

PONTIACTION

October-November 2021

45 YEARS OF JUST
HAVING FUN

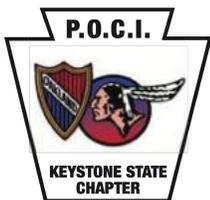
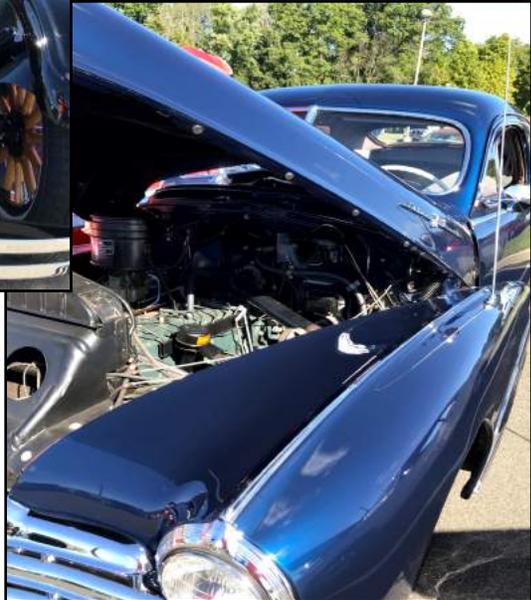
Since almost all of the 2020 activities were cancelled we are applying your 2020 dues (renewal or new member) to 2021 - you are automatically renewed.



FALL MEET
Padre Pio
Shrine
Sept. 26th



Complete set
on the website
along with
trophy
winners



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



From The Chief

Hello, Members,

It is hard to believe we are close to the end of this car season. The summer flew by, but what a terrific car season we had.

Our club, the Keystone Chapter, once again hit the ball out of the park when it came to shows and events. Our season did start slowly as we continued to monitor and recover from this seemingly never-ending pandemic. We began with a great spring day in Intercourse, PA, with a tour of a new auto museum--Barry's Auto Barn. It is a great facility with some terrific cars and automobillia to view. After a tasty club lunch, we had time to walk the Amish town and enjoy the shops and specialty food vendors.

We then moved to our first show of 2021, "GM on Display" at Macungie Park in early June. It was extremely successful with over 150 cars in attendance.

Members enjoyed a great day of fellowship and amusement park fun at our annual picnic at Knoebel's. Moving into August, our club managed the Das Awkscht Fescht Pontiac section during the show's club day; again, a terrific turnout of Pontiacs.

Late September saw our 46th PBOC & Chevrolet fall show at a new facility (more details in this newsletter) with over 110 cars attending.

As we enter fall in mid October we still have two very popular events to look forward to. On Black Friday (day after Thanksgiving) we will have our annual Junk Yard Tour (more information on this event in the newsletter).

Upcoming in this newsletter are details for our annual Christmas Party, a popular and terrific event at the Bird-in-Hand Restaurant in Bird-in-Hand, Pa. This is a fun event with great food, fellowship, and surprises. Please try to attend. See the Calendar of Events.

We did intend to put together a fall tour or collection visit for late October or early November, but it appears that we will not be able to finalize plans in time for this season.

Some other noteworthy mentions include POCI's annual convention at Mohegan Sun Casino Resort in Connecticut, the Antique Truck Club of America's annual convention & show in Macungie, a successful return of Duryea Days in Boyertown, PA, in conjunction with the Boyertown Museum of Historical Vehicles. An especially memorable show was held in Hackettstown, MD. This was the last show at the Burdette Brothers' dealership and was sponsored by our friends at the National Capitol Atea Chapter of POCI.

Please come out to one of our last two club events and meet your fellow members and have some fine food & fun. Enjoy the newsletter, and feel free to contribute to the newsletter with pictures of your cars, shows you've attended, or car stories we would all enjoy.

See ya down the road,

Tom Wright

46th Annual Fall Meet for All General Motors Cars

Hello All,

On September 26th our 46th Annual Fall Show was held by the Keystone Chapter of POCI.

There were two new changes to this years show different from the previous 45 other fall shows.

First, we decided to invite all GM brands to this years show. Normally, it was a Pontiac show only, but it was decided to open up the show to all GM brands much like our famous "GM on Display" show held each year in the Spring.

