

Fall 2010 NEWSLETTER

THE ORIGINAL **Pontiaction** CHAPTER

KEYSTONE STATE CHAPTER of POCI Founded 1975

IT WAS A "GOLDEN" GOLDEN



Best of Show—1932 Pontiac Sport Coupe
entered by Don and Janice Lander

Did anyone see the following likely suspects
running loose in the Reading area ??



Hail to the Chief

By Stephen Liebert

We have just returned from our Fall Meet at Al Goldens' dealership near Reading Pa. It was a great show and turnout. We had a good collection of pre-war cars on hand. These cars are not always seen at a general all models show. A '30 Oakland roadster, and a '17 Oakland touring car are just great examples of the class 'A' cars. Al puts on a great show and has a high quality collection of his own. There was some great artwork on display in the old "Saturn" building along with a '40s jeep. The artwork was done for a GTO show at the Saratoga Auto Museum in N.Y. George Frayne was the artist, aka Commander Cody. You may remember the song "Hot Rod Lincoln" from the 70's? 'Commander Cody and the lost Planet Airmen' are the band responsible for that hit. (It was a cover tune). He still plays (keyboard) and you can see him locally about once a year at the Sellersville Theater in Sellersville Pa. usually in January. You can look up the Sellersville Theater on the web.

Fall is upon us now as we clean up leaves etc. We'll get the cars ready for the winter sleep and do the indoor automotive things to keep the spirits high. Our Fall Tour is October 16 then, our "Junkyard" tour on Black Friday. Let the ladies find their sales at the stores on Black Friday. Where will our club members and friends be? We'll be going where salvage meets nature to see what kind of "deals" we can find in a much calmer atmosphere. Keep 'em running. If they're not running, keep pluggin' away to get them there! Steve

Junkyard Tour

By Steve Liebert

Looking for a way to work off that big turkey dinner? Join the parts hounds on the Junkyard Tour on Friday, November 26th. We will kick off with breakfast at 8am at McDonalds, Rt 309 and Crestwood Dr. Mountaintop, Pa. (I looked for a family or small breakfast diner, either no answer or disconnected, or a trucking co.). Engler's Used Auto Parts opens at 9AM. They are located at 1768 Stairville Rd. Wapwallowpen Pa. (near Mountaintop Pa.)

Fall Driving Tour

By Scott Shuman

JOIN US ON SATURDAY OCTOBER 16: We will start with breakfast at 9:00 am at the Garfield diner on 402 West Market Street in Pottsville. Next we'll move to the Yuengling Brewery at around 10:00. The first tour is at 11:00 so that gives us time to get over there. If you want to meet us at the Brewery plan to arrive at 10:30. The address is 501 Mahantongo St in Pottsville. Finally we will tour Jerry's Classic Car and Collectibles in Pottsville at 394 S Centre St. It opens at 12:00 so anytime we get done at the brewery we can head over there. They know we are coming. \$6 admission. There is a local sports bar that the lady at Jerry's recommended if anyone wants to do lunch afterward.

If you need more information call Scott Shuman at: 610-775-1731. Why not call Scott and let him know you are coming.



UPCOMING EVENTS

**YOUR BEST SOURCE OF THE LATEST INFO IS THE CLUB WEBSITE—
www.kscpoci.org**

Oct 16: KSC/POCI Fall driving tour—Pottsville area—Yuengling Brewery and Jerry's Classic Car Museum; contact Stephen Liebert at 215-322-9636

Nov. 27 (Fri.): Junkyard tour, Friday after Thanksgiving—Engler's, Mountain Top, PA; contact Stephen Liebert at 215-322-9636 (see details on page 2)

Dec. 4: KSC/POCI Christmas Party, Bird-In-Hand Family Restaurant, east of Bird-In-Hand, PA on HY-340; 1-4 pm. Contact Jim Martin 717-393-3031. \$15 to be paid at the door. RSVP no later than November 27

Jan. 9, 2011: KSC/POCI Board Meeting, 1pm, Bird-In-Hand Fire Company, Bird-In-Hand, PA on HY 340 near the railroad underpass; contact Jim Martin 717-393-3031

May 1, 2011: GM on Display

May 14, 2011 (Sat): Spring Meet at Freysinger's; Mechanicsburg, PA

Sept 25, 2011 (Sun): Fall meet at AW Golden, Reading, PA. Contact Frank Kept at 610-367-6664 or fkemp@dejazzd.com

Some convention photos, Compliments of Jim Martin



2010 Convention

By Jim Martin

A major reason that POCI National Conventions are so successful (other than the great friendships we have and have forged with fellow members) is the locations selected for each years show. This year as in 2002, the show was held in the beautiful wild country of West Virginia along the Kanawha River and the Capitol city of Charleston. The "Almost Heaven" WV Chapter again did a superb job of hosting and the citizens of Charleston were extremely cordial to our members. There were about 14 members and family who braved the "mountain ride" to Charleston and at least five members brought their prize Pontiacs for everyone to enjoy.

