

Aug-Jan 2023-24

Scott Phillips—Editor



Inside this issue:

Pres Message 1-2

White Post Tour Article and Pics 3-4

All GM Results & Pics 5-8

Event pics, Tech Tip 9-10

Treasurer's Report/ Calendar, Classifieds, Membership Info 11-13

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

Fall/Winter Edition 23-24



The 2023 CCR season concluded with a very nice luncheon at Bungalow Lakehouse in the Potomac Lakes section of Cascades, Virginia. Many thanks to Robin Robinson for making all of the arrangements, the cool decorative cookies with the CCR logo on them, and bringing us together to celebrate the holidays!

Save the Dates!

- Sun, Mar 10th— 12:30 pm. Regular MD Club Meeting Cory's Work Location.
- Sun, Apr 14th— Annual Spring Dust Off Cruise, 7-9 am meet up @ Dulles Landing, Dust Off 9-10:30 at Leesburg Public House.
- Sun, May 5—CCR meeting at MD location TBA

President's Message—Joe Padavano

The approach of spring means the return to driving our collector cars. One of the most common themes I come across in on-line forums is people complaining about the reliability of their old cars. It amazes me that people have so many problems given how simple these older vehicles are. Many owners are afraid to drive their cars any further than to cruise night and back. They complain about overheating, ignition problems, brake issues, and more, and always assume that they



need the newest gimmick from the aftermarket to fix it.

These cars were daily drivers when they were new. Properly maintained factory systems will be highly reliable. These cars didn't overheat, didn't break down, and didn't have reliability issues. GM tested their cars at the Desert Proving Grounds in Arizona in addition to the Milford Proving Grounds in Michigan. Cooling systems were sized for continuous desert running without overheating. Despite what the aftermarket vendors tell you, copper is a better conductor than aluminum (just look at the wiring in your house). Yeah, a new aluminum radiator probably does a better job than the old, leaking original, but a reconditioned original will be better still.



President Padavano's Message (Cont.)

New cars use aluminum radiators for weight and cost reasons, not because they are the best for cooling.

The same thing goes for people who believe that they MUST have an electronic distributor for their car to be reliable. My first reaction is that if one can't adjust a set of points, they probably can't install an electronic conversion kit either. Points are just a mechanical on/off switch, and every one of the drop-in electronic replacements performs exactly the same function, but with more potential failure modes. Everyone I know who has an electronic conversion carries points in their glovebox. Think about that. Yeah, there are advanced electronic ignition systems that do provide advanced capabilities, but that's not the case for the common systems. And yes, I have an electronic distributor in my 62 – not for reliability but because I'm lazy.

Just because the interwebs tell you that you MUST have four-wheel disc brakes for your car to be safe and reliable, doesn't mean that you actually do. The reality is that no aftermarket kit has a fraction of the engineering and testing that the factory put into the OEM cars. Do properly designed and installed disc brakes stop better than drums? Of course they do, but few of the aftermarket kits are properly designed, and fewer still are properly installed. Consider that the factory used a number of different proportioning valves to correctly adjust front-to-rear brake balance depending on the weight and distribution of the particular vehicle. Every aftermarket kit uses exactly the same valve (PV2 for front discs and PV4 for four-wheel discs). One size fits none. And yeah, I'm sure your butt tells you that the new brakes stop better than the old ones, but that's usually based on zero actual data. If you anticipate making a swap like this, educate yourself. Don't believe what the vendors are telling you. One highly respected brand name vendor confuses the proportioning valve and the metering valve in their catalog. These are two completely separate devices with completely different functions. This doesn't give me a warm feeling about their products.

It's not difficult to make your older car reliable. Of course, if you want to modify it, have at it. Just understand that deviations from OEM are more likely to have reliability issues. Accept that trade-off for improved performance or handling or braking with your eyes open. And always remember, "If It Runs, It's Done." - Joe Padavano, President, Capitol City Rockets

2023 White Post Restorations Tour—Ronnie Smith

The Capitol City Rockets annual tour of White Post Restorations (WPR) was held on Veteran's Day (Saturday 11/11/2023) this year. After the morning fog had burned off, it was a beautiful fall day in the Shenandoah Valley. We first met for lunch at Mission BBQ in Winchester. They had a special celebration for Veteran's Day at noon, starting with the Presentation of Colors by the Frederick County Sheriff's Department, followed by the live singing of the National Anthem. (1)

We arrived at WPR around 12:20, lined the Oldsmobiles up for a photo while we waited for any other members and guests who weren't at lunch to arrive for our 12:45 tour. WPR has been in business since 1940. It is currently being run by Billy Ray Thompson IV. When it started, WPR was repairing farm machinery, eventually moving into automobile restoration. Approximately 40% of their business is rebuilding brake components. Partial and full ground-up restorations are performed on all makes. They also perform minor repairs on collector cars.

