

KEYSTONE STATE

THE ORIGINAL

Pontiaction

CHAPTER

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Chartered 1975 September/October 2008

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***Das Awkscht
Fescht***

Submitted

by:

Don Haley



Hail From the Chief

by Bill Stephenson

This is my state of the club address, how's that for making it sound official.

I have given a lot of thought to this column. I'm glad to have served as your president even though it was a very transitional time for the club and I had no real experience in leading a club. As you may or may not know, 4 years ago things weren't so good. We had a 2 term president who couldn't serve again a VP who couldn't step up, we lost our long time editor, our treasurer wasn't sure what he was going to do, the future of the club was questionable. Life had struck us all at about the same time. I was talking to Paul (our then president) when I said what the hell I'll run for president, I would really hate to see the club die this way. With a lot of convincing and some volunteers we replaced all missing members and even got new members to sign up for a term or two. Shortly after taking office I realized the club was celebrating its 30th anniversary. With a very understanding wife, I dove in to make sure the club made it another 30 years. This revolution started what would prove to be a very challenging time for changes in the club. It started with buying new shirts for the club bragging our lengthy survival. What should have taken a couple of months took almost one year to complete. As if that wasn't a good enough lesson in planning it was decided we would order sweatshirts with the same new logo on them. Again, a two month project took over a year to complete. For those who suffered the agonizing wait for these shirts, Thank you for your patience.

Only time will tell if we (the members of the club) achieve the goal of keeping the club alive another 30 years but we have managed to keep it together for four more so far. Several past members have become active once again and through everyone's efforts several new members have joined. We have been fortunate to have a few of these members volunteer to take a position on the member's board of directors.

As good as things are going for the club right now, I'm going to make one last plea:

Come out and help. We can always use more help. If not help, come out and support the efforts of others. I know what it takes to do this and having someone appreciate all the work is all the thanks we need.

One thing we need to remember though; this club (or any other) is a part time thing. We have all missed a show or event because of previous plans. It's just the way life is. Add to that all the things that you really should do and don't have time for and the club slips another notch. I have seen 2 chapters lose a lot of members just in the 4 years I've been president. Although, this is my state of the club address, my so called "swan song" I might (or should have) a little surprise for the last column, so stay tuned.

Well I'd love to say its back to the garage, but the house needs attention (I've neglected it for four years), by the way does anyone out there do roofing? Thank you for your help, support and criticism,

Bill

Tiger Tales

Hi all,

By Rosemary Haley

This newsletter is smaller than usual because I have to complete it earlier and I have not received info on the picnic, POCI convention, and Don's been a little distracted since *Das Awkscht Fescht*. I will catch up on any club news in the next one. To add to Bill's article, this has been a transitional 4 years for all of us. Most of it all good. Not to say, we need to have those peaks and valleys to appreciate the beauty of our surroundings. Dick Stover sent me a great reprint that I've included. Please enjoy! Please remember to send in those nomination forms. We need to have the ballot out by the November newsletter. You have the opportunity to voice your thoughts. Please do. Don and I want to thank everyone for their love and support

Cont'd pg. 3

Calendar of Events

- Sunday, September 21, 2008

Contact:

Fall Meet

A.W. Golden Pontiac

Frank Kemp (610-367-6664) or
fkemp@dejazzd.com

- Saturday, October 18, 2008

Contact:

Fall Tour

Leydons Restoration and more

Steve Liebert at (215) 322-9636
see pg. 7

- Friday, November 28, 2008

Contact

Junkyard Tour

Steve Liebert at (215) 322-9636

- Saturday, December 6, 2008

Contact

Annual Club Christmas Party

Bird-in-Hand Family Restaurant
6:00—9:30 PM

Jim Martin at (717) 393-3031
or jamesamartin@comcast.net

Come one. Come all. Enjoy the events!!!

