

Aug-Nov 2022

Scott Phillips—Editor



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

# The Rocket Review Quarterly

## Super Fall Edition, 2022



There were Rockets aplenty at the Annual Rockville Civic Center Antique and Classic Car Show. The show, which sold out in pre-registration, had over 500 vehicles on a spectacular fall day this past October. They are moving to pre-reg only next year, and despite the lines to exit, it was blast! The CCR sponsored area is pictured, and next year will have a Lotus Center Display. More pics inside...

### Save the Dates!

- **Sun, Dec 11th— 12:00 pm. Annual Holiday Luncheon at Leesburg Public House.**
- **Sun, Jan 8th— 12:30 pm. Club Planning Meeting at Mission BBQ, MD.**
- **Sun, Feb 12th— 11:00 am—Regular Club Meeting at Eagle Ridge MS in Ashburn.**
- **Sun, Mar 12th— 12:30 pm. Regular MD Club Meeting at Mission BBQ .**

## President's Message—Joe Padavano

As 2022 winds down and many of us have stored our cars awaiting spring, here are a collection of thoughts from the past year.

If you've renewed your CCR membership recently, you've noticed the bump in price from \$15 to \$20 a year. Like everything else, we're having to deal with increased costs. We're not happy about having to pass this on to the members, but there really isn't a lot of choice. Of course, that also means that the members should feel like they're getting value for being in the club. We wel-

come feedback – What can we be doing better? What types of events or club benefits would you like to see? The annual White Post tour is well attended, but what else should we be doing as a club? Are there tours or events or speakers or seminars or other functions that you'd like to see? Let us know.

I frequent a lot of online Oldsmobile forums. I never cease to be amazed by folks who must "upgrade" their car with aftermarket parts to make it "reliable", only to have worse performance and less reliability. The factory engineers developed and tested the OEM systems on these cars for tens of thousands of miles under all operating conditions – brand new parts, worn-to-replacement-limit parts, car empty, car full, dry conditions, wet conditions, snow, ice, heat, cold. I can guarantee that no aftermarket ignition system, brakes, or fuel system



## *President Padavano's Message (Cont.)*

has had a fraction of that level of testing and development, yet the first thing many people do is install an aftermarket ignition, carb, or brakes, then complain when the car doesn't run right. The magazine articles and cable or YouTube videos promoting these "upgrades" are infomercials that feature the advertisers' products. No one is going to pay to sponsor a show that says "keep your car stock". I'm not suggesting that you shouldn't modify your car or install aftermarket parts, but do it with your eyes open. Properly maintained factory systems will always be more reliable than aftermarket or modified.

The worst thing you can do to your car is to not drive it. Seals dry out, bearing surfaces lose lube and rust, humidity and UV cause damage, and the local fauna can chew up wires and hoses. Take them out and drive them. That's where the fun is. Home to cruise night and back is not enough. I don't know about you, but my car puts a smile on my face when I drive it. Yours should, too. Factory documentation is your friend. Even if you don't work on your car yourself, knowing how it works and how it is put together makes you an educated consumer. It also helps you to sense problems earlier, potentially avoiding a breakdown that leaves you stranded. And let's be honest, few "mechanics" today have a clue as to how these cars work; most of them weren't even alive the last time GM sold a new car with a carburetor or drum brakes – or without a computer diagnostic port they could plug into. Diagnosis of problems has become a lost art (just like reading a map).

Am I the only one who's sick and tired of "barn finds" with dirt and bird droppings? The annual Muscle Car and Corvette Nationals (MCACN) seems to thrive on these. OK, I get it if the intent is to show "before" and (in a subsequent year) "after" versions of the car, but I'm really getting tired of it. Hot Rod Magazine seems to be even worse, as all they feature anymore are these "sitting for decades" heaps.