Currently there are 16 cars in the shop. The oldest, a 1928 Packard, was given to the current owner by his grandfather, who had purchased it new. It is undergoing a complete ground-up restoration. The newest car is a 1984 Nissan 200 SX. Billy told us that this was probably the most difficult restoration they have ever done. The availability of NOS or restoration parts is non-existent. They have been searching salvage yards country-wide looking for good used interior parts. (2)

There is quite a variety of vehicles in the shop currently. A 1932 Cadillac V12, which is almost complete, will be entered into the Great American Race next year. A 1960 Mercedes 190SL convertible, owned by the current NFL Medical Director's wife, will undergo a complete restoration. Another interesting vehicle is a 1947 Studebaker M-15 ¾ ton truck. The owner bought it sight unseen from its home in a chicken coop in Texas. It is being brought back to roadworthy condition. Other cars in the shop include a 1956 Cadillac Coupe de Ville, 1959 Jaguar Mark IX, 1958 Nash Ambassador Rambler Station Wagon, 1970 De Tomaso Mangusta, 1957 Chevy Cameo Pickup, 1959 Rolls-Royce Silver Cloud, 1929 Chrysler Model 75 Roadster, 1963 Split Window Corvette, and a 1963 Cadillac Station Wagon which was one of 3 built by GM. It has a 1964 Vista Cruiser roof and was originally sold to the Rockefeller Family. One of our club members, Jim McCormack, had his 1969 Cutlass Convertible there for some minor repairs before turning the keys over to his daughter. Another lucky individual who can say "This was my father's Oldsmobile!" (3)

The tour always concludes with a visit to the storage building where cars sit waiting for their restoration journey to begin. There were about a dozen cars inside including two Rolls-Royce Motor Cars, a 1967 Cadillac, 1969 Porsche 911T, a 1956 Bristol 404, and a 1931 Studebaker President Four Season Roadster that was once owned by William Jones, a decorated WWII Air Force pilot. (4)

Thanks to the 15 CCR members and guests who came out to attend this annual tour. This was our 13th tour over 14 years, missing 2020 due to COVID concerns. If you didn't make it, hopefully next year you can, especially if you have never attended before. And as always, special thanks to Billy Ray for his time and hospitality! (5)

Until next year, happy motoring!

Ronnie Smith



CCR Tour of White Post Restorations, Cont.



Check this out. 1956 Cadillac Coupe de Ville. Glorious green, wide whites.



This spectacular machine is a nearly done 1928 Packard, was purchased new by the owner's grandfather.



This 1932 Cadillac, which is nearly complete, will be entered in the Great American Race next year.



Here are some of the CCR members checking out paint and body standing near the 1970 de Tomaso Mangusa.



A favorite among the guys was this Studebaker M-15 3/4 ton truck, fresh from a chicken coop in Texas!



1959 Rolls-Royce Silver Cloud (behind), 1929 Chrysler Model 75 Roadster.



In the metal shop (its windshield frame needed repair) is this '63 Split Window. Note roll of fiberglass!



A very interesting ride is this '63 Caddy with a '64 Vista roof owned by the Rockefeller family.



The tour always finishes up in the garage where cars await restoring, including this '69 Porsche 911T.

It was a nice 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 parked the cars out front and enjoyed a picture of the club members who attended. MIA is Ronnie, who arranges the tour for us each year. Thanks, Ronnie!



