

# PONTIACTION

APRIL-MAY 2020



Chief Pontiac is alive and well in the Pocono Mountains at Arrowhead Lake



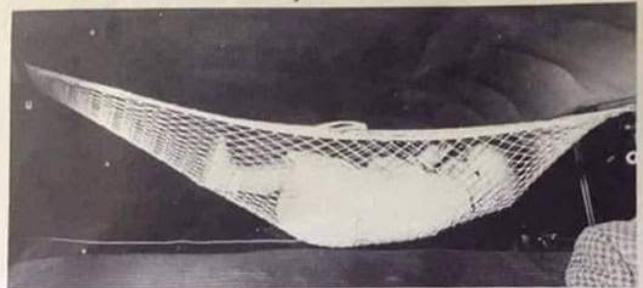
## SMOKE SIGNALS

WINTER 2019  
SPRING 2020

Arrowhead  
Lakes  
Community  
promotional  
magazine



Keep Baby SAFE with a "Lull-A-Baby" Car Hammock



\* Baby constantly visible; rear view vision not impaired.

**SAFEST, MOST COMFORTABLE CAR BED EVER MADE**

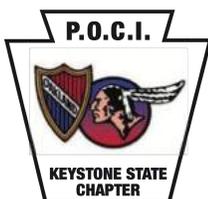
**FITS ANY HARDDTOP CAR ONE-MINUTE INSTALLATION**

RETAILS FOR ONLY

**\$ 6.95**

YOU CAN PURCHASE A "LULL-A-BABY" CAR HAMMOCK FROM YOUR LOCAL DEALER OR PURCHASE IT AT 518 Lighthouse Avenue, Monterey, California,

on the Monterey Peninsula



The Original Pontiation Chapter...  
**The Keystone State Chapter  
Pontiac Oakland Club International**



Founded 1975; LONGEST CONTINUOUSLY OPERATING

# From The Chief

Hello Members

What a difference a year makes. This time last year we were preparing to put on possibly the best POCI convention in many years. We are still receiving accolades from last summer. Now, almost one year later, we are all quarantined and wondering if there will be any kind of car season that we can enjoy with our cars and all feel safe mingling with our fellow car enthusiasts. I keep thinking of those days last spring and summer and how this club came together to put on the Convention and AACA Museum exhibit with the excitement and energy involved to where we are sitting now. Wow!

Our board is currently struggling on what to do with our annual and highly successful "GM on Display" car show scheduled for Sunday, May 31st at Macungie Park. In one sense, if the season opens folks might not feel safe venturing out, but then again if things open there may be so much pent up energy we could have one extremely successful show. Please continue to watch for announcements on our web site and Facebook as we continue to monitor the situation. As always we will look for guidance from our officials and then do the right thing in accordance with keeping everyone safe.

As many of you know we have already cancelled two of our scheduled club events--one in early March set up by Steve Leibert visiting a local museum and display and the other set up by our Activity Team to visit the American On Wheels museum. Hopefully, we will be able to reschedule these events somewhere down the line. Thanks to both Steve and our Activity Team on their efforts putting these events together. I feel for our fellow POCI members in Oklahoma as they are struggling to determine how and when to do the right thing for this year's convention. Let's keep them all in our thoughts and prayers as they make the decision that serves both themselves and their years of planning against the health and welfare of all potential attendees. I'm confident it will be handled correctly.

As we move toward the summer months let's look positively toward our activities scheduled. We have the GM on Display show in late May. In June the Burdette Car Show in Maryland, AACA Grand National planned for July in Allentown, the convention in Oklahoma, our club picnic at Knobels in August, Awkscht Fescht and Duryea Days car shows in August/September respectively, and finally the 100th Ebesole Anniversary and Keystone Car Show in late September.

What a terrific schedule and summer ahead, and thanks to all the planners.

As we are stuck in our homes for next few weeks please use this time to work on your cars for the new season and prepare to take advantage of whatever the season looks like. Continue to monitor our Facebook and Web Site for messages from your club. Count your blessings for the terrific club we have and stay positive and strong.

