

Jan-June 2019

Capitol City Rockets — Oldsmobile Club of America
8 -Time Old Cars Weekly Golden Quill Award winning publication

Scott Phillips—Editor



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The Rocket Review Quarterly

Summer Edition 2019



The 2019 Edition of the Oldsmobile Homecoming was held in Lansing, MI on June 15th. Turbocharged Jetfire F-85's were the featured vehicle, and eight (four '62's and four '63's) were in attendance. Article and pictures from the Homecoming are inside!

Save the Dates!

- **Sun, July 14, Regular Meeting at Rockville Hard Times Cafe (new location), 12:30 pm**
- **Sat, Aug 10, All GM Show at Montgomery College, 9am—3pm**
- **Sun, Sept 8, Regular Meeting at Kilroys, 12:30 pm**
- **Sun, Oct 13, Regular Meeting at Red, Hot, and Blue, 12:30 pm**

Upcoming All GM Show-Cory Correll

Hard to believe it's now about one month from our annual August show, held on Saturday the 10th in Rockville, MD. Most importantly, the breakfast and lunch caterer has been ordered (same as the past several years) as well as the Italian ice & ice cream truck. Ken Prowell, our CCR music DJ, will be (digitally) spinning his great selections of oldies again.

The awards have been ordered using the GM car art from this year's flyers (which is actually art drawn up from the year 2000 show) with a Chevy Corvette added. (The year 2000 didn't include Chevrolet yet, so wasn't "All-GM"). Two shirt designs this year: a 30th year CCR Anniversary shirt with five Oldsmo-

biles and a recycled favorite of 1930s GM cars (and truck).

We can always use extra hands helping at the start & finish of the show assembling tents, and laying out the class stanchions, putting out signs, etc. This all starts around 7:30 am. The college is repaving much of Campus Drive this July but all will be open at our Lot #2 and the North Campus Drive off of Rt. 355 (a.k.a. Hungerford Dr.)

Any questions or for volunteering please contact me at

corydraw@gmail.com.

Pray for a dry day, and thanks in advance to all the helpers!

Cory

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 30th year. We split monthly meetings between Kilroy's Bar and Grille off the Braddock Road exit of 495 in Northern VA and Red, Hot, and Blue BBQ in Derwood, MD, with one peer judged show co-hosted each year with the Metro Buick Club. The club currently consists of over 45 members, from Virginia, Maryland, Florida, and even DC and West Virginia. A membership form is located in the back of this newsletter. One need not own an Oldsmobile to join, and dues remain \$15 dollars per year, payable by November the 1st, either by check or using the PayPal button on our Hemmings.com website. Current membership in the Oldsmobile Club of America is a requirement of CCR membership, as we are required to submit club rosters to OCA for yearly insurance coverage for our events.

LongHauling To Lansing-Joe Padavano

Driving the Hot Rod Power Tour and Homecoming in one trip !

Nine days, ten states, 2600 miles in the 62 F-85 wagon. What a trip! We drove to Charlotte for the start, did the long haul, then drove to Lansing for Homecoming, then drove back to Northern VA (stopping at Summit Racing on the way). What a blast. HRPT and Homecoming were two things on my "must do" list. When I saw the dates and locations for the HRPT last fall, I noticed that Power Tour ended on June 14 in Norwalk, OH, and Homecoming was three hours away on June 15. It was obviously a sign that this was the year.

Naturally the 62 was Plan B. I had hoped to get the 67 Delta done for the trip. HAHAHAAAAHA. When it became obvious that wasn't going to happen, I started a one-month thrash to get the 62 ready. Completely rebuilt the front suspension and steering. Installed a dual circuit M/C and completely replumbed the brakes. Fixed a number of the

nagging interior squeaks and rattles. I WANTED to replace the U-joints, but time ran out (you KNOW where that's going...). Of course, this was not without its issues. I bought the front end kit from Kanter. Got the driver's side back together no problem. Tried to install the passenger side spindle on the lower control arm and the nut would not tighten - the ball joint stud kept spinning. Apparently the taper was machined too small, causing the threads to stick up too far (first photo is the new one, second is the old one shown below).