Pictures/article by Ronnie Smith

Aug 12, 2024 All GM Show Results

Award	Entry No.	First Name	Last Name	Year	Make	Model
Best of Show Stock	5	Richard	Sisson	1953	Buick	Skylark
Best of Modified	98	Diana	Jeffries	1955	Chevrolet	3100
Best Buick	36	Mike	Emerson	1956	Buick	Century Riviera
Best Cadillac	81	Phillip	Freda	1948	Cadillac	Series 62
Best Chevrolet	63	Tommy	Crabtree	1957	Chevrolet	Bel Air Convertible
Best Oldsmobile	30	Carl	Shaffer	1972	Oldsmobile	Hurst/Olds
Best Pontiac	15	John & Sharon	Hurne	1959	Pontiac	Catalina
Best Motorhome	12	Eric	Tanner	1978	GMC	Motorhome
Best Truck	64	Michael	Curles	1947	Chevrolet	3100 Thriftmaster Truck
Best Paint	60	Edward	Rollins	1938	Chevrolet	Coupe
Best Prewar	93	Harry	Scott	1941	Cadillac	Limo
Best Corvette	16	Joe & Bev	Stoltz	1961	Chevrolet	Corvette

TOP 25 AWARDS

	Entry No.	First Name	Last Name	Year	Make	Model
1	59	Bill	Pembroke	1969	Chevrolet	Camaro
2	16	Joe & Bev	Stoltz	1961	Chevrolet	Corvette
3	61	Tony	Taylor	1967	Chevrolet	Camaro
4	87	Estes	Thompson	1966	Chevrolet	Nova
5	51	Doug	Smith	1966	Chevrolet	II SS
6	69	Kyle	Scott	1966	Chevrolet	Chevelle SS 396
7	14	Frederick	Seoane	1976	Chevrolet	Vega Cosworth
8	21	Jack	Kearney	1964	Buick	Riviera
9	35	Brandon	Leigh	1967	Chevrolet	Acadian
10	70	Skip	Branco	1962	Pontiac	Grand Prix
11	73	Brian	Stubbs	1965	Chevrolet	Corvette
12	74	Mark	Director	1962	Chevrolet	Corvette
13	9	Bill	Faiella	1963	Chevrolet	Corvette
14	66	Tom	Rogers	1974	Chevrolet	Monte Carlo
15	78	Ken	Ossenfort	1967	Buick	GS400 Convertible
16	97	Tom	Jeffries	1955	Chevrolet	Belair
17	55	Henry	Sergent	1969	Chevrolet	Camaro RS/SS
18	62	Jeff	Snyder	1970	Chevrolet	Camaro RS
19	77	Harold & Catisha	Miles	1941	Chevrolet	2-door Sedan
20	88	Ken	Fauver	1970	Pontiac	Trans Am
21	89	Rachel	Copenhaver	1967	Pontiac	Firebird
22	91	John	Readon	1934	Chevrolet	Coupe
23	3	Jeff	Neischel	1972	Oldsmobile	Cutlass Supreme
24	6	Gary	Binge	1968	Chevrolet	C10 Truck
25	7	Paul	Maxwell	1967	Pontiac	GTO Convertible

August 12, 2023 All GM Show "Best Of's"



Best paint (of course!) went to Ed Rollins' 1938 Chevy Coupe Restomod.



Best Corvette was won by Joe and Bev Stolz's owner restored '61 out of Springfield, VA.



Best Buick was won by Mike Emerson's 1956 Century Riviera out of Hillsboro, VA.



Best Cadillac went to Joshua and Phillip Freda from Aldie, VA for this 1948 Series 62 Convertible.



Best Chevy went to Tommy Crabtree's 1957 Bel Air Convertible, out of Manassas, VA.



Best Oldsmobile went to Carl Shaffer's 1972 Hurst Olds with the sunroof option.



Best Pontiac went to John and Sharon Hurne for this 1959 Catalina convertible from Hillsboro, VA.



Best GMC Motorhome again went to Eric Tanner's 1978, driving in from McLean, VA.



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

To right is a show favorite, taking the Best PreWar category was Harry Scott's 1941 Series 67 Cadillac Limosine out of Nokesville, VA.



Excellent Photos and info for captions by Owen Griesemer, whose '72 455 Pontiac Firebird is pictured!

More August 2023 All GM Show Highlights



This fine automobile won Best of Show Stock. It is a Custom Built 1953 Buick Skylark Convertible owned by Richard Sisson of Walkersville, MD.



Best of Show Modified went to Diane Jeffries from Leesburg, VA, with this 1955 Chevrolet 3100 truck, which the owner described as having "custom paint."

