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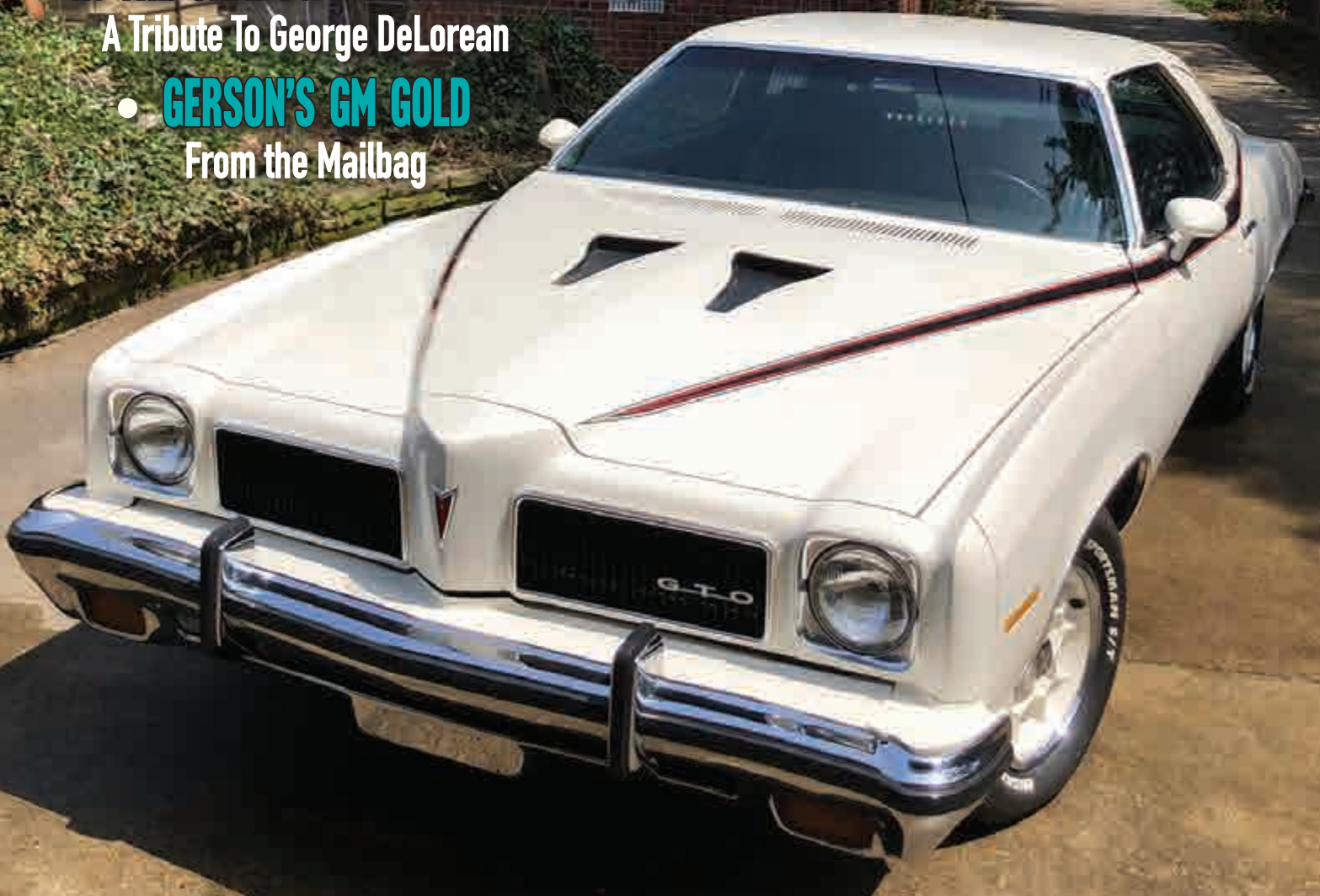


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Cover: Tim & Penny Dye's 1973 GTO; photo by Tim Dye.

Background picture: Lee Industrial Contracting C7500 GMC dump truck, Pontiac, Michigan.

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EDITOR'S NOTE

Bull-Horned Pontiacs and Nudie Suits?

I am not necessarily a big fan of Country-Western music, but as you do know I *am* a huge fan of all things Pontiac. Those two worlds just happen to come together this month in a huge feature that introduces you to legendary designer Nudie Cohn.

Looking back, this story is actually due to a very distinct memory from my childhood along with a series of events which kept bringing Nudie's unique bull-horned Pontiacs to my attention. Ever since, I have been collecting whatever bits and pieces of information (and photos) that I could find, culminating in this big story that begins on page 30.

I had been somewhat reluctant to publish any of this because I always felt there was so much more to learn. Even today, I still feel there are several more potential nuggets of information out there yet, but eventually I had to get off my horse and draw a line.

That "line" came about when POCI member John Baeke submitted his own story for publication regarding this oddly-named designer. Yes, he actually met Nudie Cohn, in-person, during his youth. (John, you have no idea regarding the can of worms your piece has created for me! I don't know whether to thank you or to smack that big ol' 10-gallon cowboy hat off your head the next time I see you!)

As you will soon learn, there were 16 different Nudie Pontiacs built over the years (at least, ones which I've been able to identify), and that's a lot of cars to research. I want to stress that our resulting stories are in no way definitive. Maybe other readers can help add to our knowledge bank of this fellow.

Dimitrie's topic this month is quite timely as he recalls his most treasured memories of hallowed racer and mechanic George DeLorean. It is ever-so-timely because, just as we were going to press, we learned of George's passing. He died just two days shy



of his 90th birthday on May 14th. Dimitrie's personal dedication to him begins on page 8.

Gerson, too, offers another timely piece this month with his Mailbag advice. We get a lot of great comments about both of these columns and their firsthand stories and recollections. I cannot thank them enough for their contributions, as their words have added greatly to the quality of content in this publication.

In a recent issue of *Hemmings*, a 1973 Pontiac GTO was featured. As I have almost always owned one or more of those obscure models — and because so little new stuff has been written about them — I was anxious to dive into their presentation. But (...and I'm not saying anything bad about *Hemmings* here) I was a little disappointed that their piece just regurgitated an all-too-common, predictable story line. As a matter of fact, their article turned out to be a re-run of a story they had published several years earlier.

As a devotee of that OPEC-era model, I knew that I could offer something better by putting a new spin on things, if you will. My story brings to light one or more attractive design sketches that you have likely never before seen, plus so much more. This also includes the almost shameful photo (above) of me cutting up one of these cars (sorry, it was in horrible condition). Fortunately, salvageable pieces of that one will live on in other projects.

Thom brings us the second part of his *Distinctive Deeds* Early Celebrity Rides this month, and John Gunnell provides a great overview of the '66 Pontiac professional vehicles from Armbruster Stageway. Thanks, guys!

In the "better late than never" category, we provide coverage of the Early Times Chapter's 2021 Flathead Reunion and the Popular Vote judging results from our Mohegan Sun 2021 convention (names only). That data had been delayed in print because of technical difficulties associated with the corresponding photography.

So, grab the bull by the horns and dig in. Enjoy!

Tim Dye



Country-Western artist Webb Pierce shows off his 1961 Bonneville convertible, one of sixteen Pontiacs to be customized by the legendary Nudie Cohn.

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If you have material for Ridin'@ Random, send it to editor@poci.org

New Hurst-Inspired Aluminum Wheel Debuts from Motorway Restorations!



POCI members Ron & Denise Coleman, owners of Motorway Restorations, proudly chose the recent B-O-P-C Show in Mesa, Arizona to debut their first aftermarket wheel offering, as displayed on this exquisite resto-modded 1965 GTO.

"Our two-piece all-aluminum wheel is directly inspired by classic Hurst wheels from the 1960s, yet offers a modern 17" diameter and multiple choices for

offsets and width," Ron claims. "Our design features the standard 4.75-inch 5-lug pattern found on most mid-size Pontiacs including classic GTOs and Tempests, Firebirds and Trans Ams, and 1969-up Grand Prixes with rear-wheel drive"

Orders are now being taken for your semi-custom fitment. \$975/each (with plain center cap, as shown) plus shipping and handling. Powder coating and custom center cap designs are also available for an extra charge to complete your Pontiac's unique character.