Tiger Tales continued:

during this time in our lives. As some of you know, I have been diagnosed with Thyroid Cancer and have been spending my summer at the hospital and doctors. Just before *Das Awkscht Fescht.*, I had surgery to remove my thyroid/lymph nodes. A recent trip to the surgeon showed that we caught the cancer early and the prognosis is good. I have one more hurdle. I will be in quarantine beginning next week with my one dose of radioactive iodine. (Reason for early newsletter) We so appreciate how everyone rallied around and helped at *Das Awkscht Fescht.* Also, thanks for your e-mails, cards, and prayers. As I said to my choir, please don't pray for me but with me. There is strength in numbers and with your help as well as others, Don and I are stronger and committed to work through this.

For those that were there, *Das Awkscht Fescht.* was a day made in heaven. As Don says, ample help on the show field, the most beautiful vintage of cars, and of course Mother Nature cooperated with the weather. My goal is the Fall Meet. I will be there. I hope you can come too. Frank Kemp and Al Golden have an incredible day planned. Please don't miss it. Also, I hope to see an incredible turnout for the Fall Tour. Blessings to all!

Happy Driving!!!!

Rosemary

XXXXXXXXXXXXXX

Invite somebody to join the

Keystone State Chapter

Annual Chapter Dues are only

\$15.00

Contact: Rick Harding

(717) 336-4530

XXXXXXXXXXXXXX

You need to be a member of

POCI to join

our local chapter

For more Information write

Pontiac-Oakland Club International

PO Box 539

Victor, NY 1454

Fax: 585/924-2756

E-mail: pociworldhg@aol.com

XXXXXXXXXXXXXX

Important Info:

Dick Stover—new e-mail address

rstover@gmail.com

kscpociinfo@gmail.com

New website address.

www.kscpoci.org

Das Awkscht Fescht 2008

Submitted by: Don Haley



Nomination Form

Upcoming Elections: January, 2009

You are invited to be part of the process. In fact, your membership in this organization entitles you to having a say in who leads you. Please consider this seriously and send your nomination form.

Please e-mail Rosemary with any questions—chiefpontiac1@aol.com

** Note Bill has served two terms as President and therefore is ineligible to retain the position, however, he is eligible to accept a directors position.

Please write in the name of someone you would like to nominate for the available offices. If you would like to volunteer please feel free to nominate yourself. **All nominations must be received no later than October 1, 2008.** Change in Date: You can copy and mail the form or e-mail the information to

Stephen Liebert	or	Rosemary Haley
29 New Road		9 Beryl Road
Southampton, PA 18966		Paoli, PA 19301
ligoatpar@verizon.net		chiefpontiac1@aol.com

Incumbent now serving	Nominate one person for each of the following positions
President: Bill Stephenson	
Vice-President Stephen Liebert	
Secretary Richard Stover	
Treasurer Rick Harding	
Incumbent	Nominate 4 people for the following positions
Directors Marlin Guigley	
Jim Martin	
Jeff Reich	
Scott Shuman	
Activities Director	Nominate 2 people for the following positions
Don Haley	
Stephen Liebert	



34th ANNUAL FALL PONTIAC, OAKLAND, GMC TRUCK AUTO SHOW

SUNDAY SEPTEMBER 21st 2008

HOSTED BY:
Rain Or Shine



Trophy Classes: A – 1908-1958

F – 1964-74 GTO

B – 1959-1964 Full Size

G – 1967-81 Firebird/TransAm

C – 1965-1977 Full Size

H – 1982-93 Firebird/TransAm

D – 1978-1993 All except Firebird and Fiero

I – 1984-88 Fiero

E – 1961-77 Compact/Intermediate

J – Commercial/Stock up to 1993

Plaques or Certificates/Popular Vote:

K – Modified/Street Rods—All years

L – Survivor up to 1993, Pre-registered only

M – 1994 to Present All Pontiac and GMC

Pre-Registration: \$10.00 per vehicle: \$8.00 for Keystone State Chapter members

Day of Show Registration: \$12.00 per vehicle: \$10.00 for Keystone State Chapter members

K.S.C. SPRING MEET PRE-REGISTRATION

DEADLINE: Detach and Return by September 13, 2008

ENCLOSE: Check payable to: KEYSTONE STATE CHAPTER, P.O.C.I.