The August 2024 version of the Annual All GM Show was, by all accounts, a resounding success. Over 110 cars registered, of which 54 were new registrants, and the great weather meant very few no shows. The Eagle Ridge PTA again handled concessions, held a 50/50 Raffle, and with Lafayette FCU sponsoring the awards, CCR donated \$1000 to be used for student Science, Technology, Engineering, and Math (STEM) activities, while another \$300 was donated to the automotive program at the Academies of Loudoun. There were 43 pre-registrations this year, (down a bit) with about 60% of those paying and registering online, typical of what we've seen the past few years. 17 Oldsmobiles were 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. It was a truly great 2024 All GM Show!



With the most votes in the Top 25, Bill Pembroke's '69 Camaro out Woodbridge, VA was a show stopper.



Eric Tanner also brought the oldest vehicle, this 1915 Buick C-24 Roadster, featuring electric start and valve in head design.



With great turn out and generous sponsorship from Lafayette Federal, CCR donated \$1000 to the local PTA for STEM activities.

CCR and Oldsmobiles at the All GM



Tom Aukemas of the Delaware Valley Olds club brought his 2004 Final 500 Alero with 23K original miles.



New CCR member John Farmikides showed his '71 Cutlass Convertible.



David Hackashaw's 1966 Cutlass Convertible came out of Fairfax, VA for the show.



Tom Hyden from Falls Church is the original owner who ordered this 1972 Cutlass S from the factory.



Jeff Neischel and Ken Quincy worked with Robin Robinson to man Show Registration.



Paul Myers brought his 1976 Cutlass Supreme 4 door sedan, a one family owned vehicle.



Jeff Neischel's 1972 Cutlass Supreme was the only Olds in the Top 25 Award category.



Joe Padavano's 1962 F-85 Deluxe wagon was again a focus of attention at the All GM.



Chip and Lisa Powell's "matching numbers" '71 Cutlass Supreme drove down from Waldorf, MD.



Terry Rose again brought his '68 442 Holiday Coupe out of Manassas, VA.



Guy Stevens from local Sterling, VA showed out his fine '68 442.



CCR member Guy Fansler brought his 2000 Pontiac Trans Am.

Other Fall & Winter CCR Events



Mike Horton's 70 Cutlass and Scott's '62 F-85 Convertibles. Mike's car won Best Olds/Buick at the 2022 Leesburg show and Scott's won it in 2023.



Mike Horton & Scott Phillips presented a \$300 check to Principal Tinell Priddy of The Academies of Loudoun for the Automotive Program at Leesburg.

A few events from this past year that may be of interest to you as club members are two shows that Mike Horton and I attended over Labor Day and mid-October. Both of us having had our cars a while, we wanted to get to some different shows than we had attended in the past. The Labor Day car show in Charles Town, WV, was a first for us. As you can tell from the picture to the right, it's a day long festival of local restaurants and businesses, food trucks, a craft fair, and an enormous car show with many awards, and a Top 50. If you go next year, just know you have to get there early in the morning (before 7 am) and check into how to enter town to get a decent parking spot. The Leesburg show was Oct 14th this year, and is held in the downtown area. Like the Charles Town show, they shut down the whole town and park cars in the street. Loudoun County's Academies of Loudoun now run the show, and it attracts great cars. Like the CT show, a lot of awards are given, but the competition is stiff!



Street view of the 2023 Labor Day holiday Charles Town, WV show. As you can see, it's huge—a whole festival of activities and food along with the car show.



Curly Schell, Charles Town resident, showed this nicely customized 1972 Vista Cruiser wagon at the Labor Day show.



Robin Robinson's 1962 Starfire appeared in the Jan '24 *Hemmings Motor News and Marketplace* as a "Trend to Watch in 2024" car!

Tech Tip — '62 F-85 Steering Column Replacement



Newly painted parts car column left, old column right. Note the different openings, as left was a console shift and right column shift. Wire is horn.



Steering wheel on, what most early 60's GM cars look like. Wires are horn connect to wheel, nut pulls wheel on splines to column shaft.



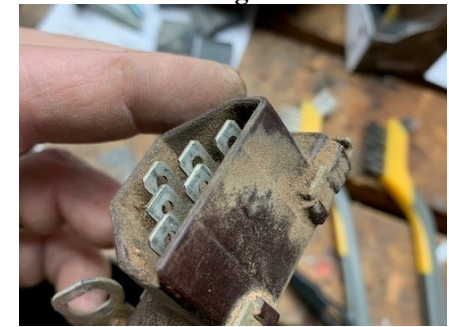
View of shaft after wheel has been pulled and column lowered by removing U shaped retainer, bolted to dash. White ring is horn contact.