Speaking of car magazines, I've got to put in a plug for *Modern Rodding*. After the "Saturday night massacre" that killed off 19 long-time magazines in 2019, there's been a dearth of product. Maybe I'm just too old, but I prefer a glossy paper magazine to online versions (yeah, I realize you're reading this digitally...). Worse is that the few surviving titles have pretty much devolved into recycling old articles, both in print and online. *Modern Rodding* started publishing just two years ago, and I remain impressed. Editor Brian Brennan spent a long time at the now defunct *Street Rodder Magazine*, and *MR* not surprisingly has a very similar look and feel – and that's not a bad thing. I also appreciate the fact that the content is balanced between features on high-dollar pro-built cars and detailed how-to articles. Even more impressive is that the how-to articles run to the more advanced topics (chopping a top, modifying a frame to fit a radically different drivetrain, etc), which I find much more interesting. Personally I'm not interested in "how to install a Pertronix" level of tech articles. I've been a subscriber almost since the beginning, and so far every issue has impressed. Contrast this to *Hot Rod* (to which I also still subscribe and have been for over half a century). The latest issues of *HRM* are so thin you need to hold them down so they don't waft away. In the early 70s they ran over 200 pages; with the exception of the recent 75<sup>th</sup> anniversary issue, they've been hard-pressed to crack 70 pages.

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 with the members. 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 taking over the club website and getting it rehosted when Hemmings ended their free hosting service. Jeff put a lot of effort into rebuilding the website and getting the electronic payments to work with the new host platform. 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 for the show, spend the day keeping the event running smoothly, and stay late to tear down and clean up the site. Thanks also go to Eagle Ridge Middle School and the staff members who give their time to support our show.

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

## 2022 White Post Restorations Tour—Ronnie Smith

Our annual tour of White Post Restorations was held on November 6<sup>th</sup>. As usual, we met at Mission BBQ in Winchester for lunch before heading to White Post. This was the club's 11th tour in the past twelve years. The turnout this year more than doubled from last year, with a total of 25 for this event, with 15 members and 10 guests. Weather was mostly cloudy with temps in the mid-70s. Six Oldsmobiles made it to the event, with a threat of afternoon rain limiting turnout.

Our tour guide was Billy Ray Thompson IV. We were informed that his father, who goes by WR, recently retired from the family business. Billy is next in line to become president, which has been in business since 1940. They started out fixing farm machinery then eventually went into car restoration. The shop rebuilds brake components, complete restorations, and everything in between, including partial restoration work and old car maintenance. They currently have 19 employees. There is always quite an array of work in progress for us to see.

There were 16 cars in the shop ranging in years from 1927 thru 1984. The 1927 Packard Ambulance (1) is 1/3 built, purchased at auction by the current owner and in for brake system restoration. A 1984 Nissan 200 SX (2) was undergoing a complete restoration. The owner has driven this car over 500,000 miles and loves it so much he is willing to pay the estimated \$200,000 for its restoration. He worked as a magician at Chucky Cheese before starting his own business. A few cars that we had seen on last year's tour were in their final stages of completion, including a 1955 Cadillac Eldorado convertible (3), owned by the Prince of Bahrain, a 1964 Porsche 356 (4), and a 1963 Cadillac custom station wagon (5). This wagon was modified by a custom coach builder for GM, and its roof is from a 1964 Vista Cruiser. It was 1/4 built, special ordered by the Rockefeller family. Also still there from last year was a 1932 Cadillac convertible owned by Bob Ryan, a local TV meteorologist, and a 1966 Mercury Comet convertible owned by a local Ford dealer.

One car that caught the attention of many was a 1971 Fiat Dino. 1/250 that were built, the body was designed by Dino and was mated to a Ferrari 250 chassis. The Dino name refers to the Ferrari Dino V6 engine, produced by Fiat and installed in the cars to achieve the production numbers sufficient for Ferrari to homologate the engine for Formula 2 racing. This car will be receiving at owner's request a concours quality nut and bolt restoration. The tour included the machine shop, body shop, and sheet metal shop. The metal shaping tools were admired and generated some questions about their history. There was a English Wheel and Planishing Hammer, which came from an old car manufacturer. The entire shop is filled with old photos and memorabilia from the automotive world.