Thanks for supporting our club. Stay healthy and safe for the next few weeks, and let's get this virus behind us. I hope to see everyone in late May.

Tom Wright  
President  
Keystone Chapter POCI



## Automotive Firsts for Three Generations

By Bill McIntosh

When asked to draft a member profile for an upcoming issue of our newsletter, I recalled a recent flood of memories having looked over some old photographs. Since many members of the club know me and at least two of my current Pontiacs, it struck me that our readers might enjoy sharing a bit of my trip down automotive memory lane. In the following paragraphs and photos I will introduce you to three generations of McIntosh's and their first automobiles.

### Louis Lorne McIntosh – 1923 Rickenbacker

My grandfather was named Louis Lorne McIntosh. He grew up to join the Grand Trunk Railroad initially as a brakeman. Over the years he was promoted up the line (to make a bad pun) and eventually became the station master in Sarnia, Ontario. Around 1920, the Stelco Company, a major producer of steel in Hamilton, Ontario was having significant difficulties with its internal transportation systems – raw materials in and finished goods out. Hamilton was and, I think still is the Pittsburgh of Canada as a major center of steel production in the country. Anyway, Louis' reputation in the railroading industry was a sterling one and he was suggested as the person who could straighten out Stelco's problems. He was offered and took the job heading up logistics, safety and security for the Company. Including himself, his team consisted of almost 60 employees.



Up to that point, Louis had not owned an automobile. Indeed, most people in the early 1920's did not own a car as cars were considered luxuries and generally owned only by the rich. Of course, this was to dramatically change with the proliferation of the Model T Ford. My grandfather was well compensated for his new position at Stelco and could now afford a new car. He settled on a 1923 Rickenbacker 4-door touring car pictured above. I don't know much about the car, but he surely appears to be a wonderfully proud owner. The straw hat seems perfect!

See more first cars on the next page

## MORE Automotive Firsts for Three Generations

By Bill McIntosh

### Jack Lorne McIntosh – 1948 Chevrolet

My father graduated from college in 1940 with a degree in Chemical Engineering. Shortly thereafter, he enlisted in the army and was sent out west to complete officer's training. Assigned to the Royal Canadian Engineers, he never was sent overseas to fight, but was assigned the elite interservice bomb disposal service. He was one of two officers who dismantled one of the first Japanese bombs flown by balloon and designed to ignite forest fires in the U.S. and Canada.



Dad was discharged from the army in 1945 and went to work for a chemical company in Sault Saint Marie, Ontario. At first, we did not have a car and he had to rely in public transportation, or, on occasion, he was able to use the company's woodie station wagon. Unfortunately, I neither have a picture nor recall what the make was. Eventually, Dad was able to save enough money to buy a car. He selected a very practical one, a 1948 Chevrolet "Stylemaster" 2-door sedan.

The car pictured above is in our driveway and we three kids are smiling for the camera. I am the shortest, smallest one with the biggest grin. As I recall the '48 Chevy was used, but in very good condition. The car served us well as it migrated to the U.S. and took up a space in our driveway in Claymont, Delaware and then, in Metuchen, New Jersey. We took memorable trips back and forth to Canada with the thee kids in the back seat holding on to the lap robe straps attached to the back of the front seats. I include a second picture of the car below.



See more first cars on the next page

## **MORE Automotive Firsts for Three Generations**

By Bill McIntosh

### Lorne William McIntosh – 1930 Model A Ford

When I was in my early teens, I soon discovered the joys of having some money in my pocket and held down a variety of jobs from grade school to high school. For quite a few years I had an extensive paper route that paid very well, particularly during Christmas when my customers handed out Christmas bonuses. One of my regular stops along the route was a run-down house in a not-so-nice part of town. Of most interest to me was the 1930 Model A Ford Pickup which sat rusting and generally falling apart in the gentleman's driveway. I would stop by it every day and dream of owning and restoring this sorry looking vehicle.

