacular cars and trucks to see.



The museum has a local history building, which featured local artists' automotive works for display and sale. Amazing work here.

Our favorite restaurant in Tilghman Island (about 13 mi south of St Michael's) is Marker 5, (right) owned by a former Loudoun County, VA couple. The St Michael's Classic is an "application" fundraiser show for the Museum—the cars were super, meals were provided (oysters!). Funds benefit the purchase of a former gas station for educating local kids by maintaining cars in the collection. Superb!



## Tour of White Post Restorations—Ronnie Smith

Our annual visit to White Post Restorations was held on November 9th. It was a beautiful autumn day with temperatures in the upper 50's. As usual, some met at Mission BBQ in Winchester for lunch at 11am. We had five Oldsmobiles in their parking lot (#1 to right).

The group arrived at WPR at 12:15 for our planned 12:30 tour. Twelve club members and guests were greeted by WPR President Billy Thompson IV and his son William Thompson V, better known as Five. Their business was started in 1940 as a farm machinery and local car repair shop by Bill Thompson. His son, Billy Thompson II transitioned the business to automobile repair and restoration. In the 80's they started restoration services for brake system components, which remains a key part of the business today.

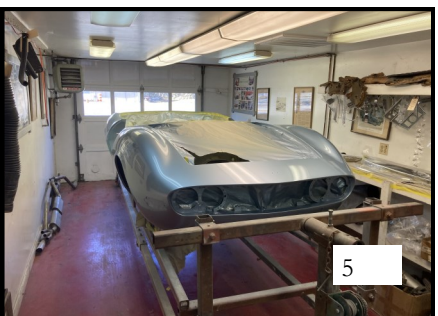
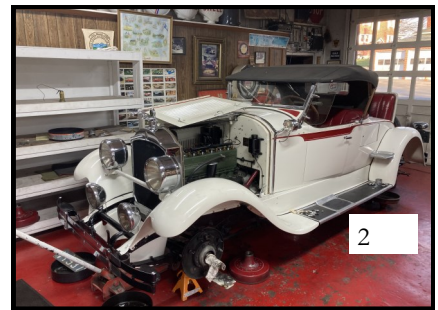
There are currently 14 automobiles in the shop for repairs or full restorations. The oldest car is a 1928 Packard convertible (#2), the newest, a 1984 Nissan 200. Other cars included a 1930 Model A, 1931 Studebaker President, 1933 Austin America (#3), 1948 Chevy Stylemaster, 1959 Jaguar Mark 9 (#4), 1960 Mercedes 190 SL, 1963 Corvette Split Window, 1967 Cadillac Deville convertible, 1968 Mercedes 280 SE, 1971 Triumph Spitfire, and a rare 1971 Fiat Dino (#5). A 1947 Studebaker M16 truck rounds out the vehicles in the shop. The tour included the machine shop, body shop, and sheet metal shop. There are two storage buildings full of cars the were also part of our tour. A majority of these cars are waiting their turn to be returned to glory with a two-year waiting list for restorations, and 20 employees

Every car has its own story that Billy shares with the group. This always generates questions for more details about the car or its owners. Being the weekend before Veterans Day, I would like to share the story of the 1931 Studebaker President owned by Col William Jones III. We first saw this car in the storage building in 2022, waiting (#6). This year the painted chassis and suspension parts were hanging in the spray booth (#8). The body is in the wood shop, which we didn't see. The car is still in the family and undergoing a complete restoration.

William A Jones III (#7) was born in 1922 in Norfolk, Virginia. He grew up in Warsaw, Va, before moving to Charlottesville when he was 7. After high school, he went to UVA and graduated with a degree in Spanish. He entered West Point in 1942 and was commissioned into the Army Air Corps in 1945. Lieutenant Jones served as a fighter pilot, stationed in the Philippines, from 1946-1948. Upon his return to the United States, Jones was stationed at Biggs AFB in Texas as a transport pilot. He was married in 1948 to Lois Marie McGregor, in her hometown of Bisbee, Arizona, and they had 3 daughters: Anne, Elizabeth, and Mary Lee.

In 1952 he was assigned to the 317th Troop Carrier Wing at Rhein-Main Air Base in West Germany. He remained there for 4 years, flying the Fairchild C-119 Boxcar. In 1956 he returned to Lake Charles AFB in Louisiana, and transitioned to bombers, flying the Boeing B-47E Stratojet. He also was stationed at Pease AFB in New Hampshire during this time flying the B-47E. Jones attended the Air War College at Maxwell AFB in Alabama from 1965-1966. He earned a Master's in International Affairs and was assigned to the Pentagon.