Contact Motorway Restorations at (602) 368-6100, online at www.MotorwayRestorations.com, or email ron@motorwayrestorations.com



PPA Solicits Pontiac Hall of Fame Votes

The Pontiac Preservation Association aims to promote and improve the Pontiac hobby and industry for the betterment of all involved. Each year it recognizes selected Pontiac luminaries who have done their part to augment the classic Pontiac legend.

The association's Pontiac Hall of Fame, through an online voting application known as Election Runner, is now allowing all enthusiasts to participate in the latest 2022 Hall of Fame voting. For those of you who have previously signed-up, as long as your email has not changed from last year, you will be given the opportunity to once again select from your favorite nominees.

Following our June 26, 2022 deadline, all votes will be tallied and the top two nominees will be inducted into the Pontiac Hall of Fame. We will officially announce those recipients at the Ames Performance Tri-Power Pontiac Nationals on August 14, in Norwalk, Ohio.

For those who wish to be added to our list of registered voters for the first time, and for those who need to update their contact information, please visit our Contact page at www.pontiacpreservationassociation.org right away. Your personal information will not be shared with any other entities. Thank you for helping to support the Pontiac hobby!

—Mike Spizziri

1977 Can Am Sets New Sales Record at Mecum Auction

We have all heard about the recent jump in values on some of our cars. Well, here's yet another example. At Mecum's recent Indy Auction, this 1977 Pontiac Can Am sold for an astounding \$70,400! Prior to this, nice examples of Can Ams had been selling for around \$20,000, maybe \$25,000. This was a huge jump. There was no description to accompany the car, but a photo of the dashboard revealed just 444 miles on the odometer. If that is indeed authentic, actual mileage, it would likely be a hint to explain the record-setting sales price.

With a production run of only 1,377 units, I have always considered the Can Am to be an under-rated classic. Not any longer, apparently!

—editor





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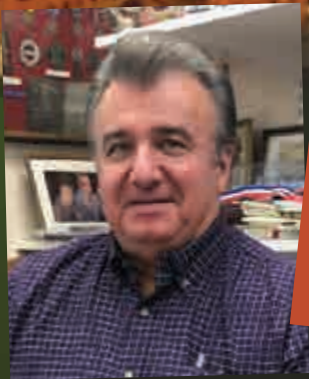
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In the Shadows of Pontiac

Enchanting Tales from the Land of Legendary Wide-Trackers



REMEMBERING GEORGE DELOREAN: MORE THAN A FRIEND

PONTIAC LOG #039

by Dimitrie Toth

LAST month, I mentioned how I began my career at PMD's Home Plant in the autumn of 1969. And, in an earlier installment, I mentioned my 1965 Grand Prix which my dad had helped me upgrade with a 1968-vintage 390-horse 428 HO just before I got drafted to the U.S. Army.

Tonight I'd like to knit together those two topics as I reveal how I first met the legendary George DeLorean.

One evening while on leave from the military, I happened to get a little wild, pushing that 428 a bit too hard. Those antics resulted in a spun rod bearing.

Later, Dad suggested that I visit the Pontiac dealer just down the road in Royal Oak, Michigan, to look into getting the engine repaired. He then offered to let me borrow his '68 Bonneville Brougham 4-door hardtop so that I could head over to Ace Wilson's Royal Pontiac.

Roaming around the dealership's garage, something seemed amiss — not a single race car nor any of the Royal racing guys could be seen anywhere!

I then found Sam, the dealership's parts manager, and asked him what was going on.

"Ace just got tired of all the kids hanging around here, so he made George DeLorean an offer," Sam explained. "He offered to sell the Royal Racing Team, the cars, the

name and logo, the *Bobcat* package plus all the mail order business to him."

"Just who is this George DeLorean fellow?" I wondered aloud. "Is he related to the DeLorean who ran Pontiac Motor Division?"

"Yep, they're brothers," he replied. "I've known George since junior high school. He grew up off of 6 Mile Road, on the East Side. George ran Pontiacs from 1961 through '63 and bought a lot of stuff from Ace over the years."

"Umm, well, how do I find this guy? I spun a rod bearing in my 428 and I want to get it fixed and maybe add a few things."

"His shop is called Leader Automotive. It's just north of 9 Mile Road, off Hilton at Rosewood."

Thanking Sam, I quickly set out to find this curious new destination.

Once I was in the vicinity, I certainly didn't need a sign to spell out what was happening there at DeLorean's shop. Parked on the side street and along the rear of the building were numerous Firebirds, GTOs and Judges and other Pontiacs, each awaiting or already having received a *Bobcat* package or some other performance upgrade.

In a fenced-off area behind the shop was a Cobalt Blue 1969 Camaro that I later learned was one of Chevy's original 427 ZL-1 cars. George eventually installed that engine along with a Tunnel Ram in a new second-generation Camaro and ran Pro Stock the first year, in 1970. I'm sure his brother, John (who, one year earlier, had been transferred out of Pontiac to head up Chevrolet Division), might have helped push that cause!

Upon entering George's shop, it felt as though I was

John DeLorean with his second wife, Kelly Harmon. Photo by Joe Clark, courtesy of UNT Special Libraries Collections.



surrounded by an all-star cast of Pontiac racing royalty! Milt Schornack was busy wrenching on Royal's '69 Super Stock Firebird in one bay, and a couple of Pontiac engineers were just leaving with an intake manifold that I later found out was a Ram Air IV aluminum unit that had been cut, sectioned and welded to fit Pontiac's short deck 303 motor. (I later found out that one of those PMD engineers was none other than Tom Nell — someone who I would commission to build some Turbo 400 transmissions for my own project cars years later).

I was quickly greeted by a rather large fellow who introduced himself as Clare Walters.

Note: Milt Schornack (below) was employed at Leader Automotive for only a brief while. Milt eventually launched his own shop, Royal Automotive.

It was not affiliated with the Royal Racing Team and Bobcat, etc.

Anyway, back to my visit with Big Clare and his wanting to know if he could help me that morning. I began to tell him about the spun bearing in my 428 while mentioning that I also wanted to get some other work done to my Grand Prix.

But then, almost as if on cue, George emerged from his office and cordially greeted me. He asked my name and wondered what his shop could do for me.

Upon telling him my name, a smile began to slowly appear on his face.

"I know a Danny and Helen Toth who come down to Coral Gables (Florida) every winter and spend a couple of weeks with my godparents, the Vasilis. Are you related to those Toths?"

"Yes," I couldn't help but glow with pride. "Those are my parents!"

"Well, I've known your mom and dad for years! My brothers, John, Chuck and Jack, know your folks, too."

Somewhat astonished by this news, I couldn't wait to go back home and ask my parents why they never told me about their friendship with

Note: Clarence Walters, known as "Big Clare," was just that — a big man! He is the one who piloted Royal's '59 Catalina into the record books as the world's first stocker to run a 13-second quarter mile!

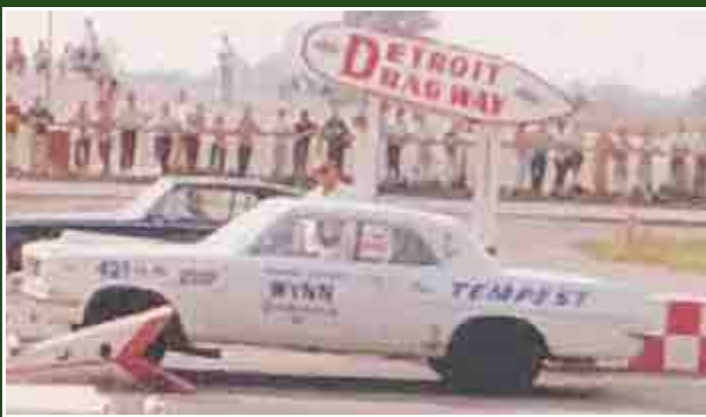
(You might notice how large he was by the shadow looking into the front windshield of a famous photo.) He only drove for that 1959 Season and was later replaced by Jim Wangers (who drove for Royal from 1960 to 1964) and Milt Schornack (who drove from 1965 until Ace Wilson sold the racing team to George DeLorean in mid-1969). There is a photo of when Royal won the 1960 Nationals at Detroit Dragway; Big Clare is present there, in the team photo.