Secondly, we held this years show at a very exciting new location. The show was held at the National Center for Padre Pio in Barto, Pa.

The site never hosted a car show and Keystone was first to discover this hidden gem of a location.

The site provides a large grass covered campus with lots of parking and beautiful scenery of tree covered hills.

There is the historic Padre Pio shrine building as well as a museum open to attendees to explore during the show. The grounds provided a large covered pavillion and plenty of space for flea market vendors, DJ/ raffle prize table and food vendors.

Keystone Chapter hosted over 100 GM vehicles at this inaugural site show including Saturns and GMC Trucks as well as the historical brands of Pontiac, Buick, Oldsmobile, Cadillac and the iconic Chevrolet there was a small flea market and 3 different food truck vendors.

We awarded three trophies for each brand and a Best of Show trophy to one of the nicest Buicks I ever seen.

The chapter hopes to continue to use this facility for our future fall show.

The Keystone board believes that the two changes in 2021 to our fall show inviting all GM brands and a beautiful new location will secure a strong future for both the Keystone Chapter's Fall Show and GM Show Vehicles.

Please look for information on the 2022 show in future newsletters and help us to build new memories in the long history of Keystone's Fall Show.

If you did attend this years show please tell your friends of this new show location and plan to attend in "22".

Thanks to all who helped and worked hard to make this a successful show for the Keystone Chapter of POCI.

Tom Wright

see photos on the website

Junkyard Tour, Friday November 26, 2021

This year it was suggested to go to Harry's U-Pull-It in Hazelton, Pa. Harry's is located at 1010 Winters Lane Hazelton, Pa.

I've checked out Harry's and they have 2-3 rows of older cars, from the 40's up. There are other cars sprinkled though out the yard also. I was going to offer a side visit to Bonner's Salvage and shale. They are about 10-15 minutes away from Harry's across I-81. Bonner's 410 Maplewood Dr., Hazleton Pa. This is in the Humbolt Industrial park. Maplewood drive is at a traffic light, off State Rt. 924. You would run the road until the end, it runs right into the yard.

Breakfast will be at Tom's Kitchen. 656 Pa. Rt. 93 Sugarloaf, Pa. (570)788-3808

Breakfast at 8:30AM, Harry's opens at 9AM.

Harry's requires a \$2.00 entry fee. NO sandals or Sawzalls are allowed. Bonner's is free and we may be able to drive a vehicle or so around the yard. It's a quarry, so somewhat hilly and uneven surfaces. Vehicles are spread around. Has a decent inventory of older cars.

Contact Stephan Liebert to let him know you will be attending:

Email: ligoatpar@verizon.net

Phone: (215) 322-9636





2021 CALENDAR OF EVENTS



May 1, Saturday: Barry's Car Barn (see website & separate emailing)

June 6, Sunday: GM on Display (flyer included this issue)

June 26, Saturday: Knoebels Grove; Tent #4 also known as T-4

July 11-15, National Convention (49th) – Mohegan Sun Resort, Uncasville, CT (go to www.poci.org for details and registration)

**August 8, Sunday: Club Day at Das Awkscht Fescht;
for registration form and details; register **BY JULY 1****

Sept 26, Sunday: Cadillac, Buick, Olds, Pontiac, GMC show, NEW LOCATION. .

Oct, 23 or 24, Tour TBD

November 26, Friday: Black Friday Junk Yard Tour , see details in this issue

December 4, Saturday: Christmas Party, Bird-In-Hand Restaurant, 12:30p

January 9, 2022, Sunday: Board/Planning Meeting, Bird-In-Hand Fire House; Noon start