I called Kanter and spoke to their tech line. They had me take measurements and said they'd call me back. My prior experience in situations like that has not been good. To Kanter's credit, they called me back in half an hour, said all the ones on the shelf matched my old one, and that two replacements were being shipped. Two days later the new one was installed and the front end was assembled. That's service!

I had a leaking rear axle seal. First problem is that I couldn't get the rear drums off. Ordered an OTC brake drum puller from Amazon and that made life very easy. The next problem was pulling the old seal, as I didn't have one of the tools. I DID, however, have an old 455 valve, and with a little careful trimming and welding it to a bolt that fit my slide hammer, problem solved. (Cont on pg 8)



Photos 1 and 2 show the difference in ball joint taper described above.



CCR President
Joe Padavano

CCR Annual Spring Dust Off Highlights 4/13/19



Parked together were Steve White's 1953 Super 88, Jeff Neischel's 1972 Cutlass, and Toby Turpin's 1996 LSS. Traveling the furthest, Toby was a trooper!



Scott Phillips brought out his 1962 'Jetfire' Sports Convertible, while Ken Prowell's late model Challenger came in place of his 'in process' '66 Convertible.

The Annual Capitol City Rockets Spring Dust Off Cruise was held on a cloudy Saturday, April 13th, with a threat of rain in the forecast. It was held at the Nokesville Burger King, just south of the Route 28 Bypass near Manassas, VA. Although in the past we've been part of what used to be a very large cruise in there, the past few years have seen it dwindling, and this Saturday was no exception, as just a few cars other than us showed up, though the forecast may have had something to do with that.



Robin Robinson left the Starfire at home to show us her 1979 SuperBeetle, with 1600 cc engine, Mercedes canvas top, and 147K mi + counting!



Toby and Jeff check out the vinyl roof on Jeff's '72.



Pictures by Scott Phillips



Joe Padavano brought out the 1962 F-85 Deluxe Wagon, next to nice 70's Camaro.

1969 F-85 Sport Coupe Windshield Channel Repair



Pictured here, our front windshield channel had some pinholes and was thoroughly pitted, all of which needed to be sanded and treated. This area, right above the rear view mirror, turned out to be the worst.



The outer portion of the channel required the majority of the work due to deep pitting that required the use of a grinding wheel to make sure the surface was completely rid of surface rust.

At the beginning of this repair job skepticism was high. We had a pretty huge leak on the driver's floor when it rained, and we thought it was coming from around the windshield. When it was pulled, my dad and I were not sure whether or not we would be able to save this channel due to the sheer amount of pinholes and pitting that were present on its outer face. Nevertheless, through careful sanding, grinding, welding, and smoothing with QuickSteel Metal Repair (steel reinforced epoxy paste, 5700 psi strength vs. JB Weld's 3960; sets underwater, can be drilled, sanded, painted) we were able to salvage the channel and bring it close to its former glory. A-1 Auto Glass in Manassas reinstalled the windshield (and resealed the back window, too), and now we are ready to install the new interior.



Post-sanding, the underside of the channel almost looked like we had just replaced it. I used a Dremel with sanding and grinding discs.



This picture shows the worst of the deterioration of the front windshield channel. This part and a few others were welded. We used Quick Steel for minor pinholes and pitting.



Article by Holden Phillips, Age 17



Finished product after installation and chrome was put back on. No leaks!

2019 Oldsmobile Homecoming—Lansing, MI

The 2019 edition of the 27th Annual Oldsmobile Homecoming Show (the “Largest All Oldsmobile Show in the World”) took place on Saturday, June 15th this year, with a Friday night cruise to nearby Dimondale and a post-show ice cream social “Night at the Museum” at the REO Olds Transportation Museum as part of the program. Ken Prowell was game to go with me, and our original plan had us leaving early Thursday morning for about a 9 hour drive to Lansing. We were trailering my Sports Convertible with the Jetfire turbo engine (Jetfires were to be the featured car at the show, and we knew of at least 8 that would be there) the largest gathering of the 1962-63 only models probably to be held ever. We got on the road about 7:15 am, and a light rain began to fall. As we got onto the Ohio turnpike the deluge that has hit the Midwest became very evident – we hit thunderstorms and it was clear by the farmer’s fields it’s been an eternally wet spring. Checking the convertible early on it seemed to be watertight, but later, the passenger side floor was soaked, a function I discovered later on of my new top shrinking, and getting slightly out of alignment, which opened up a small gap on that side between the top and the windshield frame.