Oh, and that record-setting '59 was sold at the end of the year on Royal's Used Car lot to a PMD supervisor who proceeded to use it as his daily transportation, if you can believe it! I did mention all this in a previous story.



1981 photo of George DeLorean, outside of his shop. Photo by Albert Drake.

Note: The DeLorean family is of Romanian heritage, having migrated to America back in the late 1920s. My family's heritage is also Romanian, and even though my last name is Hungarian, Dad's family was from a border town on the Romanian side. My mom, also of Romanian heritage, grew up on Detroit's East Side. Meanwhile, the Vasile Family (also of Romanian descent) formerly lived on the East Side before retiring to Coral Gables. To further cement this interesting connection, my aunt and uncle — also of Coral Gables — were best friends with the Vasiles. That uncle had an interest in the glass and mirror business, supplying nearly every hotel community from the Florida Keys to Jacksonville!



George DeLorean's '63 Super Duty Tempest at Detroit Dragway.

Note: There was a large number of Romanians who resided in either Pontiac or Detroit. Most attended the Saint George Romanian Orthodox Cathedral in Detroit, a house of worship known to the locals as "Car Shop Church" since most Romanians worked for the Big Three automakers back then. The church in Pontiac was called Saint George Romanian Church, and was a mix of Orthodox/Catholic/Byzantine. My parents were married in the Pontiac church and I was baptized there, too. Our family later attended the Saint George Cathedral.

the DeLoreans before.

I went on to tell George about my '65 Grand Prix and what I'd like to do to the 428 HO motor.

After a moment of thought, he said, "I can put together a nice package that will make your car a solid 12- or 13-second car and still remain streetable. We can put in a fresh crank, Super Duty rods, forged pistons, a deep oil pan and a Ram Air IV cam. We can port-match the heads to the long branch exhaust manifolds and install a Mallory dual-point distributor. I've got a nice Edelbrock P4B and a Holley 780 that would work well on it, too."

This was all music to my ears, but George wasn't quite done yet. He continued:

"We can also install a shift kit in the trans and I've got a fresh 4.10 Safe-T-Track rear that will bolt right in. We can also install a nice two-and-a-half-inch exhaust system with

a balance tube and Corvair turbo mufflers."

Neat, but I had to ask how much this was going to set me back.

"Its going to be about \$1,100 to get you into the 12-second range," he conceded.

No doubt my head was spinning when I left his shop. And yes, Dad spun it 'round even more when I told him the cost to get the engine repaired. But when I told him that George DeLorean was the fellow I talked to, he chuckled.

Mom, overhearing this from the kitchen, then emerged to offer her thoughts.

"Those DeLoreans are good people!"

Dad countered by suggesting that he and I pay a visit to George's shop the following afternoon.

Sure enough, the next day, George and my dad had a nice visit. In fact, they went into his office and shut the door behind them! I was more than a bit curious as to what might transpire.

While they were busy discussing stuff, I visited with Milt and Clarence and got a close look at George's immaculate GTO funny car — a drop-dead gorgeous racer with its pearlescent white body and gold leaf lettering. Yep! Pontiac-powered, on nitro!

As we were about to leave, Dad made a point of telling George to "see what you could do for the kid's 'hot rod.'"

"We'll get right on it, Danny!" he chirped back.

Now Dad was typically very reserved when it came to talking about money and business, but during the return trip home, he revealed to me that he had given George \$1,000 up front towards work on my Grand Prix.

After promptly thanking Dad for his generosity, he paused and offered some serious advice. "Just be good to your mother."

He then looked me straight in the eyes and added, "And

Note: My parents, along with the DeLoreans were very private people, as were my aunt and uncle along with the godparents to the DeLoreans, the Vasile family. This is perhaps why so little has been documented or written about the Romanians in Coral Gables.



Coral Gables is a city with nearly 50,000 residents near Miami, Florida. It is known for its 1920s Venetian Pool carved from a rock quarry, complete with grottoes, towers and a bridge.



George DeLorean.

Note: For the benefit of fellow POCI members living in the Cleveland and Northeast Ohio region, the one DeLorean brother, Chuck, did have interests in a number of GM dealerships. As for me, I have no family affiliation with the Toth line of dealerships found elsewhere. They are indeed a nice family, but they are not related to me.

Cleveland was also known for its large Romanian population. Akron, Canton and Youngstown, Ohio also have sizable Romanian congregations. I had an aunt and uncle in Akron who were employed at Firestone. My aunt was a secretary to Bill Abraham, who some of you may recall was a good friend to Arlen Vanke. More on those nice gentlemen in a later installment.

remember what I told you about what goes on at my work: Keep it there."

"No problem, Dad."

George's Leader Automotive completed the work on my Grand Prix just before Thanksgiving that year. I certainly had my share of fun with it on the streets, including taking it to Detroit Dragway just before the winter chill set in. Its best time was 12.97 seconds on

the quarter mile when running a pair of 7-inch Casler recap slicks.

From that point forward, I felt quite fortunate as George took me under his wing, treating me like part of his family from that day forward

RANDOM MEMORIES OF GEORGE DELOREAN

1970 was an exciting year for that first year of Pro Stock racing. Gil Cohen, the owner of Detroit Dragway, hosted a big Pro Stock event that summer which brought in the top names of this new category — Bill Jenkins, Ronnie Sox, Dick Landy, Wally Booth, Dave Lyle, Hubert Platt, Don Nicholson, Arlen Vanke, the Ram Chargers, Motown Missile, Dick Brannon and others. When George showed up with his new '70 1/2 Camaro, everyone went wild over it, wondering how he got ahold of it! (Again, it helps to have family in high places.)

And, oh, even Arnie Beswick's '68 Firebird was there sporting Tunnel Port heads with a high-riser single plane 2x4 intake and a pair of 1000 cfm Carter Thermo-Quads! Arnie had a clutch turbo trans in the car. Also, just about every PMD engineer could be spotted in the pits helping Arnie's efforts — Tom Nell, Mike Hicks, my cousin Steve, etc. George invited me along as part of his pit crew. It was a fun, memorable Saturday night at Detroit Dragway.

Arlen Vanke was one of George's

closest friends. I remember when Arlen was in town visiting George's new shop over on Weaton Street in Troy. One Saturday, we all went to lunch at a local eatery where George was a regular. You always knew Arlen and George would get the place rolling by flirting with the waitresses and telling jokes. It broke George's heart when we lost Arlen.

I'll never forget when in 1972 George invited me to a summer garden party at his brother John's home in Bloomfield Hills. He told me to be at the shop around four o'clock that afternoon and that we'd take the Eldorado.

So here I am, a 22-year-old, wet-behind-the-ears kid, unsure of what to wear or how to act at an upscale party. What would I say around all those jet-setters and Hollywood "pretty people?"

To be sure, it was an interesting evening. Kelly Harmon, John's second wife, looked just incredible. Again, all I could do was stare.

George always had some neat personal cars, two of which stand out in my memory. One was a black 1969 Grand Prix SJ with a large Pontiac V-8 with round port heads that was incredibly fast. Another was a burgundy-colored 1970 Mustang fastback with a Boss 429 engine that he replaced with an enlarged version with 2x4s up top. That car had a toploader 4-speed with JR headers and Corvair mufflers. Sometimes he even let me drive it. Nope! I never had the guts to open it up.