The tour concluded with a look in the storage garage of cars waiting. Everyone enjoys seeing these cars in their various conditions and hearing about their past. We know that next year there will be a good chance of seeing them again, as they get closer to their new life and being back on the road. The oldest car waiting its turn is a 1918 Buick. It was restored at White Post 40 years ago and is back for some charging system repair.

White Post currently has a two-year waiting list with 28 cars waiting for a spot to open in the storage garage. Business has been very good, despite the economy, for automobile restoration. Thanks to everyone who came out. If you missed it, we do this event every year around the first weekend of November.

Until then, happy motoring!

Ronnie Smith



# CCR Tour of White Post Restorations, Cont.



Up front for some finish work was weatherman Bob Ryan's 1932 Cadillac V-8 Convertible.



This 1966 Mercury Comet Convertible is being turned into a Cyclone for a local Ford Dealer.



This 1/250 '71 Fiat Dino turned some heads. Body by Dino, Chassis by Ferrari, Formula 2 race built.



BT4 shows off the sheet metal shop. To rear is a '66 Chevy out of KY that was receiving new floor pans.



Old school tools, including an English wheel and this power hammer, came from Auburn/Cord.



WPR's staple side business is brake component restoration, and there were a ton of boosters to be done.



This '65 GTO tri-power was in to receive a new convertible top and Legendary interior.



This '29 Chrysler was awaiting an engine rebuild after a partial restoration last year.



25 cars are currently waiting to enter the shop, including this '31 Studebaker 8 cyl "4 seasons roadster."

It was a huge turn out for our return to White Post, and it turned out to be a great day in the shop with many cars to check out. We started out with a meal at Mission BBQ. That's Ronnie in blue to the right, who lives nearby and arranges the tour each year.



Pictures/article by Ronnie Smith

## *Aug 13, 2022 All GM Show Results*

<b>"BEST OF" AWARDS</b>	<b>Entry No.</b>	<b>First Name</b>	<b>Last Name</b>	<b>Year</b>	<b>Make</b>	<b>Model</b>
Best of Show Stock	89	Michael	Carles	1947	Chevrolet	3100 Thriftmaster Truck
Best of Show Modified	49	Jeffrey	Snyder	1955	Chevrolet	210
Best Buick	29	Renick	Miller	1960	Buick	LeSabre Convertible
Best Cadillac	50	John	Mitchell	1935	LaSalle	Series 50 Convertible Coupe
Best Chevrolet	14	Irvin	Deener	1957	Chevrolet	Nomad
Best Oldsmobile	20	Mike	Horton	1970	Oldsmobile	Cutlass
Best Pontiac	68	John & Sharon	Hurne	1959	Pontiac	Catalina
Best GMC Motorhome	76	Scott	Sommers	1974	GMC	Motorhome
Best Truck	7	Gary	Binge	1968	Chevrolet	C10 Truck
Best Paint	30	Terry	Rose	1968	Oldsmobile	442
Best Prewar	22	Eric & Joanna	Tanner	1915	Buick	C-24 Roadster