One day on my regular paper delivery rounds, I noticed that the old Model A was gone. I was nearly heartbroken as I had convinced myself that someday the truck would be mine. You can imagine my surprise when I learned through my older sister that two of her high school boyfriends had purchased the truck and were hard at work restoring it in Don Pitzer's driveway. Don Pitzer was one boyfriend who showed up at our house in a 1931 Model A Ford 2-door sedan so I thought he was pretty cool. Don, as it turned out, eventually married my older sister. Well eventually, Don and his friend graduated from high school and headed off to college. At that time, they had to dispose of the 1930 Model A pickup. Guess, who the lucky buyer was. You guessed it. Yes it was my first car and to this day a sentimental favorite.

When I took possession of the truck, the two previous owners had the engine running, pretty much restored the chassis and brake system but had done little to the remainder. I focused on repairing the body, replacing the wiring, installing new glass, new upholstery, new tires, restored the headlights and horn, and found a set of rear fenders which had always been missing. While I did paint the truck in dark gray primer, I never got a coat of finish paint on her. Like the previous owners, my Dad insisted I sell the truck my senior year before I went off to college. It was sold to a dealer who specialized in Model A Fords in Tom's River, New Jersey. Here I am below with my pride and joy just before it was sold. I am guessing the photo was taken in either my junior or senior year in high school – 1962 or 1963.





# 2020 CALENDAR OF EVENTS



DATE	DAY	EVENT
March 14	Saturday	<b>CANCELLED</b> - Tour of Train Collection and Wings of Freedom at Willow Grove
April 25	Saturday	<b>CANCELLED</b> - Tour of America on Wheels
May 31st	Sunday	<b>DECISION BY MAY 4</b> - GM on Display, Macungie Memorial Park, Macungie, PA
June 7th	Sunday	National Capital Area Show, Hyattstown, MD; LAST SHOW AT BURDETTE BROS.
July 7-11		National Convention (48th) – Catoosa, OK
July 25th	Saturday	Attend (as spectators) AACA Grand National Show at Bulgari Collection facility in Allentown
August 2nd	Sunday	Das Awkscht Fescht, Macungie (PA) Memorial Park; club day
Aug 15	Saturday	Knobels Grove; Picnic and rides, no Board meeting
Sept. 20	Sunday	Fall Meet – Ebersole – 46th annual show, 100 Anniv., possible combined Buick, Cadillac, Olds, Pontiac, GMC show
Mid-October		Possible 2-day tour near Salisbury, MD
Nov 27th	Friday	Black Friday Junk Yard Tour, TBD
Dec 5th	Saturday	Christmas Party, Bird-In-Hand Restaurant, 12:30 pm
Jan. 10, 2021	Sunday	Board/Planning Meeting, Bird-In-Hand Fire House, 12noon



*SEE [www.kscpoci.org](http://www.kscpoci.org) UNDER **CURRENT EVENTS** FOR ALL THE DETAILS and REGISTRATION INFO*

**JIM MARTIN**  
**FROM A ONE-ROOM SCHOOL HOUSE TO AVID COLLECTOR**  
**AND WHOLE LOT IN BETWEEN**

Jim Martin, was born and raised in Lancaster County, PA. He and his wife Elke met in Fulda, Germany on Jim's third day in Germany and they were married in May 1970. Elke and Jim are the proud parents of two married daughter's and four grandchildren. And, they are very happy to have their entire family living close by. Raised on a farm in Georgetown, PA, Jim attended a one-room elementary school in Bart, Pa before the family moved to Paradise, Pa where he graduated from Pequea Valley High School. After graduating from Thaddeus Stevens Trade School's Automotive Technology program, Jim joined the US Army, retiring after a 20-year career as a Chief Warrant Officer-3, Combat Vehicle Maintenance Officer. A veteran of the Vietnam War, he served three tours on Europe's, East/West German border during the "Cold War" as well as two assignments with the USAEUR Training Centers in Murnau and Vilseck, Germany. Jim's state-side assignments included Fort Knox, KY, Fort Riley, KS, and two assignments as a Chief Automotive Systems Instructor at the US Army Ordnance School, Aberdeen, MD. During his tenure, he and members of an ad hoc Science Consortium, were awarded four US Patents related to the M1/M1A1 Tank Fuel & Transmission Control Systems.