However, George and I did once go over to see Angelo Giamprioni, the



George DeLorean's 1963 Super Duty Catalina.

owner of Gratiot Auto Supply — located just a couple of miles from his shop. While there, he went into Angelo's office while I looked over all the cool speed equipment in the showroom. Later, when George and I were leaving the parking lot, George hammered it! The car broke loose and went around in a complete circle! Yeah, right in the middle of the road, with us ending up pointed in the direction we wanted to go! George went "Woah!" as he and I shook the cobwebs out of our heads. He also liked his pickups for parts chasing/racing.

George used to host Thursday evening open houses at his shop. Sometimes they were preludes to those top-end club get-togethers out on I-696. George's Thursday evening open houses brought in some extremely interesting people, and you never knew who might show up.

We'd see the Big Three of drag racing — Don Garlits, Seto Postoian and Chris Caramasinies. Yes, and we'd often see Vince Piggins, Mac McKellar, Arlen Vanke, Arnie Beswick, Smokey Yunick, Mickey Thompson, Howard Marseilles, Doc Watson, Dick Chrysler, Roger Penske, and so many others. Again, all I could do was stare, not fully believing that I was rubbing elbows with some of the most incredible talent in the automotive performance world!



George (right) and your author at a PTM event, circa 2019.



Here is George DeLorean's 1968 GTO Funny Car with Ed Lee behind the wheel prior to a run. The car featured a pearlescent white body, gold leaf lettering, chopped roof, Al Bergler tinwork, a Pontiac third member, Summers Brothers axles, a Tom Nell-built THM400 trans, a high-nickel 428 block with splayed 4-bolt main caps and reinforced lifter boss, a Moldex-prepped 990 Kellogg crank, Howard aluminum rods, Venolia pistons and a Crane solid roller cam.

The cylinder heads were rather unique. They were 1970 round port prototypes that were ported with the divider wall between the pair of intake ports completely milled away all the way to the entrance of each cylinder! George ran a Cragar blower intake manifold. The engine was offset to the right in a chassis that was custom fabricated by George's shop. The blower was a Larry Pain 8-71 with a four-port vertical Hilborn injection unit.

George ran it with only a 60% load of nitro, and the car never broke. The car only made appearances at local strips (Detroit, Motor City, and Milan) mainly as an advertisement for his Leader Automotive operation.

I remember one night when there were no less than eight Hurst SSJs parked outside George's shop. What a sight! The Christmas parties there were always fun, too!

Over the years, John DeLorean would show up at George's shop while I was there hanging out. We would talk briefly — just small conversations. There was always the presence of a car parked down the street with two people inside when John came to visit George. *Hmmm...*

When George decided to sell his shop, Rich Maskins was in the process of starting a business. George was a partner in the Dart machinery company (the "D" in Dart is George's initial). Dart was a highly successful manufacturer of cylinder heads, blocks and intake manifolds. Around six or seven years ago, George decided it was time to retire from the business, but unfortunately Rich sold the business not long after that and passed away shortly thereafter.

Until recently, George had a Saturday group of fellows meeting at the Woodward Warehouse. They were a close-knit group of people invited

to an exclusive gathering, essentially the "who's who" of the racing world. There was also a bunch of racing colleagues who got together on Thursdays at a restaurant in Rochester, Michigan.

GEORGE DELOREAN

MAY 16, 1932 -

MAY 14, 2022

It has been so meaningful for me to revisit all these wonderful memories of George and share them with you in *Smoke Signals*. He was a true pioneer and Pontiac innovator who played an invaluable role in the automotive performance industry.

Sadly, his time has come all too quickly. Over this past winter, he was diagnosed with terminal colorectal cancer and was placed in hospice care a mere week or so ago. He quickly passed, on May 14, 2022, just two days shy of his 90th birthday. He will be missed. Please keep him in your thoughts and prayers. 🙏

When Was the Last Time You Saw One of These?

story & photos by Tim Dye



Pontiac Trans Sport

The Trans Sport was introduced in 1990 as Pontiac's sporty entry in the growing mini-van market. General Motors variants included the Chevrolet Lumina and Oldsmobile Silhouette.

Two models were available, the Trans Sport and Trans Sport SE, both featuring a 3.1L-V6 rated at 120 horsepower. Standard features included a 3-speed automatic transmission, front-wheel drive and independent front suspension.

Pontiac touted the Trans Sport's space frame construction and rust- and dent-resistant composite body panels — directly reminding us of the 1984-'88 Fiero. The Trans Sport SE also offered a clever flexible seating arrangement with its multiple, modular bucket seats for rear passengers.

No less than 40,771 Trans Sports were assembled in its inaugural year, with production falling to 18,319 the following year. In 1993, the year of today's feature ve-



hicle from the Pontiac Museum collection, 34,797 units rolled off the assembly line.

Design-wise, the forward-looking Trans Sport remained the same through 1994 and in '95 received a front fascia update. Then, in 1998, an image makeover began when the Montana name was first teased; the two models offered were the Trans Sport and the Trans Sport Montana. The following year the Trans Sport name was dropped altogether and the Montana nameplate remained in production through 2006.

Although today's motorists might still readily spot a Montana driving down the road from time to time, the original trend-setting Trans Sport is becoming much more of a rare breed. After nine years of production, you just don't seem to see 'em around much anymore! 🍷



DISTINCTIVE DEEDS of 1935-'38



Compiled by
Thom Sherwood

Early Celebrity Rides • Part 2

In our never-ending quest to celebrate arcane acts of motoring mayhem and timeless trivia, we've discovered a few Oakland, Pontiac and GMC Truck promotions from the first half of the 20th century that somehow managed to escape our attention... until now.

Our continued look at Hollywood stars, starlets and sports-related celebrities with a fleeting connection to Pontiacs today focuses on the late 1930s with these entertaining newspaper clippings.

While some of these connections might seem quite contrived, others provide "trade out" advertising opportunities for local Pontiac dealers to advertise their presence in the community while offering the celebrity an opportunity to promote his or her newest film.

In the world of sports, we bring extra attention to Joltin' Joe DiMaggio's newest restaurant and its rather obscure visit from a Texaco Test Car Program participant. That is all followed by a look at one-time boxing champion and silver screen actor Max Baer's curious connection to a Sacramento Pontiac dealership. 🍷

Madera Tribune



MADERA, SATURDAY, APRIL 24, 1937

"Coronation Express"



Bound for London and the Coronation of George VI, Cornelius Vanderbilt, Jr. left Hollywood this week in a new 1937 Pontiac convertible coupe with "Coronation Express" trailer. In the photo Vanderbilt surveys his car and house on wheels just prior to starting a cross-country trip before sailing from New York on April 28th. Vanderbilt will tour 14 different European countries, visiting the World's Fair in Paris.

Film Beauties Like Beauty of '37 Pontiac



"The Most Beautiful Thing on Wheels" and the most beautiful things on feet make a matchless combination. Here are two of Universal's beauties, Barbara Read and Judith Barrett, out for a chukker of Polo with a new Pontiac. They'll find it more comfortable than a pony.



PONTIAC
The most Beautiful thing on wheels
AS LOW AS
\$899
DELIVERED
here

★ You can buy America's finest low priced car for only 15¢ a day more than smaller, lower-priced cars!

YOSEMITE GARAGE
Yosemite Ave. and F St., Madera



Off for a tour in a patriotically-bedecked Pontiac, lovely Rita Hayworth and Charles Quigley, currently featured together in the Columbia production "Flashing Skates," are reminded of the three-day holiday by a sign posted in Mobilgas stations, which is pointed out to them by Lloyd Bayly of General Petroleum.

Friday, September 3, 1937

LAS VEGAS AGE



Ramon Novarro, who has been missed from the screen for two years, took time out recently during the filming of the Republic Picture, "The Sheik Steps Out," on location at Flays Del Ray, to pose in costume for this still picture with his third and newest Pontiac. "The Sheik Steps Out" will be released in September.



LAS VEGAS AGE

SOUTHERN NEVADA'S LEADING NEWSPAPER

Friday, April 5, 1935

SILVER SCREEN STAR INSPECTS SILVER STREAK MOTOR



Edward Everett Horton, well known star of many motion picture successes, inspects the power plant of the new 1935 Pontiac straight eight between scenes of "In Caliente", his forthcoming Warner Bros. First National production.

