

Apr-July 2017

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

Scott Phillips—Editor



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## The Rocket Review Quarterly Summer Vacation Edition 2017



Get ready for the big event! The Annual All GM Show co-hosted by the Capitol City Rockets and the Metro Buick Club is coming to Montgomery College on Saturday, August 12 from 9-3 pm. Register using PayPal from our Hemming site or use the emailed form. Joe and Cory want to see your Olds!

### President Joe Padavano's Summer Message

**Save the Dates!**

- **Annual All GM Show at Montgomery College, Sat, Aug 12, 9-3 pm.**
- **5th Blue Gray BOPC Show at Hershey AACA Museum, Sun, Aug 20, 10-3:30 pm. Register @ blue-graychapter.com**
- **Sun, Sept 10, 12:30 pm club meeting @ Kilroys.**

Why is it that every time I try to cut corners, it comes back to bite me in the butt? You'd think I'd have learned this the first couple of hundred times it happened to me. The latest episode to reinforce this lesson (un)learned has been with my 67 Delta. I bought this car not quite a year ago with the intention of turning this into a daily driver. I found the car in Chicago and bought it for its completely rust free body – yeah, in Chicago. This car originally came from Arkansas, and apparently wasn't driven much or in the winter in Chicago. I dragged it home the end of last summer in what may have been the most illfated towing experience ever, but that's a topic for a different column. Fortunately, none of the issues were with the car, only my truck and trailer.

When I buy an older car, I prioritize the sheet metal over all else. Mechanical fixes are easy and I've got the tools and equipment to fix just about anything. Little did I realize how many half-fast "repairs"

the previous owners had made. There was no rubber in the front control arm bushings, the steering linkage had an incorrect center link forced into place (with resulting stripped fasteners), the dual exhaust system using the incorrect single exhaust manifold resulted in one pipe being squashed to less than half its original area, the incorrect heater core that had been forced into place required the mounting straps to be cut and caused the heater box to break, the leaking core that it had replaced rusted the temp control cable and the previous owner had installed a manual shutoff valve under the hood, the self adjuster linkage in the rear brakes had been left out (presumably because it over adjusted?), and on and on. None of these were deal breakers and none were that difficult to fix, though parts availability on the 65-70 full size cars is a challenge in many cases.

One by one I worked off these items, completely rebuilding the suspension, steering, and brakes. Fortunately the correct unique dual exhaust manifold that clears (cont on next page)

## Capitol City Rockets Info

*The Capitol City Rockets is the Suburban Maryland, DC, Northern Virginia chapter of the Oldsmobile Club of America. The Capitol City Rockets originated in 1989, and is currently operating in its 28th year. We split monthly meetings (currently) between Kilroy's Bar and Grille off the Braddock Road exit of 495 in Northern VA and Branded 72 BBQ in Rockville, with one peer judged show co-hosted each year with the Metro Buick Club. The club currently consists of over 40 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.*

### Joe Padavano's Message (Cont)

the steering box on these cars is reproduced and once installed I built a custom exhaust system. I was getting optimistic that the car would be roadworthy by the beginning of summer. Unfortunately, one of my repairs had been to replace the badly leaking valve cover gaskets. Pulling the covers showed that the leakage was really due to the fact that the broken remains of every valve seal had clogged the oil drainback holes in the heads. I cleaned these as best I could, but I did not replace the valve seals. Naturally, once the car was drivable, it didn't take long to discover that it laid down a smoke screen worthy of a WWII destroyer. I spent several days agonizing over whether I should simply pull the heads on the otherwise strong-running 425 or swap it out for the recently rebuilt 455 that was taking up

*The Rocket Review  
Quarterly-Summer*

**Keeping the Legend  
Alive—28 Years  
Strong!**

space in my shop. I finally decided on the latter and the 425 came out.

This is where the “should have done it right the first time” came back to haunt me. With the motor out, it was clear that the suspension and brake rebuild would have been SOOO much easier had I just pulled the motor first. Steam cleaning and painting the frame would have also been easier had I done that when the suspension arms were off. Fortunately, since I had a sneaking suspicion that I was going to pull the motor, I waited until it was out before tackling the wiring and HVAC repairs. Those were certainly easier with an empty engine bay.