In 1968, now Major Jones, requested a transfer to the Douglas A-1 Skyraider training course at Hurlburt Field, Florida. He was then assigned to be the commanding officer of the 602nd Special Operations Squadron in Thailand. On September 1, 1968, Lieutenant Colonel Jones led a group of rescue helicopters to recover a downed pilot who ejected from an F4-D Phantom over North Vietnam. His Skyraider was hit by enemy fire which caused an explosion under the aircraft, filling the cockpit with smoke. The plane was still airworthy, so he continued the search for the missing pilot. He located him near a large rock formation, however enemy troops were firing anti-aircraft artillery. He made two more passes firing back at the enemy before the cockpit area was hit, which ignited the explosive charge on the ejection seat, setting the cockpit ablaze. He was unable to eject because of the damage. He tried to transmit the location of the downed pilot, but his radio was inoperative. Jones flew his aircraft forty minutes back to the base, despite being severely burned. After a successful landing,



# White Post Restorations Tour Cont.—Ronnie Smith



Chassis of the M16 Studebaker truck. Cab in Metal Shop getting work.



This 1901 REO Type R was waiting in one of the two WPR storage areas



A '63 Split Window Corvette receiving a full frame off restoration.



Col Jones' 1931 Studebaker President, kept in the family for decades, before restoration began.

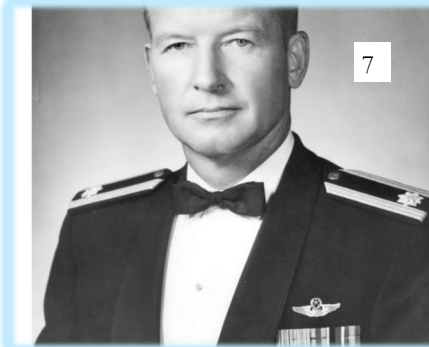


A picture of Col Jones' A-1 Skyraider, which was used to locate downed pilots in North Vietnam.

he relayed the position of the downed pilot before accepting medical treatment. The pilot was recovered later that day. Jones was sent back to Fort Sam Houston in Texas for medical treatment.

William Jones was promoted to the rank of Colonel on November 1, 1969. On November 14th, President Nixon approved the award of the Medal of Honor to Colonel Jones. On November 15, 1969, Colonel Jones was flying his personal airplane, a Piper PA-20 Pacer at Woodbridge Airport, 12 miles southwest of Washington, D.C. Immediately after takeoff, he radioed he was returning to the airport. He crashed just off the airport and suffered third degree burns over his entire body and died immediately. He was 47 years old. He had flown a total of 7,748 hours. President Nixon presented the Medal of Honor to his widow at the White House, on August 6, 1970. Colonel Jones has an auditorium at the Air War College, and a building at Joint Base Andrews named in his honor.

Not all cars have this much history attached to their owner. But on this Veteran's Day weekend, I thought this story was worth sharing, and the '31 Studebaker to honor his memory. If you didn't make it to this year's visit to WPR, there's always next year! - Ronnie



# And Now, the Rest of the Story...Other CCR Happenings



This is Toby Turpin's '96 LSS. Toby has put 330K miles on it— and still going strong. It is pictured here outside WPR, a long drive from his house!



Ran into Greg Smith at the Hayfield High School Automotive Program Show—Greg's been tidying up minor items and his '69 H/O was an award winner at the show.



Terry Rose's '68 442 and Scott Phillips '62 made it to Hayfield High as well. Parked beside Scott's car is a rare and diminutive 70's Lotus.



Mike Horton recently answered a casting call for a reality show that wanted a "red classic car..." The winning house was in Ashburn, VA.



He had no idea The Great Light Fight wanted him to be a Santa! The show will air in the holidays next year in 2025. They picked the perfect ride, and Santa!

Every year Hayfield High School, located in the southern-most portion of Kingstowne region of Fairfax County, puts on a really well-attended show to help fundraise for the Automotive Program at the school. Students and the teacher help plan and run the show, and this year, on Nov 1st, it just happened to have a beautiful fall day for it. As you can see from the pictures below, there were some great cars and trucks (the show is co-sponsored by the Prince William Cruisers club) and a few of us got our cars out to participate. There were some nice door prizes, a sweet '72 Supreme convertible we hadn't seen before, and the auto program funds got a big boost.