We were one of the first to arrive in Lansing, and my car I had detailed so painstakingly before leaving was a disaster after the constant rain and road spray made the trip 12 hours. It finally cleared about a half hour outside of Lansing, and that was a good sign, as skies were blue for a gorgeous Friday and though cloudy, stayed dry all day for the show Saturday. As Friday morning dawned, more cars began to show. Ken and I located a local do it yourself car wash, and with his tremendous help, the car got polished and perfect. Friday night is police-escorted cruise night, and we assembled at a nearby parking lot for the short ‘parade’ to Dimondale. The night was perfect, and they shut down the town to park all the Oldsmobiles up and down the street, while small shops and restaurants opened their doors for the cruise. Other than a delay to park everyone, it was a great time—tons of people and a wide variety of cars. Following we had a little impromptu Jetfire reunion in the parking lot of the hotel, complete with parts and advice swapping. Joe and his buddy Bill showed up fresh from the final Norwalk, OH stop on the Hot Rod Power Tour (see his article on that supercool adventure).

Saturday was show day at the Auto Owners Insurance facility, and started early. The venue is terrific. Tons of show space, adjacent swap meet and trailer parking, and organized and helpful local club volunteers. As you can see from the pictures, the show is huge (though they said attendance was down due to threat of rain), and incredibly diverse. They parked the Jetfires up front in a special show area, and eventually 8 were there—four each of 62’s and 63’s. Indiana Jetfire junkie Eric Jensen brought two unrestored ‘62’s and a model engine, which was a big draw most of the day. The swap meet took a while to get through—nice mix of repro stuff and “you’ll only get it here” Olds parts—truly the deepest I’ve seen. There were so many different cars to see, the show field walk literally took hours. The REO club ends the Homecoming with a parade of the award winners, who are called to the show tent in order. That evening, the club hosted an ice cream social at the RE Olds Transportation Museum, which, again, as you can tell from the pictures, is totally worth the trip for anyone who owns an Oldsmobile. Lansing has a clean, revitalized downtown area, where we stopped for some craft beers and dinner.

Sunday morning early we began the slog home—it rained again for a while until we hit Akron, OH, home of Summit Racing’s home store, for a search through the huge ‘scratch and dent’ return area. The place is the size of a mall! After shopping and lunch, skies cleared and we trolled the long, uneventful mountains and valleys of the Cumberland Gap to home. If you can’t tell, I’d completely recommend the Olds Homecoming—if you haven’t been and own an Oldsmobile, it’s quite simply a must-go.

Friday Night Dimondale, MI Cruise



Saturday Homecoming Showfield



Olds Homecoming Show Highlights



Another view of the Dimondale cruise on Friday night up the street.



By Friday evening cars had come to the hotel, including the Aegean Aqua his/hers '70 W-31's on right.



Eric Jensen of Indiana brought these two unrestored, running '62 Jetfires and a model engine.



Ample parking gave early models and friends a chance to hang out together.



This one had us do a double-take. FWD Cutlass Supreme converted to RWD with a modified 403. Cool.



The popping 1903 Curved Dash Runabout gave free parking lot rides literally all day long.



Plenty of Hurst Olds were in attendance at the Homecoming, with this one clearly set up for racing.



Love those Toros, and these two exceptional models were near Joe.



Joe's lusted after woody '50 Olds wagon, illustrating the depth and variety of the Homecoming show.

The swap meet area at the Olds Homecoming was full of treasures, from trim to complete engines, repro parts to hard to find, one year only items. Best Olds-centric swap meet anywhere.



Pictures/article by Scott Phillips

Ransom E Olds Museum Highlights



One of our favorites—1940 Series 70 Business Coupe with no back seat & storage space for the traveling salesman. It cost only \$865, and featured an L head 6 cyl, 95 HP, 230 ci engine. 4337 made. This one has only 17, 000 original miles, and is totally unrestored.