Of course, I'm now crunching to get the motor back in so I can take the car to the All-GM show. I do want to clean and paint all the accessory brackets and pulleys, which naturally eats up time. We'll see if I can beat the clock. Hope to see you all there!

**By: Joe Padavano, CCR President**





## *Steve White at the NAOC National in Reading, PA*

We trailered up to the Annual Nat'l Olds Club Meet at Reading, PA, this past week. Close to 100 very nice cars showed up, the oldest being 1905. The club had planned some sightseeing and we fought off intermittent rain. Judging was going to be Saturday and we had another tour scheduled for Friday afternoon. I opted out of the tour to give the Olds a good cleaning, especially in hard to see places. I was planning to Quick Detail the rest of the car early Saturday morning.

The skies opened up Friday evening with a torrential downpour, which kept me awake most of the night. So, I got up early Saturday to assess the damage and was overjoyed to find that a simple toweling down of the car was all it needed for the show. The rain had done the rest. The car looked great as we waited for the judges.

From the time we arrived on Wednesday until Saturday, the car got lots of attention and compliments. But I got nervous when the judges complimented the car, thinking they were being nice just to prepare me for a letdown. I was in a Senior Class for cars that had won best in class before. There were two other stunning cars I worried about. One was a 55 4-door and the other a 56 4-door hardtop.

At the banquet, when my class came up, a first prize went to the 55. And another first went to the 56. Was I ever surprised when they announced that my car got Best in Class. So, I came home with another trophy for Charlie to complain about. Stan, your work has held up well for more than nine years. Thanks!

Oh, just to give Charlie something more to grouse about, the Chrysler got a second place class award at Sully on the 18<sup>th</sup>. That really did surprise me. I'm glad I took that car!



Steve White's 1953 Super 88 took at Best in Class at the National Antique Oldsmobile Club meeting in Reading, PA in June.



You can see Steve and his wife detailing the Olds behind Leo Stutzman's stunning '53 98 Fiesta Sports Convertible, up from Florida.



This is Jim Shultz's (NAOC President) 1957 Golden Rocket 88 Holiday Sedan, which came all the way from Chino Valley, Arizona.



## *More NAOC Nat'l Meet Shots*



Ken Prowell checks out Dick LaFashia's 1975 Delta 88 Royale Conv. For sale at the meet!



Stanley Pausina showed this 1950 98 Convertible. The class of the show was clearly the 1950's Olds.



If hot rods are your thing—D'Arcy Thomas' '36 F-36 Six Sport Coupe came from Ontario. 1 Hot Coupe!



Mike McCrary showed this super original 1952 Super 88 two door Sedan.



Paul Andreas came over from North Wales, PA with this 1966 Tornado Deluxe Coupe.



In very nice shape was Glen Morris' 1968 Cutlass S Holiday Coupe.



A clear crowd favorite was this beautifully restored, down from Vermont



1916 Light 8 Speedster. Shot of the engine bay—



Shot of the front end of the Light 8 Speedster.

The oldest participant at the NAOC National Meet was this 1905 Curved Dash. The meet had really fine cars—it was a little rainy the day we attended, but the folks were friendly and the site was nicely laid out.



Article by Steve White



## *Spring Dust Off Cruise Sat April 15, 2017*



The CCR Annual Spring Dust Off Cruise was held Sat, April 15th at the Nokesville Burger King just south of the 234 Bypass in Manassas. Toby tells me the day was chilly, but sunny, with a refurbished BK to boot.

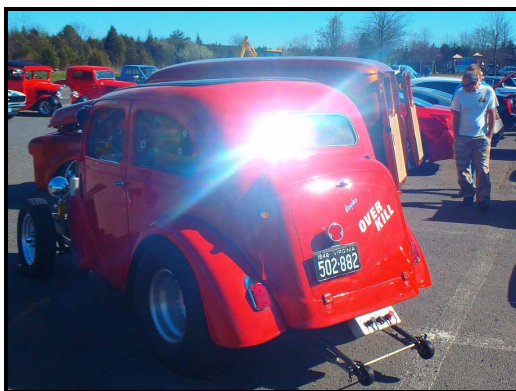


We like the Manassas cruise as if the weather is good it sure brings out the cars on a spring day (see above), and the variety of hot rods and classics mixed in with our Oldsmobiles is definitely worth the trip.

