

## FALL 2012 NEWSLETTER

# THE ORIGINAL **Pontiac** CHAPTER

KEYSTONE STATE CHAPTER of POCI Founded 1975; LONGEST CONTINUOUSLY OPERATING



# FROM THE CHIEF

By Scott Shuman

Another show season is over. Time to start planning those winter projects. Don't be like me and put those important maintenance issues off. You will end up not having something to drive when next the next season begins. Last year, the Acadian needed a water pump, the 2+2 needed a fuel pump, and two other cars needed miscellaneous things. Plus oil changes and five state inspections! Needless to say, this year came and went with no collector cars on the road. I did get to one or two tractor events, but tractors don't need state inspections and they get trailered everywhere. The Golden show was the turning point. A couple of productive days and three trips to my mechanic for state inspections, three out of five are legal and on the road. Just in time for the first snow! But I'm ahead of the game for next year. We have the junkyard tour and Christmas party left for this year, and the all important January Board and Membership meeting where you the members help decide our activities for the coming year. All are welcome. bring your ideas for a spring or fall tour. we are always looking for new places to go.

## KEYSTONE STATE CHAPTER 2013 DUES ARE DUE

DUES ARE \$15.00 PER YEAR

MAKE YOUR CHECK PAYABLE TO: Keystone State Chapter POCI

SEND TO: Rick Harding, 314 Reinholds Road, Denver PA 17517

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
STREET

\_\_\_\_\_  
CITY STATE ZIP

PHONE: (\_\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Please list an email address if you have one so that you can be kept up to date with Club news.

EMAIL: \_\_\_\_\_ <<PLEASE<<

POCI Number : \_\_\_\_\_ ( your POCI not KSC number )

**NOTE:** You must be a member of the P.O.C.I. in order to be a member of the Keystone State Chapter.

### PONTIAC/OAKLAND/GMC VEHICLES OWNED:

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

MAKE \_\_\_\_\_ MODEL \_\_\_\_\_ YEAR \_\_\_\_\_

## 2012-13 UPCOMING EVENTS

**YOUR BEST SOURCE OF THE LATEST INFO IS THE CLUB WEBSITE—  
[www.kscpoci.org](http://www.kscpoci.org)**

**Nov 23: Junkyard tour, Friday after Thanksgiving—Wrightstown Auto in Penns Park, Pa. (north of Richboro); contact Steve Liebert at 215-322-9636**

**Dec 1 (Saturday): Christmas Party; Bird-In-Hand Family Restaurant, east of Bird-In-Hand and the underpass on HY-340; **12noon-4pm, dinner at 1**, \$20/person; contact Jim Martin at 717-393-3031**

**Jan 6, 2013: ALL WELCOME at the Board and Membership Meeting; 1pm, Bird-In-Hand Fire Co., at the underpass on HY 340; contact Jim Martin at 717-393-3031**

**May 5, 2013 (Sunday): GM On Display at Macungie Memorial Park**

**June 15, 2013 (Saturday): Performance Years ALL Pontiac Show; Lansdale, PA**

**June 16, 2013 (Sunday): Pontiac drag racing at Maple Grove south of Reading**

**Sept. 22, 2013 (Sunday): Fall Meet at AW Golden**

### 2013/14 Slate of Officers

President: Jim Martin  
Vice President: Bill McIntosh  
Treasurer: Rick Harding  
Secretary: Dick Stover  
Director: Merle Wright  
Director: Frank Kemp  
Director: Jim Beck  
Director: Brenda Steinhauer

Co-Activities Director: Ralph Keller  
Co-Activities Director: Don Haley

**PLEASE RESPOND  
BY SUNDAY  
NOVEMBER 25th**

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Voting process options:

(1) Email response to: [kscpociinfo@gmail.com](mailto:kscpociinfo@gmail.com)

(2) Snail mail response to: Dick Stover; 262 Watergate Dr.; Langhorne, PA 19053

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Officers will be installed at the January 6, 2013 Board/membership meeting



## *AW Golden, Sunday Sept. 23rd*

We certainly could not have asked for a nicer day. Cars from New York, New Jersey, and Maryland as well as Pennsylvania were in attendance. When registration ended there were 74 cars on the show field. Each of the 13 classes was represented. There were many exceptional cars which made it extremely difficult for the judges.