Owners of 1935 Pontiacs will do their driving in solid comfort this year, according to local Pontiac dealer, since there is not a single spot in the Fisher body that heat waves or cold drafts can enter without running head on into a wall of insulation. The entire body is insulated, top, bottom, front, rear and sides. A layer of 1/4 inch insulating material is cemented to the under side of the "Turret Top" and to the other parts of the metal sheathing. The dash is covered with felt and fiberboard deadener. The flooring, front and back, is covered with layer of heavy jute.

The top, Pontiac dealer explains, presents a highly polished surface to the sun's rays. The rays are reflected, rather than absorbed. Such rays as are absorbed stay in the metal, rather than passing into the

interior of the car. The insulating material sees to that. The heat is spread out, rather than concentrated. For further protection, there is a dead air space between the insulating material and the headlining.

The insulation on sides and bottom achieves the same purpose. In addition to shutting out heat and cold, it acts as a sound deadener, reducing high pitched noises that might come in, such as rattles, whines and whistles, it is explained.

The dash insulating material similarly reduces heat transfer from the engine, and also deadens engine noises.

The insulating material used in the new bodies is a checked and corrugated felt that has been roughened to increase absorption.



LAS VEGAS AGE
LAS VEGAS, NEVADA. FRIDAY, AUGUST 20, 1937

ROAD TEST CARS WILL VISIT CITY

Texaco Fleet to Arrive in Spartanburg Wednesday, June 3

On Wednesday, June 23, Spartanburg will be visited by the Texaco national road test fleet of cars which is covering every state in the union. The fleet will arrive in Spartanburg around noon.

On May 15th starting from Detroit, Michigan, fleet No. 7 of late Texaco national road test will start on a 25,000 mile journey throughout the United States. The actual number of driving days will be 100 plus additional time set aside for special tests, road and track work under wide differences in climatic conditions and elevations. Speed trials will be conducted on the salt flats of Utah.

The route will take the fleet through all 48 states of the union, passing through such auto capitals as well as through most of the national parks and places of interest to motorists.

All types of highways and driving conditions will be encountered. Starting from the torrid heat of Death Valley to atmospheric conditions encountered while climbing Pike's peak.

The purpose of the test is to accumulate factual data, and to know what will be accomplished

with 1937 automobiles when properly fueled and lubricated.

The twelve automobiles which have been selected for the test fleet, prior to delivery from their respective manufacturers, will have been carefully inspected, all wearing surfaces and parts having been calibrated or calibrated and weighed, so that upon completion of the 25,000 mile trip, the manufacturers' claims may stand to determine the amount of wear or condition of the various parts comprising the vehicles. Particular care will be exercised in obtaining data as to cylinder bore and piston clearance, piston ring area and weight, connecting rod and main bearing area and weight, dimensions of wrist pins, valve timing, transmissions, differential parts, wheel bearings, etc.

Each automobile will be of stock design, having been certified by the manufacturer to be within manufacturing tolerances.

The cars comprising the fleet are as follows: Buick 8-40, Chevrolet, Chrysler 6 Dodge 6, Ford V-8, Lincoln Zephyr, 5-12, Oldsmobile 6, Packard 8-100, Plymouth 6, Pontiac 6, Studebaker 2A Terraplane 6.

TRIVIA TREATS

Texaco engineer William Harrigan, at right with DiMaggio, was an early automotive celebrity in his own right. His main claim to fame came from his grease gun inventions (U.S. Patents pictured below, from 1928-'30) which helped revolutionize automotive maintenance while fully complementing the ever-popular "Zerk fitting" (first invented in 1929 by Oscar Zerk) and still in wide use today!



When the Texaco test fleet came to San Francisco, a luncheon was held at Joe DiMaggio's new restaurant at Fisherman's Wharf. Here is William Harrigan, Texaco test engineer (at right), standing with Tom DiMaggio, only non-playing member of the famous baseball family, who manages this newest of San Francisco's eating places. The car is Pontiac's right-cylinder four-door sedan which will have covered more than 25,000 miles in three months.

TEXACO Test Fleet

Will Be at The
CHAMBER of COMMERCE
at 3.00 P. M. Saturday



... and as little as
On our Liberal Credit Plan you don't need to pay one penny down and you can set your own easy terms — to fit your income.
75¢
Per Week

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• America's finest auto radio. Enjoy one in your car this summer.

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Screen Beauty Drives Own Pontiac



Jean Carmen, one of the latest stars of Wampus Baby stars, took delivery of her new Pontiac at the factory and drove it back to Hollywood. This attractive model, the colorist, is proving very popular among motion picture people in the film capital, as well as among many folks at the harbor, according to W. A. Johnson, of San Pedro Motors, Pontiac and Buick dealers.

AUTOMOBILE NEWS

NEWS-PILOT, SAN PEDRO, WEDNESDAY, DEC. 8, 1937

Dancing Doll Made Hit In San Pedro

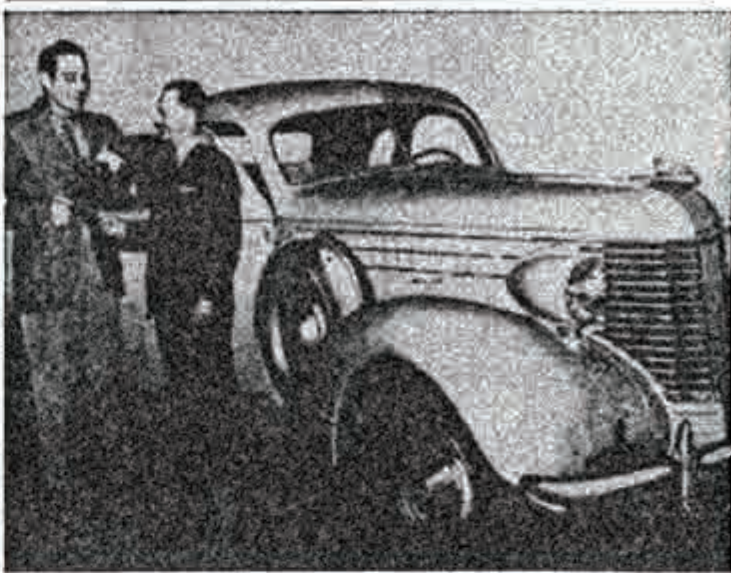


TRY THIS ON YOUR PONTIAC! Miss Evelyn Burns, Hollywood "dancing doll," was in the port city Monday afternoon, where she toe danced through the busy streets of downtown San Pedro atop a new 1938 Pontiac, making a hit with the big crowd of holiday shoppers. Miss Burns appeared in two exhibitions under the sponsorship of San Pedro Motors, Inc., local Pontiac dealer.

Three Generations, But All Since Year of '07



Here's grandfather, son and the several grandsons of automobiles . . . in other words, pictured from left to right, in a 1907 Oakland, Son of that model of automobile, the standard one Pontiac of 1925, and the latest Pontiac, Silver Streak creation of 1937. "Popularity of the Pontiac in San Pedro has increased all these years," said W. A. Johnson of San Pedro Motors, "and officials of the company proudly state that San Pedro is one of the best Pontiac towns in Southern California."



Max Baer, scheduled to fight Joe Louis next fall for the heavyweight championship of the world, is an enthusiastic Pontiac owner. This 1936 eight-cylinder coupe which is the fifth Pontiac in the Baer family, is being delivered to Max by "Bob" Marston, sales manager of the W. I. Elliott Co., Sacramento, Calif. Pontiac dealers.

TRIVIA TREATS

1934 World Heavyweight Boxing champ and movie actor Max Baer had a long history with Pontiacs. After the birth of his first child, Max Baer Jr. (who as an adult portrayed "Jethro" on The Beverly Hillbillies), he befriended Canadian rodeo champion "Larry" Robert Cameron.



Cameron, also known as "Calgary Red," later purchased the Sacramento, California Pontiac dealership (as referenced in the caption above) and put Baer on the payroll as a celebrity endorser.