Those of us who attended had a super time renewing old friendships and making new friends, while enjoying many interesting and Pontiacs and (unfortunately) only one rare Oakland. The Points Judged Show drew about 80 cars that were safely nested in the Civic Center for the 3 day display and Friday judging. Although, the small turnout of cars, we were not disappointing because of the quality of all those incredible specimens that General Motors turned its back on. Several of us from the Keystone Chapter assisted with the judging, a difficult but rewarding experience because of the dedication that the owners exhibited in preparing these outstanding motor vehicles. The Popular Vote show was also very nice (and hot) with well over 400 cars lining several city blocks along the Kanawha Boulevard of downtown Charleston. The towns people were great spectators and very appreciative of the quality of our member's cars. What a friendly atmosphere!

In addition to renewing old friendships and making new, we all spent a lot of time touring (and touring and touring and touring) some of the most breath taking sights our great country has to offer. An all day bus trip through the breathtaking mountains of the Hawk's Nest/New River Gorge was a treat for all who made the trip. We were treated to a view of the bridge made famous by the annual parachute bridge jumping festival as well as a great history lesson of the area from our most congenial host and bus driver. In addition to the sightseeing, we were treated to stop at Tamarack to enjoy (and purchase) crafts made exclusively by West Virginians. Other tours to a local coal mine, Saint Albans Day, local shopping and touring the State Capital grounds and its WV Culture Museum were enjoyed by many.

As usual the convention included chapter meetings, chapter displays, historic vehicle displays. Included were Arnie "the Farmer" Beswick's stable of great Pontiac race cars that drew a tremendous crowd every time he fired one up to demonstrate the power of his machines. One special treat was the replica limited edition, 1963 Pontiac factory light weight station wagon "Grocery Getter. In addition, Keith Vrabec brought Roy Tyner's 1969 Grand Prix NASCAR and enjoyed giving everyone who would listen a summary of its great history. The beautifully restored "Hurst" Grand Prix, a 1967 convertible and the last of three delivered to Hurst Performance Research Corporation displayed throughout the week in the Civic Center. Of course no POCI National show could be held without the Chapter night dinner which was well attended by about 350 members. As special display of memorabilia collected by John Sawruk's was setup in a room adjoining the banquet hall by Johns family. Truly a touching memorial that brought back many good memories of the contributions John made to our club and the antique car hobby.

As always Jim Wangers was a special guest, greeting members and talking about the glory days of the "Muscle Car" era. His presentation on "Who Killed Pontiac?... and how they did it" was met with a standing room only crowd with many listening to the presentation from outside the room in the hall of the convention center. There were the usual fun events like a 1960 Pontiac Birthday Luncheon Cruise, the S L O W Drags hosted by the GP Chapter and our own Al and Carol Koszi, gatherings at Magic Island area, a welcome pig roast at the state capitol, a Tuesday night car cruise with local antique cars of all makes invited, the GTO-Judge Reunion, a Fiero Reunion, and of course a great swap meet that was held under the Rt. 64 freeway.

There were five Keystone Chapter cars entered in the show. Al and Carol Koszi's 62' GP won the GP Chapter's, Best GP award and a 1st Place in its class in the Popular Vote, Jim Beck's 73' LeMans won 1st Place in its class in the Popular Vote, Bob Coleman's 64' GTO took home a Gold in the Points Judge show, and Jim Martin's 26' Coupe won 1st Place in the "Flathead Chapter-Show within a Show" as well as a Gold in the Points Judge show. Somehow a mistake was made in the class assignment of cars and Merle and Betsy Wright's TransAm was overlooked in the Popular Vote. As the old saying goes, "all is well that ends well" and with the great cars, great friends, great weather, and great location the show was a GREAT place to be in early July. Next year the convention moves a bit further south to Bowling Green, Kentucky. This will be an experiment by POCI as there will not be a host club. All coordinating of the club activities is being handled through the POCI BOD by the Bowling Green Tourist and Visitor's Center. Let's hope that all goes well, but to make it a success we club members need to provide our support. We'll be there and I hope to see you there as well.