<b>TOP 25 AWARDS</b>						
	<b>Entry Number</b>	<b>First Name</b>	<b>Last Name</b>	<b>Year</b>	<b>Make</b>	<b>Model</b>
1	78	Harold	Miles	1941	Chevrolet	2-Door Sedan
2	46	Jeremy	Beyersdorf	1969	Pontiac	GTO
3	98	Rachel	Copenhaver	1967	Pontiac	Firebird
4	57	Edward	Rolins	1957	Pontiac	Starchief
5	96	David	Blaufarb	1941	Buick	Special
6	80	Ron	Toth	1970	Buick	GS 455 Convertible
7	48	Anthony	Taylor	1967	Chevrolet	Camaro
8	94	Chris	Pasqualli	1987	Buick	Grand National
9	109	Harry	Scott	1941	Cadillac	67 Series
10	51	Harry	Dinch	1969	Pontiac	Firebird
11	8	David	Hackshaw	1966	Oldsmobile	Cutlass Convertible
12	15	Dan	Glicoes	1964	Pontiac	Catalina
13	75	Ken	Ossenfort	1967	Buick	GS400 Convertible
14	65	Bob	Brown	1957	Chevrolet	Corvette
15	81	Clyde	Vick	1966	Chevrolet	Corvette
16	77	Ken	Fauver	1967	Pontiac	Firebird
17	36	Noel "Dave"	Pecunia	1963	Pontiac	Grand Prix
18	56	Bill	Faiella	1963	Chevrolet	Corvette
19	4	Jeff	Neischel	1972	Oldsmobile	Cutlass Supreme
20	79	Tom	Parker	1960	Buick	LeSabre
21	88	Don	Norman	1969	Chevrolet	Corvette
22	99	John	Ballenger	1966	Chevrolet	II
23	103	Jeff	Corant	1950	Chevrolet	3100 Pickup
24	107	Chris	Weston	1972	Oldsmobile	442 Convertible
25	58	Jay	McFarland	1962	Chevrolet	Corvette
	82	Tom	Rogers	1974	Chevrolet	Monte Carlo

# August 13 All GM Show Highlights



This fine '55 Chevy 210 is owned by Jeffrey Snyder and was the Best of Show Modified.



Rockets were everywhere at the All GM Show this August, including Jeff Neischel and his '72 Suprem.



Eric and Joanna Tanner's Buick C-24 Roadster took Best Pre-War. It was a special treat to hear it run.



Terry Rose's fine '68 442 took the Best Paint Award.



This car turned heads all day. John Mitchell's 1935 LaSalle Series 50 Convertible Coupe-Best Cadillac.



John and Sharon Hume's 1959 Pontiac Catalina Convertible won Best Pontiac.



Mike Horton is pictured with Cory Correll, and not for no reason! Mike's '70 Cutlass Conv won Best Olds.



David Hackashaw's '66 Cutlass Convertible won a Top 25, and later won a People's Choice in Fairfax.



This nice 1987 Buick Grand National won a Top 25 Award. It is owned by Chris Pasqanalli.

Early show view from the registration tent—and what a view. A 1915 Buick, Brian MacDonald's 1964 Cutlass Convertible, Best in Show '55 and on down the line.



Captions by Scott Phillips Thanks to club members who submitted pictures!

## *More August 2022 All GM Show Highlights*



I've seen this gorgeous 1970 Buick GS455 Convertible a few times and asked Ron Toth to bring it to the All GM. He obliged, and was a popular Top 25 pick.



Chris Weston's superb 1972 Olds 442 Convertible returned to the All GM Show this past August, was a high Top 25 Award finisher.

The August 2022 version of the Annual All GM Show was, by all accounts, a resounding success. Over 125 cars registered, and the low humidity, cloudless day offered the best possible weather. The Eagle Ridge PTA volunteered to handle the concessions, and with that and a healthy 50/50 Raffle, they raised over \$500 to be used for student Science, Technology, Engineering, and Math (STEM) clubs and activities. There were nearly 50 pre-registrations this year (up some from last year), with about 60% of those paying and registering online. That is definitely up from previous years, and a trend to pay attention to. 18 Oldsmobiles pre-registered, and our turn out was great among club members—thanks for showing up, and to those of you who volunteered to set up, direct cars, take registrations, DJ, handle awards, and clean up after—it was greatly appreciated. Great 2022 Show!



A few of our '68 442's pictured—Terry Rose's to left, Guy Stevens' center. Far right is one of the spectacular GM trucks that won awards at the show.



This well-worn, but preserved Cadillac limo was an early arriver at the All GM. Parked near the Motorhomes, it truly stood out (and out and out).