SEND TO: Frank Kemp,
1603 South Main Street
Bechtelsville, PA 19505

NAME _____

ADDRESS _____

CAR MAKE: _____ MODEL: _____ Body Style: _____ Year: _____

CAR MAKE: _____ MODEL: _____ Body Style: _____ Year: _____

Total # of cars (above) _____ TOTAL ENCLOSED: _____

I will not hold the Keystone State Chapter of P.O.C.I or A W Golden Inc. responsible for personal injury, property damage or other liability.

SIGNATURE: _____

The Keystone State Chapter of POCI proudly presents

Fall Tour, 2008

Saturday, October 18, 2008

"I'm so excited and I just can't hide it!"

Are you tired, weary, and in need of just some good old fashioned fun? If you answered yes to any of the above questions then the Fall Tour, planned by Steve Liebert is the answer.

Okay, now that I peaked your interest, here's the scoop



To begin our day, we will meet at 8:30 at Daddy Pops Diner on York Road in Hatboro PA. This is a popular time of the morning so there may be a little wait time. Plan early. From breakfast we will take a 20-25 minute drive to tour Leydon's Restorations in Lahaska PA. For those, not necessarily interested in the tour, the world famous Peddlers Village is right there. So if shopping/browsing is more to your liking then browse through the cornucopia of gift shops, antiques, and so much more at Peddlers Village. Our journey continues after Leydon's. We will take a short hop to the New Hope Winery. If time is permitting we will take a ride on the New Hope Steam train. Now, how more planned and organized can you get. This is a trip made just for you, your family, and your friends.

Anyone interested in spending the weekend or a night: There is an array of B&B's (Dahrah's) to name a few as well as a selections of inns and motels along the Delaware River near New Hope. Call Steve for hotel info. Please contact Steve to let him know you are coming, interested, need directions, and or further information.

E10 is unhealthy to older cars and small engines

From the “*Rear View*” column written by Tim Winker and published in the “Reader” weekly newspaper in Northern Minnesota. (Reprinted as submitted by Dick Stover) Retrieved via e-mail, August 18, 2008—original article posted on 3/2/06 in the “Reader” weekly newspaper in Northern Minnesota)

Ethanol: The magic elixir that is going to save us from obeisance to Middle East oil. In a vehicle that is designed to run on ethanol, usually a blend of up to 85 percent ethanol with the remainder being gasoline and known as E85, it can be just the alternative the U.S. has been searching for. However, in a vehicle designed to run on gasoline, ethanol can be a slow and agonizing poison.

In the past couple of columns I have made an effort to counter the pie-in-the-sky claims of the ethanol industry regarding E85. Simply put, it ain't all it's cracked up to be. The state of Minnesota mandates a blend of 10 percent ethanol (also known as E10) in all unleaded regular gasoline sold here. Even that amount of ethanol can be corrosive to fuel systems, especially in older cars and small engines.

Ethanol is also known as grain alcohol. It is made from vegetation, usually from corn in the U.S., but it can also be made from plant waste such as wood chips or corn stalks. Scientists call it “biomass.” Like alcoholic beverages, ethanol is created by combining the natural sugar in the plants with yeast and heat.

The use of ethanol as a fuel for internal combustion engines is hardly new. Henry Ford was a strong proponent of ethanol as fuel, and his Model T was capable of running on the stuff. Ford even bought up several breweries in Michigan and converted them to the manufacture of ethanol, but gasoline was still cheaper to produce and sell, so it won out as the fuel of choice for decades of drivers.

It is still more expensive to manufacture ethanol than gasoline, but federal and state subsidies have brought the selling price of ethanol to below that of gasoline. However, since the thermal efficiency of ethanol is equivalent to 1.5 gallons of gasoline, it is still cheaper to use gasoline in the long run.