The 1931 REO Royale, considered the finest REO. Amos Northup designed Murray body and was one of the first to be tested in the wind tunnel. Inline 8 cyl 358 ci engine, 125 HP, 4650 lbs, cost \$2485.

Following the day of the show at the Olds Homecoming, the RE Olds Chapter of OCA held an ice cream social at the Ransom Eli Olds Museum in downtown Lansing. There were some amazing displays (“Keep ’em Firing WWII production of automatic cannons for fighter planes and high-caliber shells for field artillery/tanks being one...), and car after significant car, only some of which are pictured here. Definitely worth your time and donations to keep open and operating.



66 Hurst Hairy Olds 442 & 69 H/O. Hairy used two 425 motors, 671 GM blowers, Hilborn injectors, Toro drivetrains/wheels & 2 gas pedals!



1953 Deluxe 88 NASCAR. Lightest in the Olds lineup, 165 HP 88 was the only GM to win a NASCAR race during 1953, taking 9 wins behind Hudson’s 22. Just for Steve W!



Pictures by Scott Phillips



In the “who knew” category, Reo lawn mowers were produced 1946—60’s, was the biggest maker of powered mowers in the world in 1950, and motors also used in boats/snow blowers!

Longhaul to Lansing—HotRod Power Tour to Olds Homecoming



Meanwhile, inside the ‘new’ AC Delco cap...not good.

I had ordered a new AC Delco cap and rotor for the car. Here's an example of today's AC Delco quality. I put the old cap back on and hoped for the best. The final issue was a carb rebuild on the E-brock. I had a part throttle stumble that really bothered me. Turns out that the accelerator pump cup was worn, and the new cup, along with fixing a float that was WAAAAAY out of adjustment, fixed the problem. Unfortunately, I did this Friday June 7, and as I went to reassemble the carb, the link from the choke shaft to the fast idle cam just disappeared. POOF. After a few frantic moments searching, I called a friend who has a couple of E-brock carbs on the shelf and stole the replacement part from him. Crisis averted. Packed the car with every tool and spare part I could fit and prepared for a 5 AM departure on Saturday.

Saturday was grey, and I hit rain from Richmond to Durham. I met up with my friend Bill in South Hill, VA. Bill was driving his 1963 Grand Prix (which had not been on the road in seven years prior to May...). We got to Charlotte about 2:00 in the afternoon and stood in line to get registered. Finally got into the zMax venue about 3:30. Quite a spectrum of vehicles. That's Bill's white GP parked beside my wagon. The photos below and on the next pages are a tiny selection of the thousands of cars at the site. The shorty Imperial has been featured in several magazines. The “Scraptona” has a full NASCAR chassis and engine.

Day Two saw the drive from Charlotte to Martinsville. One of Bill's mufflers had a baffle come loose internally, and the rattling sounded like a load of rocks in a washing machine. We found a Dynamax at an Advanced on the way and pulled into the GM Motor Medics to change it out when we got to Martinsville. A 1965 was built by UMI, and unlike just about every other vehicle there, it did NOT have an LS swap... Every night the hotel parking lot was like a car show unto itself, as you can see below.



Above—Bill and Joe’s Excellent Adventure. Below—Bill replaces his atomic muffler with a Dynamax at the GM Motor Medics in Martinsville.



By: Joe Padavano, CCR President



A sample of the hotel ‘car shows’ along the road at the Hot Rod Power tour. Awesome displays and shop talk at every location.

Longhaul to Lansing (Continued)

Day Three took us on US58 from Martinsville to Bristol. The route went right past the Wood Brothers museum, which was a fantastic detour (as was brunch in a coffee shop in Stuart, VA). It's amazing how "stock" early stock cars were (including factory chrome trim). From there, the route became a string of 15MPH switchbacks up and down various mountains. Suffice to say that without power steering, this was a bit of a workout. I also noticed some faint squealing from the car when coasting. Cue ominous music...

Hot Rod did catch me driving through Independence, VA. One of the cool things is how people sit out by the side of the road and wave and take pictures as the cars come through these small towns. We went through Independence about lunch hour, so there were a lot of people out. For a few seconds, you feel like a rock star.