Baer went on to host his own local radio interview program with fellow boxing legends Rocky Marciano and Jack Dempsey as occasional guests, all while pitching his buddy's Pontiac dealership!



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UNPARALLELED CLAIMS SERVICE

AGREED VALUE COVERAGE



DRIVE THROUGH TIME WITH PEACE OF MIND



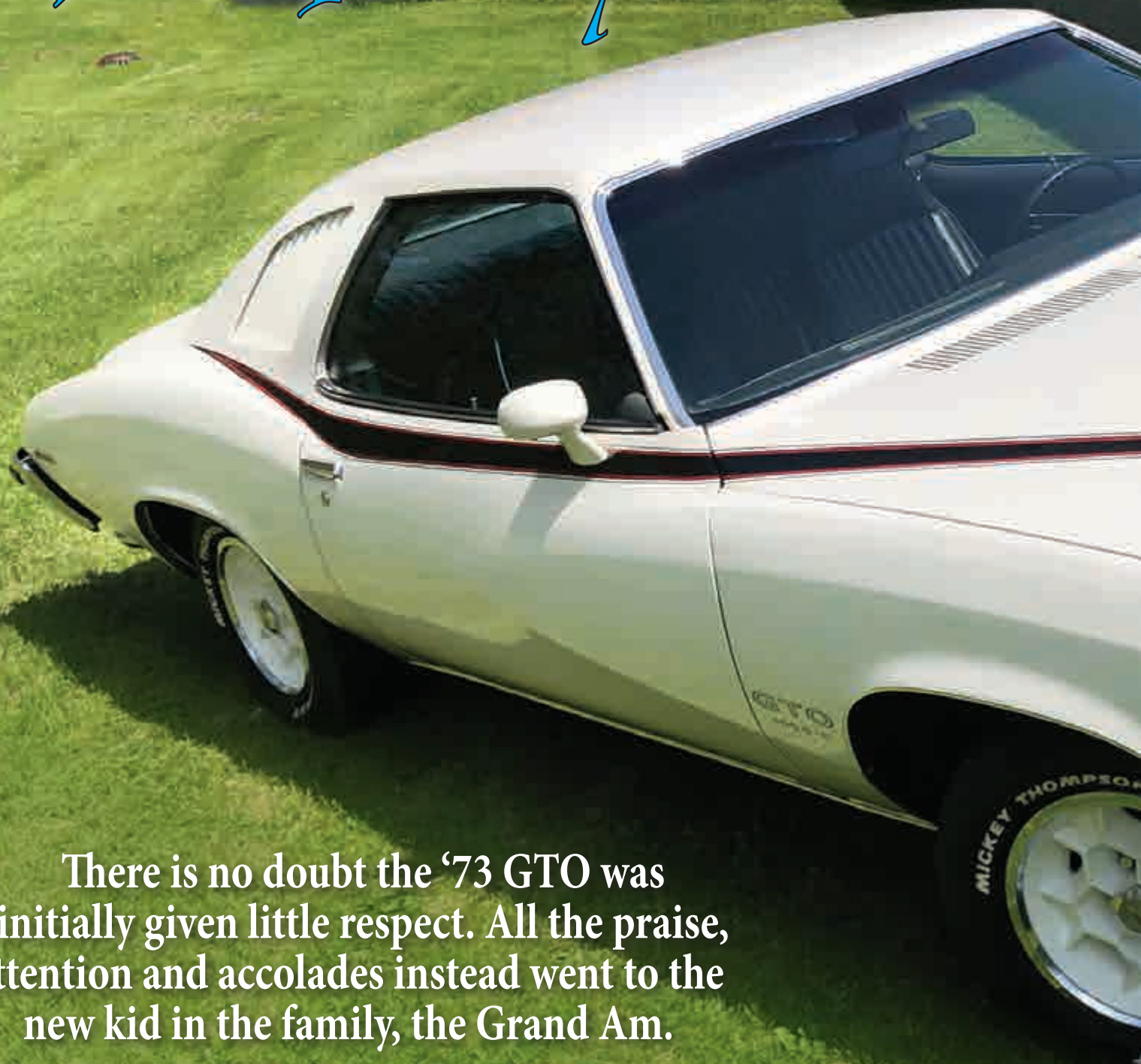
JCTAYLOR.COM



1-888-ANTIQUE

The Black Goat of the Family!

story & photos by *Tim Dye*



There is no doubt the '73 GTO was initially given little respect. All the praise, attention and accolades instead went to the new kid in the family, the Grand Am.

From Day One, the 1973 GTO received almost no respect from PMD. This seems so odd, especially considering that it was built on a totally redesigned body. Where was all the hoopla, the promotion or excitement that would normally come with the introduction of a new body style?

There was not a single 1973 GTO print ad in magazines. There were no post cards for salesmen to send to local prospects, no posters to excite showroom visitors, no TV commercials, nor were there any newspaper press releases. The only way a potential customer would have known about the all-new GTO was if he had glanced through the showroom bro-

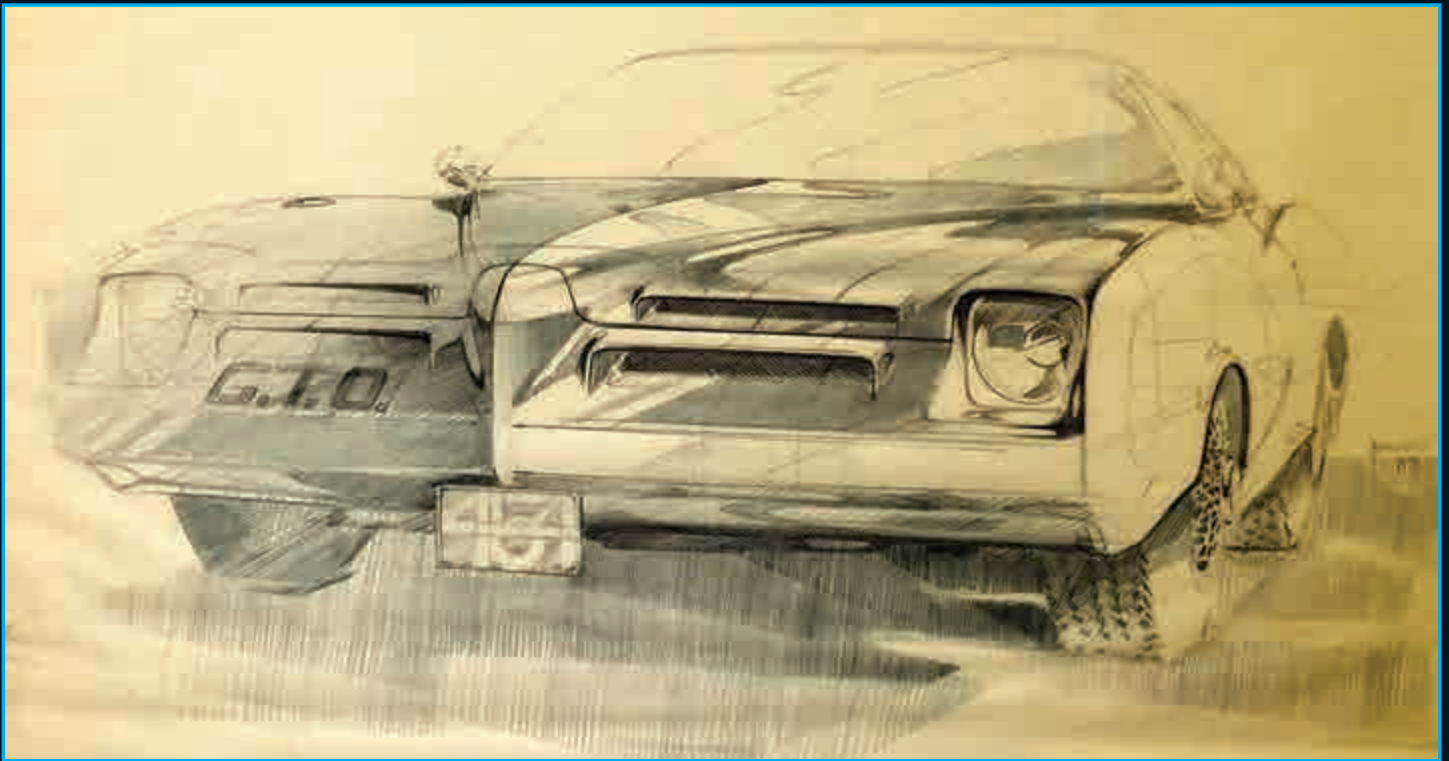
chure and, with a sharp eye, spied the tiny illustration in the lower corner of the LeMans section.