## Secretary's Report—Jeff Neischel

Secretary Notes, Nov '24

Jeff Neischel

Team CCR,

Our club has grown since my last update, and now sits at 66 total members. Going to shows, cruises, swap meets and just talking cars with people you meet is what generates interest and connects us.

The club's website is slowly becoming a place where people searching for Oldsmobile information or assistance can go to. It's the first web site I've built, and while not the flashiest, I keep adding functionality to make it a useful tool for tracking meetings/events, paying dues and registering for our ALL-GM SHOW, keeping past issues of the award-winning *Rocket Review* newsletter, merch and CCR member's car pics. Speaking of the website, I have a cool drone video from our August show at Eagle Ridge Middle School that I'm trying to upload. Thank you to Amir for the video!

You can connect to CCR several ways

The Interweb: [capitolcityrockets.com](http://capitolcityrockets.com)

X/Twitter: [twitter.com/capitol\\_rockets](https://twitter.com/capitol_rockets)

Facebook: [facebook.com/groups/182528611830267](https://facebook.com/groups/182528611830267)

Happy Holidays and see you at White Post in November and the Luncheon in December!

### Capitol City Rockets – By the Numbers

CCR by State - 8 total

Virginia (41, 62%)

Maryland (16, 24%)

DC (4, 6%)

Florida, Missouri, North Carolina, Pennsylvania & West Virginia (1, 2%)



CCR by Year - 22 total (from 1949 to 1996)

1970 (9, 14%)

1972 (7, 11%)

1968 (6, 10%)

1971 (6, 10%)

1964 (5, 8%)

CCR by Model - 32 total

442 hardtop (7, 11%)

Cutlass Supreme hardtop (7, 11%)

Cutlass Supreme convertible (5, 8%)

442 Convertible (4, 7%)

Cutlass (4, 6%)

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# Making Horsepower & Learning The Hard Way...Spark Plugs

by Jeff Neischel (First Published in *The Rocket Review* long ago)



## Voodoo Garage

### Jeff as he torqued that new Edelbrock intake

After an intake manifold and carburetor upgrade this spring on my 1972 Cutlass Supreme Rocket 350, I fired her up and noticed the car was idling rough, belching black smoke, and had very poor throttle response. I pulled a spark plug and noticed that it was completely black, and a few minutes later I found the same was true for the rest of them. The carbon was easy to remove, so I cleaned them up, checked the gaps, put them back in and hoped things would go better, but they did- n't... same results. After some web surfing and paging through some old car magazines, I found out I didn't know as much as I thought I did about spark plugs, or how to read them, so I decided to jot down some of my "lessons learned" for the CCR newsletter.

This problem was not "spark plug specific" because the new carb needed to be leaned out as well, but I found this information interesting and worth sharing. Some of this may be old news to you, so think of it as a refresher... for the rest of you, crack a cold one and git-r-done!

**Fouling** is when the spark plugs firing tip becomes coated with excessive fuel, oil, or combustion deposits so that it is unable to produce a spark. A plug can become fouled from continues low speed driving, improper spark plug heat range (too cold), improper timing (over-retarded), too rich an air/fuel ratio (generally dry or carbon fouling) or an oil leak (wet foul- ing) into combustion chamber (*Champion Web Site*).

**Heat range** refers to the speed with which the plug can transfer heat from the combustion chamber to the engine head. Whether the plug is to be installed in a boat, lawnmower or racecar, it has been found the optimum combustion chamber temperature for gasoline engines is between 500°C-850°C. When it is within that range it is cool enough to avoid pre- ignition (pinging) and plug tip overheating (which can cause engine damage), while still hot enough to bum off combustion deposits which cause fouling (*Champion Website*).

**Hot vs. Cold:** When a spark plug is referred to as a "cold plug", it is one that transfers heat rapidly from the firing tip into the engine head, which keeps the firing tip cooler. A "hot plug" has a much slower rate of heat transfer, which keeps the optimum operating range straight from the manufacturer, but if you make modifications such as increased compression, timing changes, use of alternate racing fuels, etc. these can alter the plug tip temperature and may necessitate a colder plug. For domestic manufacturers (Champion, Autolite, AC Delco), the higher the number, the hotter the plug... for Japa- nese manufacturers (NGK, Denso), the higher the number, the colder the plug. (I learned this little bit info out "the hard way").

**Good Rule of Thumb #1:** for engine modifications go one heat range colder for every 75-100hp increase. In identical spark plug types, the difference from one full heat range to the next is the ability to remove 70°C to 100°C from the combustion chamber.