2010 Fall Meet

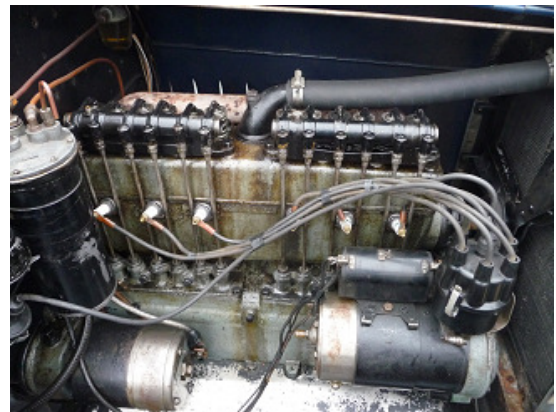
By Dick Stover

Yes, it was a "Golden" Golden meet. Thanks to Al and his staff we had a terrific time. 59 cars were in attendance with an outstanding showing in the older ranks, ranging from Andy and Karla Wise's '17 Oakland to Art and Jean Myer's 52 Chieftain. GTO's and Firebirds were also well represented. On the cover is the Best of Show. Al Golden selected a great example of the survivors for his Dealer's Choice award (see below) - Jim Roger's '36 Model 603, Straight 8 with suicide doors.



Then how about this fine representative of the wide-track era—Dave and Lina Myer's '59 Convertible. Rumor has it Dave and Lina have a '58 Station Wagon under restoration.

Talk about a survivor (although it was not pre-registered as such and had to go in Class A), this is an all original '30 Oakland Model 101 V-8 Roadster—what a sweet sounding machine. And here is some technology from 1917—check out the open valve train. When it rains it must add new meaning to the phrase "valve float".



This orange Judge brought by Vince Pestilli (he won the class) was an outstanding example of the breed. Bet it hails the mail. Speaking of hauling, Don Highmanick's '72 GMC Sprint was rated CLASS 2 for pulling a trailer when it was released! It won first place in the Commercial Class. A big thanks to Mike Reese who brought his '51 GMC Fire Truck and '40 Stake Body.



PONTI-MAC

by Gary Schuck

Our daughter was barely 2 years old when we acquired our 1933 Pontiac sedan, and her mangled pronunciation of the name stuck with the car through 17 enjoyable years of ownership.

Ponti-mac was one of more than 90,000 completely redesigned Pontiacs produced during a very successful and pivotal 1933 model year. The last vestiges of parent Oakland vanished with the '32 Pontiac V8, and the former "Chief of the Sixes" faced the future alone. As a 4 door sedan with a base price of \$695, Ponti-mac was near the top of a model range which included a roadster, cabriolet, 2 door sedan, and touring sedan with an integral trunk. All were powered by a new 223 cubic inch flathead straight 8 producing 77 horsepower – an engine good enough to remain in production for the next 21 years. Three speed manual transmissions were now synchronized in second and high for easier shifting, but the four-wheel brakes were still mechanically operated. A popular innovation on Fisher bodies for 1933 was "flow-thru ventilation" in the form of vent windows that would be used on nearly all makes for the next 4 decades. Ponti-mac was handsomely finished in two-tone Vendome (very dark) blue and Stygian (very, very dark) blue with black fenders and Tacoma Cream pinstripes.

Our 1933 apparently remained in regular use for about 75,000 miles, until 1955 when it was traded to Walt Arnold Pontiac in Carlisle, Pennsylvania. Mr. Arnold, an enthusiast and collector, stored the car under cover for about 20 years until KSC member Don Barlup put it back on the road. Apart from required maintenance and replacement of a leaky fabric roof insert, Don preserved the wonderful originality of this rare survivor. Those lucky enough to have a copy of John Gunnell's 1982 book "75 Years of Pontiac Oakland" can find a picture of this car on page 120, taken when Don displayed it at the KSC "mini-convention" in 1977.

Chris and I joined POCl in 1975 after inheriting a '61 Bonneville from my parents, and quickly discovered that folks with older cars seemed to be having the most fun. Our search for a 1930s era Pontiac ended in 1979 when Don brought the '33 to the KSC fall tour and invited us to drive it for the day. Needless to say, this absolutely solid, honest, reliable car sold itself and a deal was struck immediately. My confidence was further bolstered when Don delivered the car by driving it for an hour on the Pennsylvania Turnpike with the hand throttle set for 60 mph.

Storage space was tight at the time, and Ponti-mac spent a year living under a car cover on the back porch while we built a new house. Although we would have liked an open car, the sedan was better suited to our needs and the ample back seat allowed us to bring our two kids and luggage for tours or long show weekends. As older members may remember, we did not hesitate to drive this car anywhere in almost any weather and it never failed to bring us back home safely. Driving did require a bit more skill and concentration, but the notion that cars of this vintage must be modified to run with modern traffic is absolute nonsense.