So, why was the GTO almost totally ignored by Pontiac that year? Were they ashamed of it?

Simply said, all the company's promotional efforts, resources and advertising budget were being directed towards promoting the all-new Grand Am — a model that essentially stole all of the GTO's luster and limelight. And, as you will see in a rare pair of designer sketches presented here for the first time, the Grand Am even stole the GTO's original front end design! Little wonder that only 4,806 GTOs were sold that year.

For one fleeting moment, however, there was one bright spot during the '73





GTO's introduction. That happened when *Hi-Performance Cars* magazine named the GTO their "Hi-Performance Car of the Year." Sadly, that title actually became meaningless when Pontiac decided to not include their exciting Super Duty 455-V8 and Ram Air as options on the GTO. The magazine had just written a glowing article about the GTO being the *one car* — and Pontiac being the *one car company* — that would carry the torch for the enthusiast/performance car market with that newly developed V8 powerplant. But then, upon learning that a GTO would never be released to the public with that new, optional engine, the magazine decided to recant their award!

The one thing highlighted in their article which *did* remain on the production version of the car was its ride and handling characteristics. The '73 was the first GTO to come standard with 15" wheels and a fat 1 1/8" front sway bar and a one-inch bar out back (which is quite a difference from just a few years earlier when the GTO had no rear sway bar at all!)

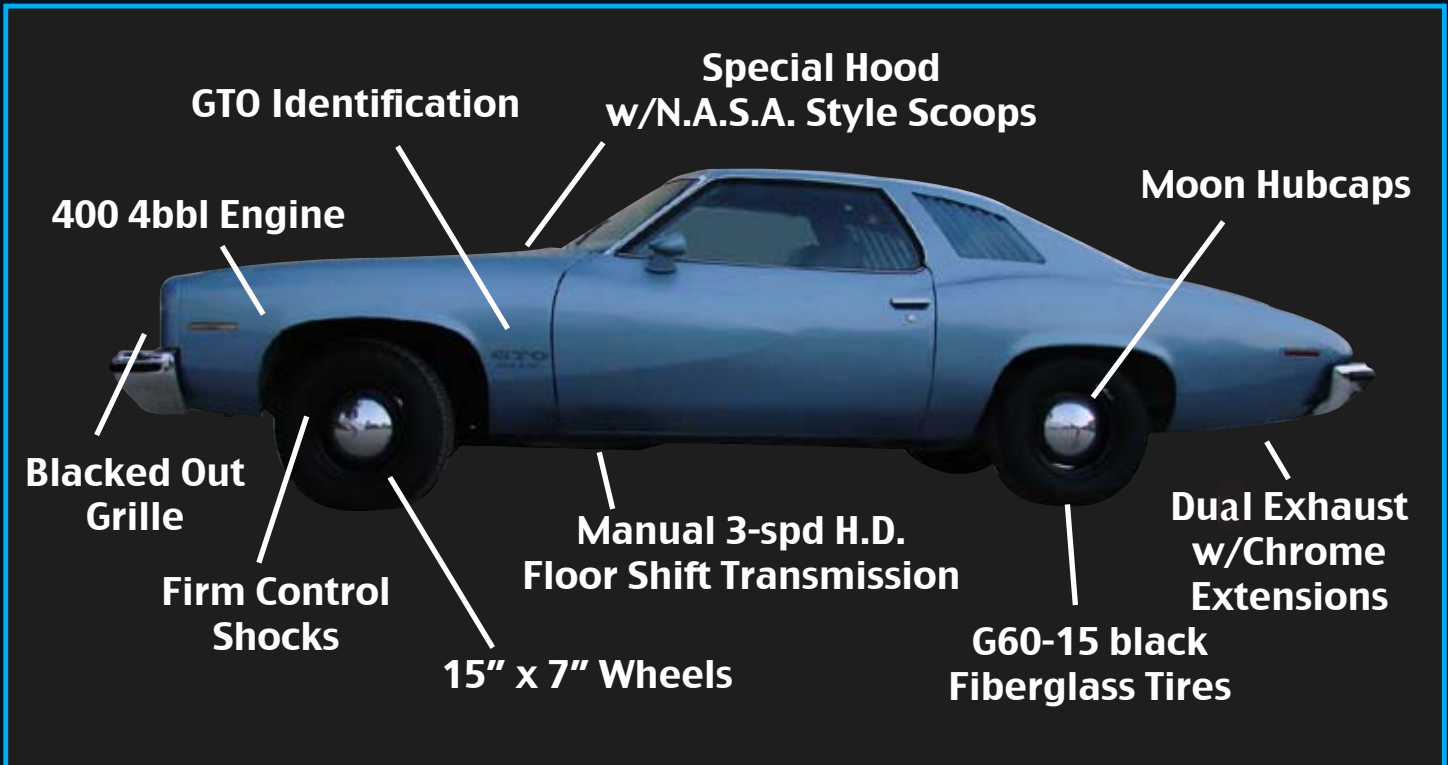
As it turns out, Pontiac's highly anticipated SD 455 engine ended up being offered only on some Firebird models

▲ These two PMD renderings provide proof that the bold front end treatment that was eventually assigned to the Grand Am was originally meant for the GTO. The illustration above is by Charley Gatewood and the other (below) is by Geza Loczi.



The quarter window louvers on the Colonnade-style Sport Coupe that first appeared on 1973 A-body models were indeed quite distinctive. At left is an original sketch by designer Bill Michalak (courtesy of the Pontiac Museum Collection). At right is an example of production louvers.

1973 GTO Standard Features



This full-size clay shows one version of the '73 nose originally intended for the GTO. The grilles, with their inset vertical fins, look similar to production pieces.

in both 1973 and 1974. Those so equipped are today highly coveted collectibles.

As for the GTO, there were two basic V8s offered that did enter production: a 230-horse 400 and a 250-horse 455 with basic D-port cylinder heads. A standard-shift transmission was only available with the 400.

An appropriate 400 C.I.D. or 455 C.I.D. decal was placed under the GTO identification on the front fenders. Other GTO identification included a decal on the trunklid, a die-cast metal emblem within the left grille, and very small metal badges on the inside door panels. Because the GTO was once again an option package based on the entry-level LeMans, there is no quick way to identify its authenticity when looking at the car's VIN.

The GTO option was available on two body styles — the LeMans Coupe and the LeMans Sport Coupe. The quick way to tell the difference involves their rear quarter windows. On the



This page from Pontiac's 1973 full-line brochure shows what is understood to be the only '73 GTO promotion ever published by the factory. Can you spot the little illustration at the bottom right of the page?

Two Scoops of Controversy

The newly designed hood that came standard on all 1973 GTOs (and as an option on a few Grand Ams) had two inverted scoops or ducts that Pontiac only referred to as N.A.S.A. hood scoops.

For some reason there are many in the hobby who instead want to refer to them as N.A.C.A. scoops — but PONTIAC NEVER DID!

Coupe, that triangular-shaped window is “exposed” and flush with the body. The Sport Coupe’s windows, however, are inset and covered by handsome louvers. In both cases the window glass is in a fixed position and does not roll down.

As the name implies, the window treatment on the Sport Coupe gave it a much sportier look which buyers seemed to prefer. Just under 500 of the Coupes were sold. Likewise, buyers preferred automatic transmissions as only 900 or so of the manually-shifted Goats were produced.

Any color and interior trim combination that was available on the LeMans was also offered on the GTO. Optional accent stripes that ran back from the crest of the nose to just behind the doors was available in red, black or white.