After retiring from the Army, Jim joined The SURVICE Engineering Company in Aberdeen, MD, as a ground weapon system Subject Matter Expert and Systems Analyst, supporting US Army, Live Fire Test and Evaluation programs for foreign and domestic combat vehicles. While there, he formed and managed the company's Test and Evaluation Branch. As a result of his work, he authored or co-authored over 45 Technical Reports related to the Survivability and Vulnerability of various US and foreign Combat Weapon Systems. Also, during his early years at SURVICE, he attended and graduated from the Millersville University as a full-time, non-traditional student. In 2006, the CEO of SURVICE asked Jim to help form Chesapeake Testing in Belcamp, MD, a Ballistic Laboratory supporting the research, development, and certification of vehicular armor and personal protection equipment for law enforcement, military and commercial application.



Under Jim's leadership as the Vice President of Operations, Chesapeake Testing became the premier, commercial ballistic test laboratory in the US earning the 2012 Maryland Small Business of the Year Award and the 2012 Small Business of the Year Maryland Employer Support of the Guard and Reserve Award. He retired in 2014, and received recognition by Resolution from the

Jim served the Bird-in-Hand Fire Company for 26 years, 17 years as Secretary and 7 years as President and was an appointed member to the East Lampeter Township Emergency Management Committee. He is a life member of the, Military Officers Association of America (MOAA), the Association of the United States Army (AUSA), and the US Army Ordnance Corps Association (USAOCA), a member of the American Legion, and a past member of The National Defense Industrial Association (NIDA).

*keep reading on page 8*

## MORE ON JIM MARTIN

In addition to traveling the US and world with Elke, his hobbies included collecting clocks, old toys and showing their antique automobiles. Since retiring from the Army, Jim and Elke have made yearly treks to Europe to visit with family and close German friends. Together, they have visited most European countries either by river boat cruising or by car. In addition, they have traveled to locations in 40 of our 50 beautiful states, thanks in most part to the AACA, POCI, Early Ford V8 Club and Concours de Elegance show circuits. Jim is extremely proud of his award winning Pontiac's and Ford and is a member of the AACA, Early Ford V8 Club, and a 25-year member of the Pontiac Oakland Club International (POCI). As a member of the Keystone-Chapter of POCI, Jim has served in multiple positions including President and on the Board of Directors. He and Elke have attended 20 National POCI Conventions and he was the KSC's Co-Chair for the 2019 POCI Annual Convention in Gettysburg. For the past 15 years, Jim has participated in POCI National Conventions as a Judge for the Points-Judged car show. Jim's small collection of car's includes a 1926 Pontiac Coupe, a 1967 Bonneville Convertible, a 2008 Solstice GXP Convertible and a 1949 Ford Deluxe Custom FORDOR Sedan. His cars have won numerous National awards. Some unique features or interesting facts for each car are as follows.

### 1926 Pontiac Coupe:(picture on the cover)

- 1<sup>st</sup> year for Pontiac, very early build based on the low serial numbers on body and engine
- Complete set of original driver's tool kit
- Fewer than 50 known to exist (34 currently accounted for)
- POCI Senior Gold, POCI Concours de Elegance Award (scored 400/400 points), POCI Champion Award
- AACA Senior Grand National and winner of the AACA's National George M. Holly Award in 2010
- 1<sup>st</sup> in Class at the Hilton Head Concours de Elegance, Award of Distinction at the Chicago Aldt Park Concours de Elegance, AACA Special Display at the Boca Raton Concours de Elegance..

### 1967 Pontiac: (picture bottom of page 2)

- One of 8,902 Bonneville Convertibles built; PHS documented
- Original drive train, interior and trunk
- AACA Senior Award, AACA 2nd Grand National Award
- POCI Silver

### 2008 Solstice GXP Convertible:

- 2<sup>nd</sup> owner, ownership history traced to 1<sup>st</sup> Owner
- One of 443 Solstice painted Emerald Green
- Currently less than 8,000 miles
- All original including tires and battery

### 1949 Ford TUDOR Deluxe:

- The 1949 Ford was "Car of the Year" in 1949
- All new body design for Fords, 1<sup>st</sup> year with no separate fenders or running boards
- Outsold Chevrolets in 1949 and is known as the "Car that saved Ford"
- AACA Senior Award, AACA Senior Grand National Award
- Early Ford V8, Dearborn Award
- Original engine, drive train, and body parts



Members,

Our annual meeting in January almost seems like a lifetime ago with all that is going on in the world today. Then, a motion was made to spend some of our convention profits on engraved paver bricks to support the new Pontiac Transportation Museum located in Pontiac, MI. The bricks will be inscribed with our Keystone Chapter emblem and inscription in a 16 X16" arrangement.