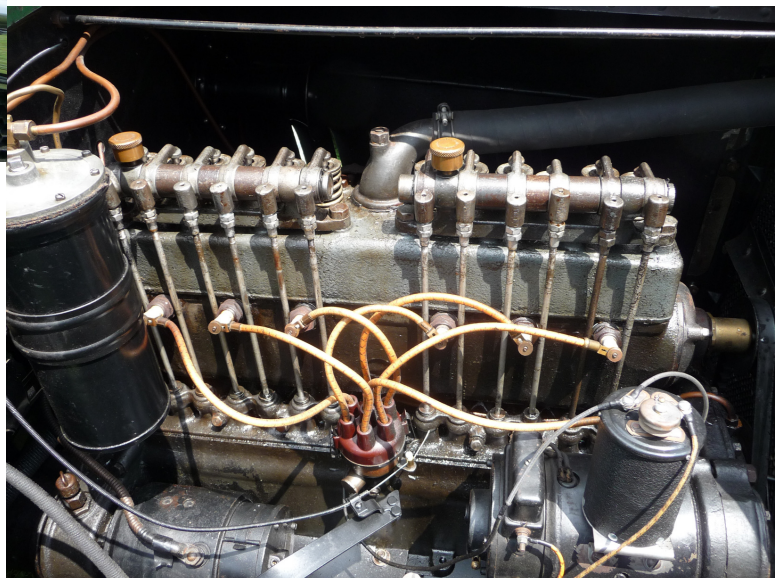
In addition to the class winners, some special awards were given. Dave and Lina Myers won the Beatrice Landis Memorial Award with their 1958 Chieftain station wagon. Mr. Albert Golden, our host, presented an award in memory of his late wife Kathy. The award was to reflect the automobile in which he could visualize Kathy riding in. He chose the 1969 Firebird convertible belonging to Mary Ann and Mike Grey (picture on cover of this newsletter). Photos and a list of winners can be found on the website.

The 1962 Grand Prix owned by Loren Hulber was this year's feature car (picture on the cover of this newsletter). Loren's car was on display in the showroom along with other pieces of memorabilia related to his car. Thank you Loren for your display.

Many thanks to all the Keystone State Chapter members who came out and provided help in all areas needed to make this show a huge success. A special thank you to Albert Golden and Larry Goodman for all they did to make the show enjoyable for those who attended and for providing the goodie bags, T-shirts, and dash plaques. Thank you to Dick Stover for serving as the Chief Judge.

Hopefully everyone will be back again next year for the 39<sup>th</sup> Annual Fall Meet on Sunday, September 22, 2013.

### *Photos from Das Awksfesh*





## 2012 FALL TOUR

A single word describes the day—WOW!

About 20 of us gathered at Macungie Memorial Park, then traveled a short distance to Zionsville, PA and Tom Kidd's outstanding collection. Tom mainly focuses on Franklins and Cadillac's, but what about that '57 Corvette race car, or the Auburn, or the all aluminum bodied, air cooled overhead cam '22 Fox? Tom is an ex-racer and as such can do all the mechanical work on this cars. AND they are driven, as evidenced when he jumped in one of the Franklins and followed us to lunch.

After a great lunch in Emmaus we headed south of Fogelsville to an "out of the park" Hudson collection that is housed in two ex-dealership buildings across the street from each other. I do not think there was any body style of Hudson-Terraplane-Essex that was not represented. There was even a 1918 Hudson limo with a man and woman's "bathroom" inside. I will just let your imaginations run wild with that one. There were several 1-of-one's/1-of-three's in the collection, such as a '26 Limo and '34 Roadster. Many of the cars were high end show winners such as the '24 Limo that won Pebble Beach.

Our final stop was at the Merchants Square Model Train Exhibit in Allentown. The 3 major scales were represented—HO (that means "half O gauge"), American Flyer, and Lionel. The Lionel layout was by far the biggest. Made me feel as if I was in a major city with tall buildings, a carnival, park with a lake, and subways.

*By Dick Stover*

See the web site for all the pictures.



50th Anniversary Year  
**The First Pontiac Grand Prix - 1962**  
By Bill McIntosh

In 1958, when Ford took the Thunderbird two-seat icon and turned it into a four-seat car, the modern day "personal luxury car" or the luxury/sport market was born. Detractors panned the first four-seat Thunderbird, but it and subsequent versions sold quite well. There would soon be a number of makes looking to grab share of this market, including Buick with the Rivera and Oldsmobile with the Toronado. And ever since the 1958 Thunderbird debuted, Bunkie Knudsen had wanted a Pontiac model that could compete.