Near floorboard is adjustable column retainer w/ allen nut. Column "floats" to fit steering wheel housing.



Take pictures! Column completely lowered, green wire is horn, plug is turn signals, among other grounds.



Typical 60's Turn Signal plug (before a good cleaning). I like Electronic Cleaner and a Q Tip.



This was a find on the parts car. Original rubber cushioning for the column to the dash. Note bolt retainer holes, a PITA to raise the column.



Bottom of column as installed. Used opportunity to POR 15 paint and retains to floor with 5 sheet metal screws



Trouble point—wheel wouldn't go 'bottom out' on splines, and gap means adjusting column up with bottom retainer to fit snug.

Since I bought the car in 2001, I always had what I'd call a 'sloppy' steering column. It moved in & out of the hub, and up & down. Most of the 'slop' was a thin snap ring that retains the shaft to the column via a groove that is only visible if you pull the wheel and then the horn contact. Some was a lack of the rubber cushioning to the dash and column U bolt, and then how the column floor retainer was adjusted. All of it works together with your rag joint (right) and steering wheel for column alignment and a working horn/turn signals.



by Scott Phillips

2024 Capitol City Rockets Treasurer's Report/Events



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

Balance as of 8-8-23 \$3394.52

Income:

GM Pre-show regs (not recorded in July) \$ 90

Layfayette Federal CU sponsorship: \$1300

Total Income: \$1390.00

Expenses:

Total Expenses: \$0

Balance as of 9-12-23 \$ 4784.52

Donations in between:

Eagle Ridge PTA STEM donation: \$1000

Academies of Loudoun Auto Program: \$300

Balance as of 12-12-23 \$ 3377.16

Total Income: (Dues) \$300

Expenses:

VA Corporation Registration \$25.00

Balance as of 1-12-2024 \$ 3652.16

Club Calendar 2024

- ◆ Sun, Feb 17—11:00 am—Regular Club Meeting at Eagle Ridge Middle School, 42901 Waxpool Rd, Ashburn, VA 20148
- ◆ Sun, Mar 11—12:30 pm—Regular Club Meeting at location in Rockville
- ◆ Sun, April 14—tentative Annual Spring Dust Off cruise to Dulles Landing 7-9 and Leesburg Public House 9-10:30 am.
- ◆ April 17-20—Spring Carlisle, Carlisle, PA.
- ◆ Sat, May 4—first Hagerstown Cruise Night, 5-9 pm. Huge cruise behind mall.
- ◆ Sun, May 5—12:30 pm-Regular Club Meeting at location in Rockville
- ◆ Sat, May 18—9:30 am tentative cruise to Bob&Edith's diner in Manassas.
- ◆ Sun, June 9—11:00 am Meeting at ERMS.
- ◆ Sat, June 15—9:00-3:00 Olds Homecoming in Lansing, MI www.reolds.org for info
- ◆ Sun, July 14—11:00 am Show Planning at ERMS.
- ◆ July 23-27—OCA Nationals, Springfield, MO.
- ◆ Sat, Aug 10—9-2 pm—All GM Show at ERMS.
- ◆ Sat, Sept 7—OCA Zone Show, Morgantown, PA
- ◆ Sun, Sept 15—12:30 pm MD Meeting.
- * Capitol City Rockets—club Facebook Group.
- * [@capitol_rockets](https://twitter.com/capitol_rockets)—club Twitter (X) Page.
- * www.CapitolCityRockets.com club 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 703-625-3118



CCR Classifieds

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

- ◇ Selling Off '65 Cutlass/442 Parts other Olds & GM parts (Buick & Pontiac-'65 Catalina parts) Doors, (post & hardtop) - some fenders - possible hoods and trunk lids - trim pieces Full list coming out via email. Send me list of needs. Mike Stillwell Fleetsuper@msn.com 703-599-6713 (texts are fine).
- ◇ **Wanted: front bumper for 1985 Delta 88.** Call George Donovan @ 301-948-3156.

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

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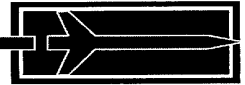
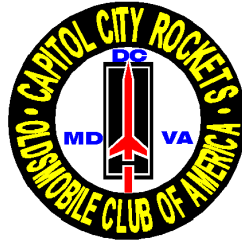
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