Randy Garretson brought out his new 1979 Hurst Olds (which looks pretty terrific here in the sunshine). Randy has been a regular since we ran into him last year in Great Falls. There's a nice selection of Olds around him, including Steves '53 and Robin's '62 Starfire, and I think Guy Fansler's 1984 Delta 88.



Pictures by Toby Turpin—  
Thanks, Toby!



Clearly, the hot rod scene was out in full force for the dust off—this one caught Toby's eye—looks like a 40's Anglia if the license plate and emblem tell.



As usual, Jim Stohlman came out to check out the cruise and the cars. We're always glad to see Jim at club events and grateful to the Olds history of the Stohlman legacy.



## *More Spring Dust Off / Summer Sightings*



The CCR Annual Spring Dust Off Cruise was held Sat, April 15th at the Nokesville Burger King just south of the 234 Bypass in Manassas. Pictured is last year's All GM Show 1st place winner, Brian Miller's super clean 1987 442. *Thanks Randy Garretson for pictures!*



We were again fortunate, as we have been the past few years now, that it again was a glorious day (which in April is always iffy). Pictured in all its glory is Zaman Khan's 1968 442 Convertible, which won a Best in Class at the OCA National in TN last summer.

How 'bout a Corvair Rampside Pittsburgh Steeler truck? (Partial to the area, so it gets a center feature despite being non-Olds). Spotted by Cory Correll at the Hagerstown cruise held behind the H'town Mall. We go each summer a few times to pass out All GM flyers, and if the weather is good, it's totally worth it.



By Scott Phillips—Editor



Ran into this beauty back in the spring at a tourney. Dwayne Gulsby just purchased this freshly restored, numbers matching '69 442 in MD. He said its rebuilt 350 ran strong, and he was touching the interior up.



One of the better cruises in the area we visit each summer is the Mt. Airy 'Jimmy Cones' cruise. It can fill a parking lot on a good weather Saturday night, and this night there were plenty of Olds lurking, including this beauty.



# WalMart Engine Stand Test—Joe Padavano

I paid \$234 from WalMart on line for the engine stand pictured. The current price from WalMart is \$227, but they show out of stock. Pep Boys is apparently selling it for even less right now, but you have go into a store and order it.

I'm less than satisfied with the cheezy garden hose adapters that come with it. You're supposed to use these with short sections of radiator hose to connect to the water pump inlet and t-stat outlet ports for cooling. Apparently you just adjust flow rate from your spigot to hold the temp you want. Neither one of these crappy adapters seals to the garden hose, so water showed everywhere. That's one reason why I only ran the engine for a few seconds (that and open headers...). The male fitting even chewed up the brass hose end due to the poorly cut threads. I may adapt a radiator, but it's actually nice not to have to run a fan belt. With the flow from the hose, you are supposed to just leave the t-stat out and don't run the water pump. It does make setup a lot easier. I may just have to come up with better couplers.

The engine is a 455 going in the '67 Delta 88,

so I stop leaving a smokescreen when I run it! I bought this motor a couple of years ago from a friend, intending to put it in my 69 442 (yet another stalled project). It may yet end up there, as it has a MT' crank. He was using it as a temporary motor in his 69 Vista until he built the real one. It's only got a few thousand miles on it, but it does have J heads, Comp Cam roller rockers, hotter cam, TBD compression. It's been sitting in my shop since I got it and that's probably the worst thing I can do with it. The pushrods have some surface rust on them, for example, so I pulled them all out and polished that off. Needed to carefully prime the motor, turn it over, and see what else was going on with it before starting it. With luck I could have had it running on the stand the coming weekend.

F'n Chinesium crap...I spent the next day wiring the gauges on the engine run stand. They basically give you the gauges and sending units and a key switch and nothing else. No big deal, it's like wiring the dash on a kit car. I naturally had misplaced the instructions. The key switch has four numbered terminals with no other markings, but it didn't take long with the VOM to find power, acc, run, and start. The gauges have three termi-

nals, labeled power, ground, and sender, so no big deal. Got it wired up and turned on power. Oil press gauge pegged and temp did nothing. I tried alternately disconnecting and shorting the sender wires, since the gauge should alternately go zero and full scale. Nada. I'd read several reviews of this unit where people had complained about the gauges and just replaced them with better ones. I was going to do the same, but then wasted an hour not finding my box of gauges..Figured I'd just go to Harbor Freight and get their cheapo gauge set (yeah, more Chinesium gauges). Overnight I was thinking that maybe the gauge terminals were marked wrong. Three wires, six possible combinations. Didn't take long to find out that the power and sender terminals were marked incorrectly and reversed. Simple fix, 60 psi oil pressure priming with the drill. Temp gauge goes from zero to full scale with the wire open and grounded. Next I pieced together a working starter and distributor. You'd think I'd have that stuff laying around. Actually, I do, but it's faster to put one together than to find the one that works. (See picture below to find out what happened...)