My wife immediately adopted Ponti-mac as her special favorite and became a great ambassador for the hobby. She loved piling the car full of kids, and the occasional dog, for rides through the neighborhood. She took Ponti-mac to our daughter's Brownie meeting so the young scouts, and some of their parents, could learn what motoring was like before they were born. In the summer Chris drove it to church and on local errands, patiently answering questions wherever she went.

However, she never had to deal with a question like I encountered while stopped at a traffic light one day. The truck driver beside me inquired about the car, and when informed it was a 1933 Pontiac he immediately asked if I had purchased it new. Since the car was built 7 years before I was born I was at a loss for words, but my fellow club members have had a lot to say about the "did you buy it new?" question ever since!

Ponti-mac was also used for driver training and our son, now 37, is still proud of the fact that the first car he ever drove was a 1933 Pontiac. When she was old enough, his younger sister also enjoyed the opportunity to drive the car she had named as a little girl so many years before.

Being custodians of an original car is a mixed blessing, and for years we agonized over whether to perform a full or partial restoration to make Ponti-mac more presentable and more fun to clean up for shows and tours. Torn by indecision, we took the easy way out and sold the car. To our surprise and disappointment, within a matter of months Ponti-mac was transformed into a street rod.



Some of you have inquired about how my '48 is coming. Here are some recent pictures. It is all painted (has been for awhile). On the left I have reinstalled the headlights and grille, and about to add the front bumpers. On the right the pictures shows the new front and side windows in place and some of the moldings and emblems. The fronts were cut a bit too big the first time and ended up cracking. The bumpers -front and rear, along with the trunk latch are now in place. The major next hurdle is the

interior, which is in decent shape, but still needs some help. The dash was wood grained when the painting was done. Will the '48 be ready for prime time next Spring? Well, we'll see. With my constant travel weekends tend to need to be reserved for family and other To Do's. We'll see.

Dick Stover



Odds and Ends

Website featuring the original factory brochures for nearly every American car you have ever owned. Pick the manufacturer, the year and the model.

<http://www.lov2xlr8.no/broch1.html>

WANT A 2010 TRANS AM?



For 85 to 150 large , including the donor car, you can have this pavement pounding aluminum block 455 adrenaline machine. According to Auto Week this baby lays rubber even if you breathe on the accelerator. For more check Lingenfelter Performance's web site at: www.lingenfelter.com Those boys in Decatur, IN sure know how to live!

This is the car that in 1954 could have "killed" the Corvette.....so, Chevrolet, being GM's big sales and profit Division, campaigned to GM to "kill" this car. When Chevy was coming out with its 6-cyl. sports car with its 2-speed "Powerglide" transmission and side curtains here was a sports car from Olds with a big old V-8 and power windows. The world's rarest automobile. A 1954 concept Olds Rocket F88.



Restoration supplies help:

Need bolts—stainless or chrome: try Bolt Depot at www.boltdepot.com

Lowes has a good supply of stainless (10-24, 7/16-14) and Grade 5 and 8. They also have a good supply of other auto fasteners.

See the club photo gallery on the club web site: www.kscpoci.org

Return Address: Richard Stover
262 Watergate Dr.
Langhorne, PA 19053

Postage

Tape

Mailing Label

Officers and Directors:

- President: Steve Liebert
- Secretary: Richard Stover
- Co-activities Director: Don Haley
- Co-activities Director: Ed Loos
- Promotional Sales: Steve Liebert
- Display Board: Marlin Guigley
- Newsletter Editor: Richard Stover
- Vice President: Scott Shuman
- Treasurer: Rick Harding
- Director: Marlin Guigley
- Director: Jim Martin
- Director: Merle Wright
- Director: Jeff Reich
- Chapter Historian: Bill Stephenson

Keystone State Chapter Membership Information

For general information, contact Richard Stover at
kscpociinfo@gmail.com

Annual Chapter dues are \$15.00 payable in **January, 2010**. You must be a member of POCI National FIRST before joining a chapter. Send dues payable to KSC-POCI, c/o Rick Harding; 314 Reinholds Rd.; Denver, PA 17517

For Pontiac-Oakland Club International information
write: POCI; P.O. Box 9569; Bradenton, FL 34206; or
call: 941-750-9234

Annual POCI dues are \$31.00 and include a monthly magazine.

Don't forget the Fall Tour, Junk Yard Tour, and the Christmas Party