There were some amazing trucks at the All GM, including Gary Binge's Top 25 '68 Chevy C-10. Mid right is Renick Miller's 1960 Buick LeSabre (middle) that won Best Buick.

# Fairfax/Leesburg/Rockville Were Great CCR Events



We had a really nice club turnout of 9 Oldsmobiles at the Fairfax Labor Day show, as pictured.



The Fairfax Show was full this year, including our side lot, as you can see beyond our Olds centric area.



David Hackashaw's 1966 Cutlass Convertible won a People's Choice Award.



Scott Phillips' 1962 "Jetfire" Sports Convertible also took home a People's Choice Award this year.



This stunning 1956 Buick Century won a Spectator's Choice Award at the Leesburg MATA Show Oct 1st.



Mike Horton's '70 Cutlass Conv took home the Best Buick/Olds at the Leesburg MATA Show.



A very nice Olds turnout on a super day at Rockville. Here's Marvin Jackson's 1963 Starfire.



Mark Levine brought out his unrestored 1970 442. It's 455 4 speed combo is a beast of a ride.



You see some very sweet rides at Rockville, this '63 Stude Lark VIII had a hot dual carb setup.

As you can tell from this picture, the Annual Rockville Antique and Classic Car Show in mid-October was a crowded affair. The venue is chock full of rare makes and models of all kinds and Pre-WWII models are common. They shut down 'day of' registrations, and it showed! Wonderful show.



Fall Show Reports by Scott Phillips

# 2022 Capitol City Rockets Treasurer's Report/Events



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

Balance as of 9-10-2022 \$2,236.53

**Income:**

Dues \$ 20

All GM CY T-shirt Sales: \$60

**Total Income: \$80**

**Expenses:**

Leftover '22 GM Show Misc.: \$24.15

**Total Expenses: \$24.15**

Balance as of 10-12-2022 \$2,292.38

**Total Income \$0**

**Expenses:**

Bank service charge 2.00

Balance as of 11-10-2022 \$ 2,290.38

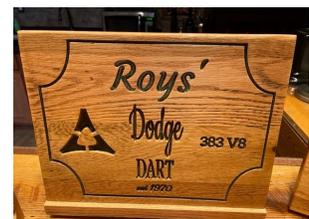
**NOTE: Club Dues Were Voted in July '22 to be increased to \$20 per year from \$15.**

## Club Calendar 2022-23

- ◆ Sunday, Dec 11—12:00 pm—Annual Holiday Luncheon at Leesburg Public House, 962 Edwards Ferry Rd NE, Leesburg, VA 20176
- ◆ Sun, Jan 8—12:30 pm—2023 Club Meeting at Mission BBQ, 885 Rockville Pike, Rockville, MD 20852
- ◆ Sun, Feb 12—11:00 am—Regular Club Meeting at Eagle Ridge Middle School, 42901 Waxpool Rd, Ashburn, VA 20148
- ◆ Sun, Mar 12—12:30 pm—Regular Club Meeting at Mission BBQ location in Rockville
- ◆ Sun, April 16—tentative Annual Spring Dust Off cruise, location and time TBD.
- ◆ More dates/events to be decided at the January meeting. Be sure to come and give input!
- \* Capitol City Rockets That's our Facebook Group.
- \* @capitol\_rockets That's our club Twitter Page.
- \* www.CapitolCityRockets.com That's our new website.

## CLASSIFIEDS :

- ◆ **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

Classified ads are free to chapter members. We take cars, parts, services, anything. Submit your typed or printed ad to the Chapter PO box, marking it ATTN: ROCKET REVIEW, or simply email the editor at sphillips16@msn.com You may run your ad for up to 2 issues at a time. Ads must be resubmitted for reprinting after that time, and please let Scott know if you wish to discontinue the classified ad due to sale of the parts or car.

## 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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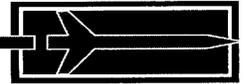
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# Rocket Review



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