Left is Joe's WalMart engine stand. He sent a short video Mon, 5/29 of it running, nicely, in fact. Always good to test the motor!



This is the 1967 Delta 88 Joe is working on currently. Got it late last summer up in Chicago, and we're hoping to see it at the All GM Show in August.



## JOE P PONDERING THE AGE OLD QUESTION—IS IT A 'BARN FIND' IF YOU FIND IT IN YOUR BARN?

To left is Joe's next project, for which he is aiming for the 2018 Gettysburg Nationals—his '69 Hurst Olds that came east from California with him a while ago. He's been gathering parts (and a parts car!) for years to get it back on the road once again.

## 2017 Capitol City Rockets Calendar/Treasurer's Report



Ken Quincy's  
Corner—CCR  
Treasury Report

Balance as of 5-7-17: \$1807.66

Income: Dues - \$15.00

GM Show Registrations: \$30.00

Total Income: \$45.00

Expenses: GM Show Flyers - \$66.09

GM Show Postcards/Stamps - \$223.60

Capital Cruisin.com Contribution—\$150.00

Total Expenses: \$439.69

Balance as of 6-10-17: \$1412.97

Income: Dues - \$0.00

Total Income: \$0.00

Expenses: Bank Fee - \$2.00

Rallye Trophies -All GM Show:  
\$955.00

Total Expenses: \$957.00

Balance as of 7-10-17: \$455.97

## 2017 Remaining CCR Calendar Dates

- ♦ July 31—Aug 5, Albuquerque, NM—OCA National Albuquerque Pyramid North Hotel.
- ♦ Sat, Aug 12—Annual All GM Show. 9-3 pm at Montgomery College. Please pre-register using the flyer attached to this email or using PayPal on the Capitol City Rockets website hosted on Hemmings.com
- ♦ Sunday, Sept 10, 12:30 pm—regular meeting at Kilroy's Bar and Grille.
- ♦ Sunday, Oct 8, 12:30 pm—regular meeting at Branded 72 BBQ.
- ♦ Sat, Oct 14—club participation in the annual Rockville Antique and Classic Car Show, 11 am—3 pm. Cars may enter the show field at 8:30 am. Google "Rockville Antique and Classic Car Show" for show site and registration.
- ♦ Nov—tentative annual outing to White Post Restorations. More details to follow.
- ♦ Dec—tentative annual Holiday Luncheon at Amphora Restaurant in Vienna, VA.

Want to know more about local car cruises and upcoming shows? Check out:  
**[www.capitalcruisin.com](http://www.capitalcruisin.com)**

Get to the Capitol City Rockets website by going to Hemmings.com, click on the "Events" tab at top, click on "Clubs," and put in our name.



## 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 :

- CCR member Ken Prowell has new spark plugs to give free to a good home—one set of 8 AC Delco 43RT plugs and 3 Champion Platinum 3983. Contact Ken at Kenneth.I.Prowell@gmail.com
- The Sunday after our All GM Show, August 20th, the Blue Gray Chapter of OCA is hosting its 5th Annual Buick, Olds, Pontiac, Cadillac Show at the Hershey AACA Museum. You can register for the show by going to the club website: blue-graychapter.com Registration is \$18 and includes museum admission for the day. Contact radioman@ptd.net for more information. We may have a club contingent going up, email Scott at scott.phillips@lcp.org if interested

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

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To Right are some businesses we've encountered at Carlisle that may be helpful to members looking for parts. USA Parts Supply is near us and has a great catalog. Mobile Parts does brake systems, front end, steering/suspension, motor/trans mounts, fuel/water pumps, etc Ed Hartnett is a 4 speed specialist and is extraordinarily thorough. Hope these help!