Initial attempts at a design were made and based on the 1959 Pontiac Bonneville. These efforts were abandoned. The idea of a personal luxury car remained dormant as the 1960 model year was being developed. The following year brought major changes to full-sized cars (see "The 1961 Pontiac - Part I" in the summer 2011 edition of *Pontiaction*), and work was focused on the new Tempest compact (see "The 1961-1963 Tempest - Pontiac's Little Indian" in the Spring 2012 edition of *Pontiaction*) and complete redesign of full-sized car. The result? No real effort was made to revive the luxury/sport model. In 1962, neither the full-sized car nor the Tempest were changed much as both got a minor face lift for that year. That meant there was time and energy to reinvigorate the concept of a personal luxury car from Pontiac. It is not clear who led the effort but one can be sure that the team included Bunkie Knudsen, Pete Estes and John DeLoren -- the three men who had the most impact on the Division in its history.

It is equally unclear who had the original vision for the Grand Prix. But after rejecting the original 1959 concept, those responsible turned to the Ventura as their inspiration. The Ventura model was introduced in 1960 and lasted only two model years. In 1962, the Ventura name identified a trim level for the Catalina rather than a distinct model. In any case, the concept of the Ventura model was to take a Catalina and offer a far more luxurious interior. As Pontiac advertising read: In the Ventura, "you'll find custom touches you wouldn't expect at so modest a price: full carpeting, distinctive instrument panel, special fabrics and interior design, custom steering wheel, deluxe wheel discs and many more." Ventura models were limited to two: the Sports Coupe and the Vista (four-door hardtop).

So the concept was to take the Catalina coupe, put in a high end interior (very Bonneville-like), include as standard a potent V-8 engine and other touches that clearly said "sport/luxury" car. And we know this concept was integrally related to the original Ventura as initial sketches of the Grand Prix were designated as the "Ventura Grand Prix."

Under Knudsen's direction, the Catalina body was chosen, its sides were cleaned up by eliminating most of the trim, and both grill and tail light panels were designed exclusively for the Grand Prix. The interior was the same high quality as that of the Bonneville, and bucket seats were standard as well as the center console. The console included the shifter for either a Hydramatic or four-speed standard transmission along with a pod-mounted tachometer. Other special identifying features included checkered-flag badges, a distinctive lower rocker panel trim, anodized grille inserts and nose pieces. As with other models that were named for racing events (e.g., Bonneville), the new model was named "Grand Prix." The name evoked an image of European luxury and sport.

Under the hood, the Grand Prix's standard engine was the 389 V-8 equipped with a Carter AFB four-barrel carburetor and dual exhausts producing 303 horsepower. Engine options were available up to 348 horsepower with Tri-Power. An interesting technical note, special springs were considered to reduce the ride height by one inch, although I have not been able to confirm that such springs ever went into production. The list price for the Grand Prix was \$3,490 -- pegged just above the Bonneville Sport Coupe at \$3,349.

Pontiac was on a roll in 1962 and sold almost 400,000 cars (actually 378,740). Despite its relatively high price, the Grand Prix sold well with 30,195 being made in its first year of production. Bunkie Knudsen had moved to Chevrolet in 1961 and Pete Estes took over as general manager at Pontiac. So, Knudsen was never around to enjoy as general manager the introduction of the new luxury/sport model he had conceived and advocated.