ODDS and ENDS

January 22, 1919 MOTOR AGE 269

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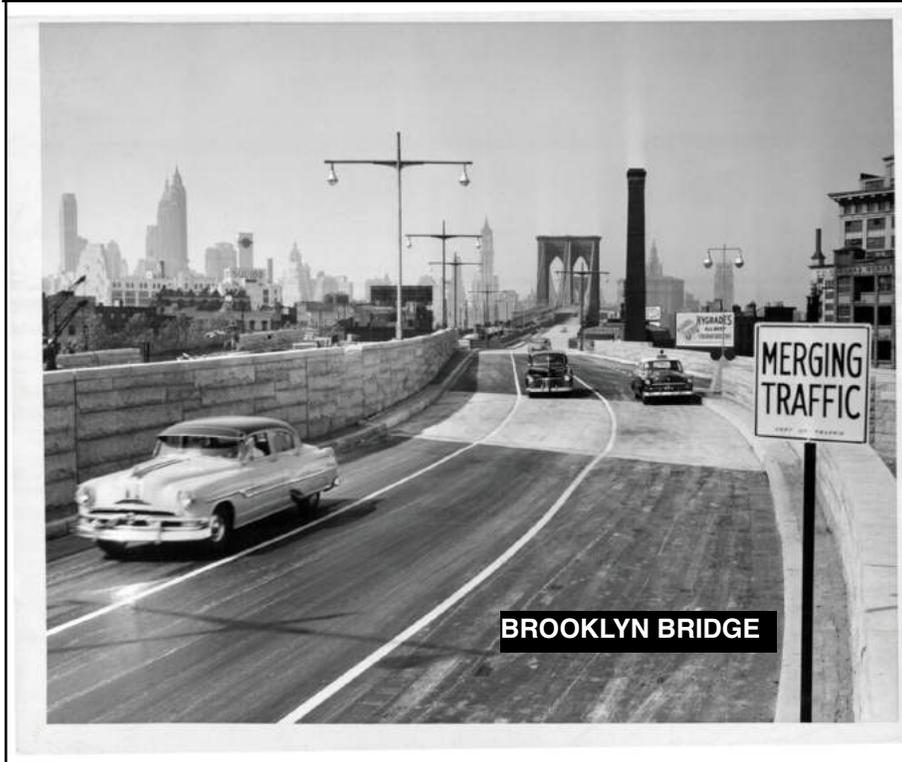
When Writing to Advertisers, Please Mention Motor Age



The 1963 car of Buck Baker.



Who remembers this beautiful car and it's owner? The car is now safely tucked way in the Rough and Tumble Museum. I will give you a hint, it was called SOB.



BROOKLYN BRIDGE

**Duryea Days
September 4
Boyertown, PA**



No Car Should Cost More Than \$50 By Bill McIntosh

In the second of what could be a series of my life's car adventures (see "Automotive Firsts for Three Generations", April/May 2020 newsletter), this article will take you down a part of memory lane related to my high school and early college days and the cars I owned. It seems that without knowing, I had an internal rule that no car should cost more than \$50. As you will see, I followed that rule in most of my automotive acquisitions.

The 1948 Plymouth 4-Door Deluxe

The first car in this story is a 1948 Plymouth four door sedan. We (my father) paid \$25 for that beauty. This car was actually purchased by my father for the three of four kids in my family becoming new drivers (from oldest to youngest: Joanne, Jean and me). The car was purchased late in Joanne's senior high school year so she did not drive it much. So, before I got my driver's license, Jean was the driver. Nonetheless, I adopted the car as my own and took great care of it. Once I got my license, I was able to share the car with Jean and we happily enjoyed driving back and forth to school and to other parents' approved activities. Unfortunately, on one of her solo runs Jean had an accident with the car and, as you can see from the photo below, put a whopper of a dent in the left front fender.



I liked that car so much that I decided to fix it up. So, I obtained a replacement fender from a local junk yard and I actually repainted the car a light gray color. The car continued to perform quite well through my sophomore and early junior year until a tell-tale knock began to make itself known from the engine compartment. Sadly, either one of the rod bearings or, I think, one of the crank bearings had worn to the point of no return. Given the cost to fix such a problem, it was decided to junk the car. The photo below shows the car as it was dropped off at the junk yard in its newly painted coat of light gray.



The 1951 Dodge Coronet Business Coupe

Shortly thereafter, Jean was getting ready for college and I was looking for a replacement for the '48 Plymouth. As luck would have it, a person in our church (cannot remember his/her name) was ready to get rid of a very unusual and undesirable vehicle. It was a 1951 Dodge Coronet business coupe. Purchase price was \$50.

The business coupe was a holdover from the forties and was made for use by traveling salesmen. It was a two-door coupe without rear quarter windows and had no back seat.