Part of this layout being offered by the museum allows for an adjacent layout of 4X8" or 8X8"pavers surrounding our club logo to be offered to individual club members. This is being offered at \$100 & \$250 per paver inscribed with your name and info. It allows for 3 lines of data with up to 20 characters per line. (You would work out the details with the museum directly).

The club will be moving forward with our club pavers, and if you would like to participate with the surrounding border please contact AJ Koszi at [koszi@aol.com](mailto:koszi@aol.com). He has worked hard on this program and will manage it for our club.

Just as an FYI, the club is going to participate and many individual members have expressed interest in participating in the logo border, but this is an offering and is not a club requirement or recommendation. The club offers this as information to its members.

Also please rsee the diagram below and order form on the next page provided by AJ in this newsletter.

Please remain safe and healthy, and I look forward to seeing everyone very soon this summer.

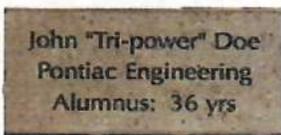
See ya down the road,  
Tom Wright  
President

Trucks Rule Joe Schmo 1967-2005	John Doe 1964-2002	Trucks Rule Joe Schmo 1967-2005	John Doe 1964-2002
Trucks Rule Joe Schmo 1967-2005 1	Trucks Rule Joe Schmo 1967-2005 2	GMC Motorhone Forever Jack Sprat 3	Trucks Rule Joe Schmo 1967-2005 4
GMC Motorhone Forever Jack Sprat 16			GMC Motorhone Forever Jack Sprat 5
John and Jane Doe 1964-2002 15			John and Jane Doe 1964-2002 6
Class VI Eng'g Joe Schmo 1967-2005 14			Class VI Eng'g Joe Schmo 1967-2005 7
John Doe 1964-2002 13			John Doe 1964-2002 8
GMC Motorhone Forever Jack Sprat 12			GMC Motorhone Forever Jack Sprat 11

2

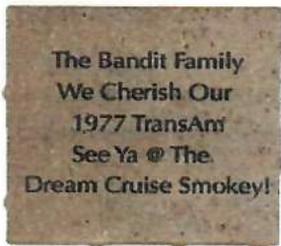


The Pontiac Transportation Museum's basic mission is to honor the fascinating history of the Pontiac, MI area in building everything from carriages, to trucks, to coaches, and cars. Not only is this a legacy of interesting products, but it is a legacy of the hard-working and skilled people in the area. Indeed this community continues to sit at the forefront of automotive engineering, supply, and assembly. The Museum is already in possession of a building and significant collection of products, access to many historical archives, a passionate and experienced museum director, and a host of enthusiastic volunteers. We hope to open the doors later in 2019 and need the help of many people in our fund-raising. As a part of the refurbishment of the property we are installing paver walkways and patios. Please consider contributing a paver; acknowledging an individual, family, or business that may have played a role in this transportation history.