<p><b>ROSS &amp; BOB'S QUALITY OLDS PARTS</b></p> <p>Specializing in: 1964-72 442/Cutlass Original and Reproduction Oldsmobile Parts</p> <p>Bob Moyer 215-538-0773</p> <p>Ross Hunsinger 215-256-1653 rossh442@yahoo.com</p>	<p><i>"Getting More for Less"</i></p> <p><b>MOBILE PARTS</b> The Antique Automotive King</p> <p>Craig Studnick (516) 485-1935 mobileparts@yahoo.com</p> <p>Our Parts are Golden Covering 1930s to 1970s</p>
<p><b>USA PARTS SUPPLY</b> 261 Industrial Blvd., Kearneysville, WV 25430</p> <p><b>Joe Rodgers</b> 304-724-6600 1-800-872-2013 Cell: 240-382-8853 www.usapartssupply.com</p> <p>Specializing in: 49-85 Cadillac • 61-75 Oldsmobile Cutlass/442 41-75 Big Body Olds • 61-75 GTO-Tempest-LeMans</p>	<p><b>NORTHCOAST OLDS</b></p> <p>'64-'77 Oldsmobile Buy, Sell &amp; Trade Used &amp; New Parts/Cars O.C.A. MEMBER SINCE 1982</p> <p>DANA LUDWIG (440) 257-8213</p>
<p><b>KEN'S AUTO PARTS</b> NOS &amp; USED GM PARTS</p> <p>KEN LEWIS KENOLDS442@AOL.COM</p> <p>343 HARVARD ST EAST BRIDGEWATER, MA 02333</p> <p>(508) 942-7569</p>	<p>STANDARD TRANSMISSION REBUILDING SERVICE MUSCLE CAR TRANSMISSION RESTORATIONS</p> <p>REBUILT GM AND FORD T-5 FIVE SPEEDS IN STOCK NEW, USED AND REBUILDER PARTS IN STOCK</p> <p>BROKEN MUNCIES AND BORG WARNERS WANTED</p> <p><b>ED HARTNETT</b> STANDARD SHIFT TRANSMISSION SPECIALIST SINCE 1974 BLOOMINGTON GOLD RESTORATION WORKSHOP INSTRUCTOR</p> <p>VISA, MASTERCARD ACCEPTED (610) 623-9381 UPS DAILY EMAIL: EH4SPEEDS@AOL.COM</p> <p>ED HARTNETT 4 SPEEDS 242 PEMBROKE AVENUE LANSOWNE, PA 19050</p>

## Capitol City Rockets Club Info and Membership Application

*THE CAPITOL CITY ROCKETS is a chartered chapter of the Oldsmobile Club of America, Lansing, MI. Chapter dues are \$15.00 per year. 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 A-Body.....Scott Phillips (571) 233-5193  
1964-65 A-Body.....Mike Stilwell (703) 799-2904  
1973-77 A-Body.....Gary Sutherlin  
1978-80 A-Body.....Michael Coxen (301) 251-8666*

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

### Bevan Allen Memorial Service Award Recipient

*2000: Denney Keys  
2001: Michael Coxen  
2002: Mike Stilwell  
2003: Dick Brown  
2004: Cory Correll  
2005: Scott Phillips  
2006: Mike "Hitch" Stilwell  
2010: Joe Padavano  
2013: Gary Sutherlin  
2014:  
2015: Mike Scott and Margaret Straubinger*

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## MEMBERSHIP APPLICATION

**CAPITOL CITY ROCKETS**

**CHAPTER OF THE OLDSMOBILE CLUB OF  
AMERICA**

→ **NEW**

→ **RENEWAL**

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

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**STREET** \_\_\_\_\_

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

**HOME PHONE** ( ) \_\_\_\_\_

**WORK PHONE** ( ) \_\_\_\_\_

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

**LIST OLDSMOBILES CURRENTLY OWNED:**

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

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### **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**

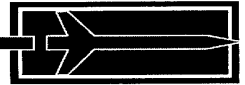
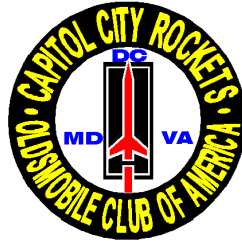
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**CCR YEARLY DUES ARE \$15  
PLEASE MAKE CHECKS PAYABLE TO:  
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**Current Membership in the  
Oldsmobile Club of America is Required**



# Rocket Review



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