The area behind the back seat and the incredibly long trunk was used to hold sales materials and samples. Despite its price, this Dodge was in remarkably good condition although I do not remember what the actual milage was when I acquired it. It was equipped the standard Mopar flat head six and their three-speed transmission coupled to a hydraulic coupling called "Fluid Drive." While you had a clutch pedal, you could start out in any gear simply by depressing the clutch and shifting into any gear. So, you could start in first and shift through the gears for rapid acceleration or, if lazy, simply shift into third and leisurely get underway without any shifting whatsoever. I did not need to do much to this car as it was in such nice shape. I detailed and serviced it. The only cosmetic thing it needed was new carpeting. Instead of a "made for the car" set of carpets, I bought a few yards from my local flooring dealer and installed it myself. I enjoyed the car all through my late high school years and spend many a date driving around town with my girlfriend at my side. Oh, those were the days!



The 1952 Mercury Monterey Convertible

One of the cheapest cars I briefly acquired in high school was a 1952 Mercury Monterey convertible. A buddy, who sat in the desk in front of me in home room, said he had a Mercury convertible for sale and the price was \$15.00. I could not believe it. He said that it was in very bad shape and needed a lot of work. I thought, “how bad could it be? And it was only \$15.” So, we made the deal and after school I went to look at this gem.

Well, as you can imagine, this car was a wreck. The upholstery was ruined, the top was in tatters, and the engine was literally held in the engine compartment by bailing wire. Undeterred, I thought I would need some expert opinion about the car so, I recruited our Car Club advisor, Mr. Thompson. A number of us boys at my local Baptist Church had started a Car Club and Mr. Thompson was generously the advisor. He was a bit of a hot rod guy and had built a very fast '52 Plymouth sedan – a real sleeper.

Anyway, Mr. Thompson and I went to look over the Mercury. To my disappointment, Mr. Thompson said that it was well beyond repair and he suggested that it should be taken to a junk yard and scrapped. After that news, I confronted my friend saying that he had sold me a bill of goods. Happily, he refunded my \$15. Unfortunately, I do not have a picture of that car but included a similar image with both the correct color and top.



1949 Oldsmobile 4-Door Sedan

Another interesting acquisition I made during high school was a 1949 Oldsmobile at a cost of \$35.00. My friend, Bob Boyer, who was always looking out for interesting acquisitions came across this item and pass the opportunity to me. It was an interesting car because it had both a V8 engine and an automatic transmission –

unusual for a late 'forty's vintage car. Fortunately, Bob had secured a rental three-car garage on the south side of town and let me use one bay to store it. My parents knew nothing about the car or the garage. At the end of the day, I really did nothing with it. When the lease on the garage was up, we had to either move or get rid of our cars. I sold the Oldsmobile for \$35 and Bob sold his 1948 Cadillac sedan, for how much I don't know. He kept his 1928 Buick sedan and subsequently attempted a “do-it-yourself” restoration that ended badly.



1956 Studebaker 4-Door Sedan

The last \$50 car I ever purchased was a 1956 Studebaker 4-Door. I was a sophomore at Lehigh University and was looking for an economical way to visit my girlfriend at Connecticut College. On the north side of Bethlehem, I noticed this Studebaker with a “For Sale” sign at Ed’s Gulf station. Ed said that a customer needed a brake job on the car to get it past inspection and when he said it cost \$50, the customer said, “you can have the car!” Needless to say, Ed was willing for me to take it off his hands for the \$50 brake job bill.

This car had a 289-V8 engine and automatic transmission but little in the way of floorboards. Nevertheless, it ran well and, of course, stopped well. I drove it all that year and by the end of our sophomore year, my girlfriend and I decided to get married. We had to drive to North Carolina in the Studebaker to do so as she was underage and could not get married in Pennsylvania without her parents’ permission. The picture of the Studebaker is an exact duplicate of my car but unfortunately, I do not have picture of the actual car I owned.



After we were married, her father loaned us a 1963 Pontiac Grand Prix and we ended up junking our trusty Studebaker. The GP story is for another day.

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Keystone State Chapter Membership Information
For general information, contact Richard Stover at
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Annual Chapter dues are \$20.00 (2022) 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 on the internet; or call: 877-368-3454; or email: pociworldhq@aol.com Annual POCI dues are \$45.00 and includes a high quality monthly magazine.