**\$100 - 4x8 Brick Text Only**

3 lines of text, 20 characters per line (including spaces and punctuation)

**\$250 - 8x8 Brick Text Only**

6 lines of text, 20 characters per line (including spaces and punctuation)




**Contact PTM ([terryconnolly@comcast.net](mailto:terryconnolly@comcast.net)) with any interest about graphics in "Arrays" of 8x8 bricks!**

**Your Information**  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**Mail form and payment to:**  
**A J Koszi**  
**1456 Jeter Ave**  
**Fountain Hill, PA 18015-2420**

**Please make checks payable to:**  
**Keystone State Chapter, POCI**

## 34 PONTIAC 5-WINDOW COUPE PROJECT STEVE GOSCINSKY

Like many POCI members, my love for Pontiac's goes back to my teens before I could even drive. Like many baby boomers who were lucky enough to grow up in that great era of the muscle car, my first "real" car was a 66 GTO Conv that took me through college. While I don't have my first GTO anymore (stolen in 1973), I've had many other GTOs since then. I now own a 64 GTO conv (tri power/4 speed) a GTOAA silver award car(after spending time and money with it). I also own a "new" 2006 GTO that I sometimes show along with my 64 as "dissimilar bookends" meaning one of the first GTOs built alongside one of the last built. While the GTO has been my favorite, my association with other members of POCI led me to develop an interest in other Pontiacs, particularly those from the 30's. In July 2017 while going through Smoke Signals I noticed an add placed by member Glen Rarick of LaFargeville, NY. He had unfinished projects of a number of 30's vintage Pontiacs and, approaching 80, decided to thin out the herd. Glen runs an automotive machine shop (Bow Tie Speed) and on the side he would restore cars. He has a 32 Chevy street rod, a 56 Chevy Belair Conv. and others.

I initially came to look at the 32 Pontiac Conv that he advertised, but as he told me about the other vehicles he had and gave me a tour of the operation I spotted a 34 Pontiac 5 window coupe. The vehicle had been stored inside one of Glen's garages since the early 90s (someone had started to rod the car back in the 80s but never got far). Like many people that start restoration projects, the owner discovered he had a tiger by the tail. While Glen has the knowledge to restore the car, he too lacked time and decided to sell it. My stipulation was that the car had every body part that came off of it. After all, this wasn't a much more common 34 Ford Coupe! Everything was there, and the deal was made.

Several years ago through POCI I met Kurt Schulze, owner of Kurt's Kars Automotive Restoration, Belvidere, NJ Kurt has done work for me on my GTO (and my vintage C10 Chevy truck) and he will be leading the restoration on my 34 coupe. If i am lucky enough to retire this year (I'll be 70 in October) I'll work on it with him. By the way, the sale of the 34 also included a Chevy 400 small block and TH400 trans. I have a 66 GTO 389 that's going in it instead. I would like to use a 700R4 trans with the overdrive. I believe there are "kits" that would allow the 700R4 to match the Pontiac engine. If anyone has suggestions I'm all ears. LaFargeville, NY is not a friendly place in winter---but summer is pleasant so if anyone would like a tour of Bow Tie Speed, I know Glen would be glad to show you around and maybe your next car will follow you out ! Just be sure you get there before November. That area of NY has 4 seasons--June, July, August and winter!



Return Address:  
Richard Stover  
2314 Fonthill Ct.  
Langhorne, PA 19047

**2019 and 2020 Officers and Directors:**

President: Tom Wright  
Vice President: Sandy Kemp  
Treasurer: Brenda Steinhauer  
Secretary: Richard Stover  
Director: Merle Wright  
Director: Bill McIntosh  
Director: Jim Martin  
Director: Marlin Guigley  
Co-Activities Director: Ralph Keller  
Co-Activities Director: George Burbage  
Newsletter Editor: Richard Stover  
Chapter Historian: Ralph Keller  
Promotional Sales: Bill McIntosh  
Display Board: Marlin Guigley

**Keystone State Chapter Membership Information**  
For general information, contact Richard Stover at  
[kscpociinfo@gmail.com](mailto:kscpociinfo@gmail.com)

**Annual Chapter dues are \$20.00 (2020) payable in January. It is recommended that you be a member of the P.O.C.I. along with being a member of the Keystone State Chapter. Send dues payable to KSC-POCI, c/o Brenda Steinhauer; 48 Shillington Rd; Sinking Spring, PA 19608**

**For Pontiac-Oakland Club International information go to [www.poci.org](http://www.poci.org) on the internet; or call: 877-368-3454; or email: [pociworldhq@aol.com](mailto:pociworldhq@aol.com) Annual POCI dues are \$45.00 and includes a high quality monthly magazine.**