Day Four saw us drive from Bristol to Sparta, KY. The Cumberland Gap was spectacular. There's a tunnel on US25E, and the sign on the next page is what greeted us. Fortunately, it was a brief delay. The weather was beautiful - we didn't miss the rain of the last three days. Unfortunately, about an hour out of Indy, when we had pulled off for lunch, I found that I had a bad vibration in the car between 40-50 MPH. I knew it was u-joints. We limped the car to Indy and pulled up at the Motor Medics. I pulled the driveshaft and found the damage below. For those not familiar with the 61-63 cars, the driveshaft has four (count 'em) u-joints, two as part of the CV joint assembly in the middle and one at each end. One was obviously toast. Two were marginal. These are not common u-joints (yeah, surprise...). I was able to locate two replacements locally, but they would not be available until 8:00 the next morning. I got the Motor Medic guys to press out the two worst ones. We arranged to leave the car at Kentucky Speedway and come back in the morning to finish the repair.

We did have time to look at a few cars. The Edsel on the next page was at the hotel. A Bricklin was at a gas stop. The VW has a 572 (well, that's what the valve covers said, anyway). It is also one of the radical cars that we saw being loaded onto trailers a few miles outside of each venue. Kind of defeats the purpose of Power Tour if you trailer the car between stops. Frankly, I never saw the VW do anything other than idle around the sites. ProFairgrounds returns...

We were up early on Day Five to pick up the u-joints. I had found two more at a CarQuest in North Vernon, IN, so we planned to pick them up on the way to Indy. The track was quite a bit quieter on Wednesday morning. Got the car back together and on the road by 11:30. The drive was not without challenges. The one road out of Madison, IN was closed for construction, so it took a little while to find a way around. We picked up the other u-joints and hauled buns to Indy, where we again put the car up, pulled the driveshaft, and replaced the other two u-joints. A couple of six packs to the Motor Medic guys as a thank-you went a long way when we had to do this two days in a row. Suffice to say that I'm getting really good at getting this driveshaft in and out quickly.



Road Shows & U Joint Woes on the Hot Rod Power tour.

The drive from Indy to Ft. Wayne on Day Six looked to be the worst weather-wise. The route took us on a lot of straight two lane roads through farmland in IN and OH. I was worried that my car was pulling badly to the right, until I looked up and saw the trees bent over. The wind was something else that day. We got to the venue and it was a complete washout. Vendors had already started packing up. We got our tickets punched and drove over to the Auburn Cord Duesenberg Museum. Wow, what a collection!. That was well worth the trip. I'm in love with the Cords, the model for the Toronado. Day Seven was a pretty easy drive from Ft. Wayne to Norwalk. We got there about noon and sat in a long line to get in. Weather was the best day of the trip. The Power Tour finale was incredible. What a collection of cars. Bill and I had to bail by 5:30 for the drive to Lansing. Arrived at the hotel about 9:30, where we met up with Scott and Ken Prowell just coming back from the Dimondale cruise night.

This was my first trip to Homecoming. Another great show. I did lust after the 50 tin woody. The lineup of Jetfires was impressive. It would have been nice if there were some that were not red, however. The FWD Cutlass Supreme converted to RWD with the 403 was impressive. It was great to finally meet a number of folks who I have previously only known on-line. The RE Olds museum was also a treat. I've always loved the wacky V5 diesel motor. The Quad 6 was a new one on me. We left Lansing early Sunday morning for the slog back to Northern VA. We did have to stop at Summit Racing on the way, however. Arrived home just about 9:30 last night, nine days, ten states, and 2600 miles later. What a ride!



“Tunnel Closed.” On the drive from Bristol to Sparta, KY via the Cumberland Gap.



The ‘572’ VW referenced, that never did do much more than idle around.



Edsel wagon was parked at the hotel one night.



Auburn, Cord, Duesenberg Museum near the Fort Wayne, IN stop. What a collection!



Yes, those are 8 tiny turbos feeding a FITech on top of an 8-71. Paging Mr. Dobbertin!