Minnesota's ethanol mandate has been declared a success by those in the ethanol industry, and other states are considering similar legislation. Even though it is not required, most gas stations in Wisconsin, Iowa and other corn belt states already have E10 as their only fuel choice.

On the plus side, the addition of ethanol increases the octane rating of the gasoline, and it pretty much eliminates the need to add a gas line anti-freeze such as isopropyl alcohol to remove any water from the gas during the winter months. On the down side, the greater evaporation rate of E10 can cause a "no start" condition known as vapor lock, particularly on very hot summer days

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E10 is unhealthy to older cars and small engines cont'd

Bad for older vehicles

What the PR pieces for ethanol don't tell you is that E10 is not a simple substitute for gasoline. It is quite corrosive to certain materials, including rubber and brass, which have long been used in fuel systems for all engines. The ethanol industry claims that E10 works just fine in any vehicle back to the 1970s, but in the real world it can cause problems in cars built even into the 1990s. I believe that the pumps which dispense E10 should carry a warning label, something like "WARNING! This fuel contains 10% ethanol. It may cause damage to the fuel systems of small engines or to vehicles built prior to 1990. Use at your own risk!"

One of the most common failures is to the sending unit in the gas tank that powers the gas gauge on the dash. The 10 percent blend of ethanol is strong enough to cause the sending unit float to stick and send a false reading to the gauge, leaving the driver to think he or she has more gas in the tank than there really is.

Auto technicians in the Twin Ports who work on cars from both Minnesota and Wisconsin say they have noticed a trend toward more fuel injection system repairs, particularly fuel injectors, on vehicles from Minnesota since E10 was made mandatory. Likewise, shops that specialize in exhaust repairs have seen what they consider to be premature catalytic converter failure in Minnesota vehicles. They are quick to point out, however, that newer cars do not seem to have these same problems, so it appears that auto manufacturers have reacted to the corrosive properties in ethanol with better materials.

Because this fuel system erosion takes place over a long time, auto manufacturers are often slow to react. The vehicles in question may even be out of warranty before the damage becomes apparent. The upside for them is that you will be forced to buy a replacement vehicle in less time, so there is little incentive to correct the problems.

You do have an alternative, however. Many gasoline stations sell what they call "non-oxygenated" premium; with no ethanol added. The price is anywhere from 10 cents to 10 percent higher than 87 octane regular, but it can save money in the long run due to reduced maintenance costs. Some older cars also get better fuel mileage with non-ethanol premium, translating to more miles between refills.

While non-ethanol premium is available at about half the gas stations in northern Minnesota (companies that carry it locally include ICO and Little Stores), it can be difficult to find in the Twin Cities metro area.

Bad for small engines

Small engines, particularly those that only see seasonal use such as snowmobiles, snow blowers, motorcycles, lawn mowers, outboard motors, and similar, have a particular difficulty with E10. Due to more rapid evaporation than gasoline, E10 can leave gummy deposits in carburetors, which then need to be cleaned out or rebuilt. Once again, it is wise to use non-ethanol premium (sometimes called "snowmobile gas") in any small engine to avoid this annual maintenance.

It is also a good idea to take extra precautions prior to storing a seasonal engine. Drain the tank and run the engine until there is no fuel remaining in the lines, or at least add a gasoline stabilizer such as Sta-Bil to extend the shelf life of the gasoline.

The future

The Minnesota legislature last year passed a law that all gasoline must contain 20 percent ethanol (E20) by the year 2013. Other than flex-fuel vehicles (FFVs) built to run on gasoline or E85, none of the vehicles built today will be able to survive very long on E20. Even if you bought a new car today, it would likely be unable to cope with that much ethanol in the blend and would suffer fuel system damage.

Once again, it is a victory for the auto manufacturers, as it will be necessary to replace any vehicle more than seven years old, unless the owner of that "older" vehicle defies the "for Collector cars only" (at least 20 years old) portion of the law and uses non-ethanol gasoline.

Fortunately, the law does have a clause that vehicles sold in Minnesota must be able to run on E20. If the manufacturers don't comply, then E20 becomes a bad idea that will simply die.

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