**Good Rule of Thumb #2:** when making spark plug heat range changes, it is better to err on the side of too cold a plug vs. too hot a plug. The worst thing that can happen from too cold a plug is a fouled spark plug, but too hot a spark plug can cause some severe engine damage.

**Good Rule of Thumb #3:** Advancing ignition timing by 10° causes tip temperature to increase by approx. 70°-100° C

**Air/Fuel Mixtures** seriously affect engine performance and spark plug operating temperatures. Rich air/fuel mixtures cause tip temperature to drop, causing fouling and poor throttle response and drivability. Lean air/fuel mixtures on the other hand cause plug tip and cylinder temperature to increase, resulting in pre-ignition, detonation, and possibly serious spark plug and/or engine damage.

**Spark Plug Reading:** It is important to read spark plugs many times during the tuning process, and to read them for the proper conditions you are tuning the engine for, in order to achieve the optimum air/ fuel mixture (i.e. don't let your car idle for 30 minutes, then pull a plug and expect to take a reading that will benefit you on the highway). If you are reading plugs for hardcore racing purposes, things get more specific and detailed (and I'm not even close to being "there" yet).

**Jeff's info courtesy of [championsparkplugs.com](http://championsparkplugs.com).** Voodoo Garage (Jeff's Air Force call sign is "Voodoo") will hopefully be a recurring feature with tech tips learned from CCR mistakes, um, first hand experience!



The Demon carb after first, unsuccessful assembly



# 2024 Capitol City Rockets Treasurer's Report/Events



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

Balance as of 7-5-2024 \$ 3828.16

Balance as of 9-15-2024: \$5,238.35

Income

Dues \$ 60.00

Expenses

Postage – newsletter \$ 4.08

Balance as of 11-11-2024: \$5,294.27

Income

Dues \$ 75.00

Total Income \$ 75.00

Expenses

White Post gift certificate \$ 50.00

Holiday luncheon 345.99

Total Expenses \$ 395.99

Balance as of 12-9-2024: \$4973.28

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

## Club Calendar 2025

- ◆ 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

### 2024 All GM Show Financial Statement

Income

Show preregistrations (Paypal) 960.00 (Other) 140.00

Onsite show registrations 1,270.00

**Total Income \$2,870.00**

Expenses

Old Cars Weekly Ad \$ 3.26

FedEx postage VK Design/Rallye Products 174.61

VK Design (show t shirts) 1,079.93\*

Rallye Products (awards) 1,272.83

**Total Expenses \$ 2,540.8**

**Net profit \$ 329.36**

Lafayette FCU contribution (Awards) 1,272.83

**Net Profit after contribution \$1,602.19\*** (may change due to future t shirt sales)

## CCR CLASSIFIEDS :



**Olds Literature, CD, and Memorabilia for sale, 73-82, 97 and 03. Contact Vince Taliano 410-598-0488 or vince-taliano@comcast.net**

- ◆ **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.

- ◇ **Garage Space for Rent**—\$125 month in Burkittsville, MD. Contact Owen Greisemer if interested 240-357-5696
- ◇ **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 35th year. We split monthly meetings between Eagle Ridge Middle School in Ashburn, VA and various locations 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.*

## Other Quality Olds Parts Dealers and Services

<p>CUTLASS COUNTRY OF NJ Specializing in 1968-1972 (Parts or Complete Cars Bought &amp; Sold) NICK 908-996-7118 Email: nz442@earthlink.net Cutlass</p>	<p><b>Roy's Upholster</b> Roy Potts IV Denier 15a First Berryville (540) 95</p>
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<p>ERT ORE 899-8546 0-673-2427 (814) 899-8632 www.QUALKROM.com <b>QUALKROM</b> GREAT LAKES PLANT, INC. 4725-A Iroquois Avenue Erie, PA 16511</p>	<p><b>C and C</b> auto perform HIGH PERFORMANCE PARTS • ENGINE TRUCK ACCESSORIES MACHINE SHOP SERVICE 8081 CENTREVILLE ROAD MANASSAS, VIRGI (703) 368-7878 • METRO (703) 631-1265 • FAX (703)</p>



**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*

**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:**

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\_\_\_\_\_  
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**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

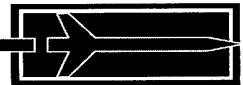
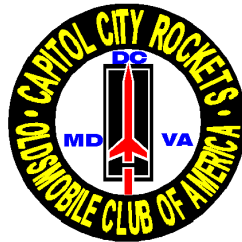
**AS OF JULY, 2022, CCR YEARLY DUES ARE \$20**

**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  
Ashburn, VA 20148

DO NOT CREASE