Summit Racing Homebase in Akron, OH. Note Joe checking on tardy Bill in background...

Nine days, ten states, 3 under car repairs, 2600+ miles. And two truly deserved “Long Hauler” awards...



Pictures/article by Joe Padavano

2019 Capitol City Rockets Treasurer's Report/Events



Ken Quincy's
Corner—CCR
Treasury Report

Balance as of 4-9-19: \$1825.88

Income:

Dues: \$60.00

Total April Income: \$60.00

Expenses:

Donation to Capital Cruisin.com: \$150.00

Total April Expenses: \$150.00

Balance as of 5-9-19: \$1,735.88

Income:

Dues: \$45.00

Refund of Dues Overpayment: \$15.30

Total May Income: \$29.70

Expenses:

All GM Show Stamps and Postcards: \$52.59

Total May Expenses: \$52.59

Balance as of 6-6-19: \$1,712.99

Income:

Dues: \$45.00

All GM Show Registrations: \$195.00

Total June Income: \$240.00

Expenses:

All GM Flyer Postage stamps: \$71.45

All GM USPS: \$140.00

Bank service charge \$2.00

Total June Expenses: \$213.45

Balance as of 7-5-19: \$1,739.54

Club Calendar/Shows 2019

(Email Scott for listed show flyers)

- ♦ Sun, July 14—Regular MD Meeting @Hard Times Cafe, 12:30 pm.
- ♦ Sat, Aug 10—Annual All GM Show @Montgomery College, 9 am—3pm.
- ♦ Sun, Aug 18—6th Annual Blue Gray Olds Club BOPC Show @AACA Museum, Hershey, PA (registration includes ticket to the museum)
- ♦ Sun, Sept 8—Regular VA Meeting @Kilroys Bar and Grille, 12:30 pm.
- ♦ Sun, Sept 8—Sykesville, MD Legion Post 223 Fall Show sponsored by Royal GTO's and Pontiacs.
- ♦ Sun, Sept 8—11th Annual Prince William Cruisers Wounded Warriors Benefit Show, Occoquan Park, VA
- ♦ Sat, Sept 21—44th Edgar Rohr @ Manassas, VA Museum sponsored by Bull Run Region AACA
- ♦ Sun, Sept 29—10th Annual Prince William Cruisers 100 Car Pileup, Legion Post 176, Springfield, VA
- ♦ Sun, Oct 13—Regular MD Meeting @Hard Times Cafe, 12:30 pm.
- ♦ Sun, Oct 13—17th All Olds Show sponsored by Delaware Valley Olds Club, Kerr Park, Downingtown, PA
- ♦ Sat, Oct 19—Rockville Civic Center Antique and Classic Car Show, 9 am—2 pm.
- ♦ Sun, Nov 10— (Tentatively) Regular VA Meeting @Kilroys Bar and Grille, 12:30 pm.
- ♦ Sun, Dec 10— (Tentatively) Holiday Lunch

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 3 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.

CLASSIFIEDS :

- ◆ **1969 Cutlass "S" Holiday Coupe**—250 cid inline 6 cylinder , 2 speed auto transmission (engine/trans are original to the car), Power steering, 4 wheel drum brakes (no power), Olds factory am/fm cassette, 62,700 miles; Have some extra trim parts not installed. Everything works except horn. Interior in very good condition, exterior is good to slightly better. \$6,000. Contact Fred Bell at 724-331-6444 or email at 2006selbs@gmail.com



- ◆ **1961 Dynamic 88**—seen by a friend of Norm Hines in the Homestead area. Call 785-487-3079 if interested.



- ◆ **Diecast Oldsmobiles**—Several 1/18 and 1/25 scale, 1968-1970 especially, Hurst Olds and Olds collectibles. Some Nascar, Johnny Lightning and Hot Wheels as well. Also has hubcaps, center caps, flags, and more. For sale from former club treasurer Jim Carlson's collection. Please contact Liana Carlson via email at jimandliana@yahoo.com if interested.

\$15 Club dues are due November 1. Please renew to keep receiving the *Rocket Review* and great club benefits!

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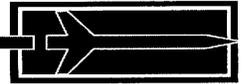
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