#### References:

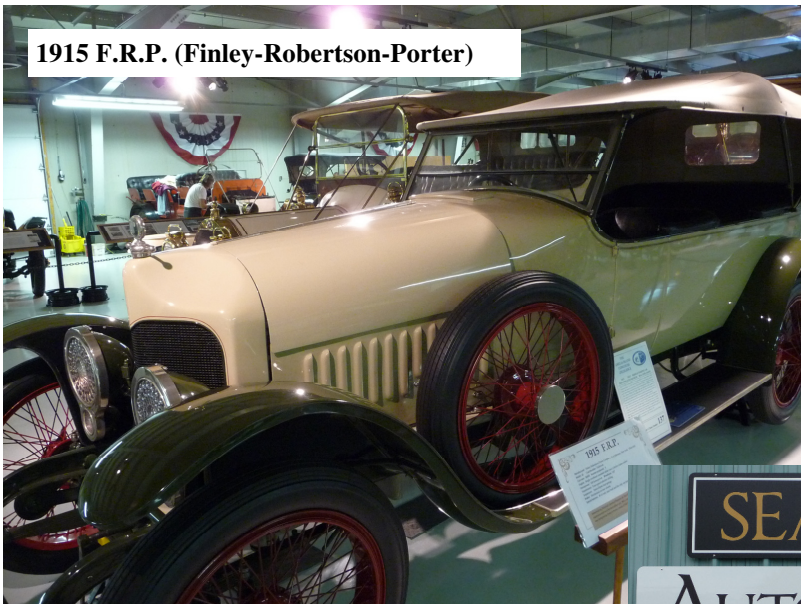
*Pontiac's Greatest Decade - "1959-1969 - The Wide Track Era"* by Paul Zazarine.  
*75 Years of Pontiac - "The Official History"* by John Gunnell.  
*Pontiac - The Complete History 1926 - 1986* by Thomas E. Bonsall.

Pictures are on the web site



# Odds and Ends

In late September/early October this year Jackie and I took our first Fall vacation because Jackie had just retired from our school system. Now we were not restricted to mid-June thru mid-August. We headed to New England—Newport, RI, Cape Code and Martha's Vineyard, Bar Harbor, Mt. Washington, and our son's home above Montpelier, VT. Near Bar Harbor we came across the Seal Cove Auto Museum—all brass era cars. See just a sampling below. By the way I was asked to state that all the photos are copyrighted by the Seal Cove Auto Museum.



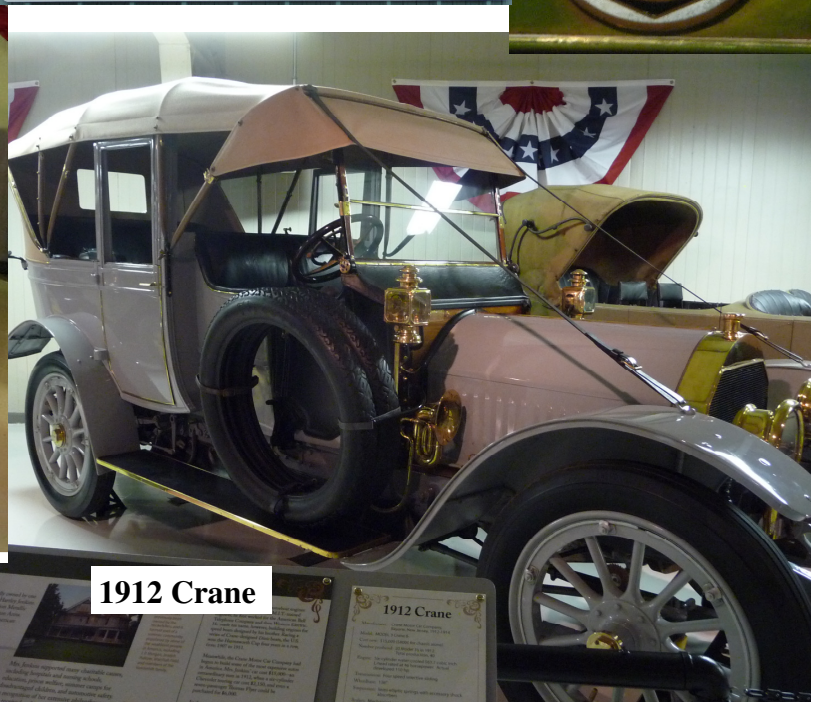
1915 F.R.P. (Finley-Robertson-Porter)



1913 Peugeot



1914 Stanley Steamer 14 passenger Mountain Wagon; note the new boiler and lady redoing the piping



1912 Crane

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

Postage

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Mailing Label

**'11 and '12 Officers and Directors:**

- President: Scott Shuman
- Vice President: VACANT
- Treasurer: Rick Harding
- Secretary: Richard Stover
- Co-activities Director: Jim Martin
- Co-activities Director: Marlin Guigley
- Promotional Sales: Steve Liebert
- Display Board: Marlin Guigley
- Newsletter Editor: Richard Stover
- Director: Bill McIntosh
- Director: Jim Beck
- Director: Merle Wright
- Director: Brenda Steinhauer
- 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, 2013**. 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 \$35.00 and include a monthly magazine.

**Check out our web site: [www.kscpoci.org](http://www.kscpoci.org)**