Many of our readers are likely to already be familiar with the HI-PERFORMANCE CARS’ Super Duty 455 debacle mentioned earlier. However, we can’t have a discussion about the 1973 GTO and not mention the *other* great option which also nearly made it into produc-

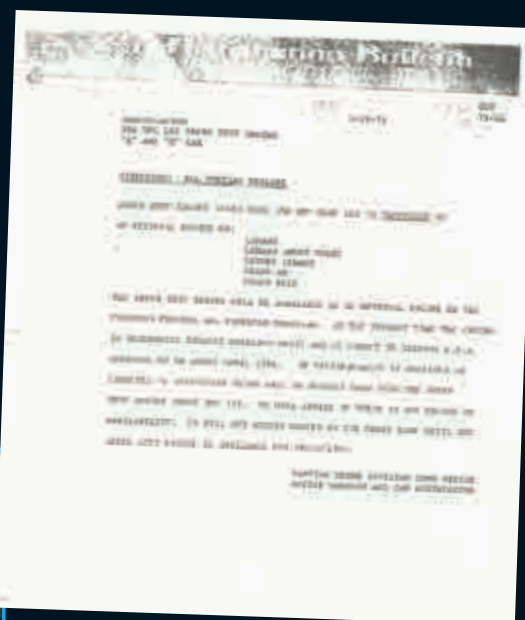


Jim Wangers was never shy about sharing his dislike for the '73 GTO. I have always owned one, two or three of them, so during one of Jim's visits to my home in Oklahoma, he and I were having a good laugh about him sitting next to his "favorite" GTO!

tion — Ram Air!

Production records show that only a single factory-built A-body car received this option. That car is assumed to be the white early-produc-

► **This Car Distribution Bulletin #73-46, dated 3-19-79, marks the death of Ram Air and the SD-455 in the A- and G-body Pontiacs. This memo created an embarrassing situation for PMD and Hi-Performance Cars after the magazine had named the stillborn SD-455 GTO their Car-Of-The-Year.**



tion '73 Grand Am with SD 455 shown in various promotional materials for the new Grand Am.

A Car Distribution Bulletin dated November 30, 1972 notes that the Ram Air hood was no longer available except with the SD 455 engine. But then, on March 3, 1973, the axe fell yet again when both the SD 455 and Ram

Air options were canceled on A-body (LeMans, GTO and Grand Am) and G-body (Grand Prix) cars.

Were any other cars built with these two options and able to escape the factory prior to this edict? Unlikely...

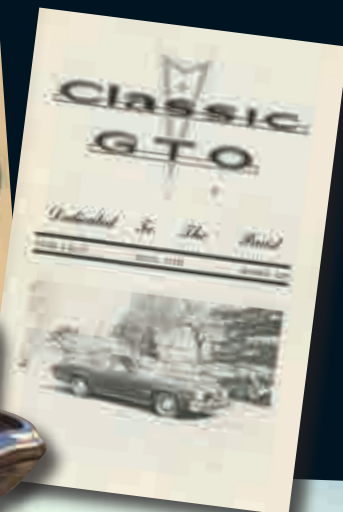
We do know that a few other sets or individual pieces of Ram Air induction were made. Shown on the previous page is the only complete 1973 Ram Air set-up I have ever seen; it's on the 1973 Grand Am wagon styling exercise car made by Pontiac Engineering (as featured in the November 2018 issue of *Smoke Signals*). I have heard of other Ram Air sets existing, but have never seen them. ...Rare, and fun to discuss, for sure!

Popular Opinion

For over three decades, I have personally owned one or more 1973 GTOs. Seven of them, to be exact. Little has changed in that time in regards to the respect it receives from fellow Pontiac enthusiasts until recently. As I noted at the start of the story, the 1973 GTO has been considered "the Black Goat" of the family from early on.

Jim Wangers, a respected figure in the Pontiac hobby, openly shares his dislike of the '73 with anyone who broaches that subject. Jim and I have been friends for many years but I don't share his viewpoint on this particular subject, so we respectfully agree to disagree.

I do agree that these cars are not everyone's cup of tea, but I have always tended to be a fan of Pontiac's obscure and not-so-popular efforts. Jim refers to my collection as an "orphanage" of sorts, a home for wayward Pontiacs. (On the other hand, he has no problem showing love for our 1977 Can Am — a car which is based on the very same 1973-'77 A-body construction. I don't see them as being so different, so to me a Can Am is basically a '73 GTO with a



shaker scoop and rear spoiler. But you have to consider that our varied opinions may have roots in the fact that I am a collector of cars, and Jim is the guy who helped craft their image in the marketplace. And, he had a hand in creating and producing the Can Am.)

In recent years, the popularity and value of the '73 has indeed risen noticeably. Several things have contributed to this, first of which relates to the increased values of earlier GTOs. Comparatively speaking, '73s still remain reasonably priced. In terms of production, these are the rarest of all GTOs with only 4,806 units produced (even when considering the final generation of Australian-sourced GTOs from 2004-'06). Finally, there is the "nostalgia" thing. Next year the '73s turn 50 years old!

My History With 1973 GTOs

I identified a liking for '73s early on. When I was around 19 years old I spotted a black 4-speed example with a Camel-colored interior. I lived in Lima, Ohio at the time and, if my memory serves me right, this car was out of Muncie, Indiana, I think this was the first '73 I had ever seen. I even went to the bank and got a loan to buy the car, but instead ended up

▲ *When I first moved to Lubbock, Texas, I was so surprised to see an abundance of '73 GTOs — three or four in one town! I made sure to take pictures of them all. I spotted this one in the parking lot of a United Supermarket grocery store. It belonged to a young man who worked there, and I would later buy it from him.*

purchasing a '67 GTO with that money.

The next year (1980), I moved to Lubbock, Texas, and unlike in Ohio, I spotted several '73s on the road there,

I must have been bound and determined to own one, eventually finding one in a local United Supermarket parking lot. It was Verdant Green with a white interior. It originally came from Foster Pontiac in Memphis and was equipped with a 400 and automatic.

In the fall of 1983, I, along with fellow enthusiast Bill Nielson, organized a show to commemorate the 20th anniversary of the GTO. I drove my '73 to Oklahoma City where I met the late Phil Bauman. He wanted to feature that car in the November issue of his *Classic GTO* monthly newsletter. This same GTO would also be featured in Paul Zazarine's *GTO Recognition Guide*, released in 1986. I later sold it to my brother, and he still owns it today.

Having a 4-speed transmission is somewhat unique for a '73, but the most unusual thing about this car is its W59 (Prepare for Export) option. Because of that, it has an export invoice which is very different from a typical domestic invoice. Instead of a dealer address, it was shipped from Pontiac's Home Plant in Michigan to GM's warehouse at 767 Fifth Avenue in New York City. Prices are "dealer net" and as such are less than a normal invoice. For instance, the GTO option listed on a normal invoice is \$368.00 while this export invoice shows \$244.83. Documentation expert Mike Noun broke down the invoice number PPK226380, noting the PPK indicates this car was customer-ordered and not a dealer order.

While living in Lubbock, I found at least two others, one had a white vinyl roof over a bright blue body; the other was maroon (Florentine Red), powered by the D-port 455.

In October 2007, Penny and I purchased a Porcelain Blue '73 GTO. I liked the options it came with: 4-speed, PS, PB, console, air conditioning, and a blue interior. But I also liked what it did *not* come with (and the "look" that it presents): no wheelwell moldings, no rocker moldings and no trim rings. It kinda looks like an old cop car!

This blue car possessed one very peculiar option, Code W59. I had to ask my good friend, the late John Sawruk, what that referred to since I could not find it listed in any of my factory literature. He explained to me that W59 was a "Prepare for Export" notice. Apparently, when brand-new, this car was shipped to GM's New York City warehouse for export, but I have no information as to where it went or *if* it actually went overseas. If it did, it obviously came back to the U.S., when the paper trail picks up again in California and then in 2004 back to New York.

Unfortunately, I have done little with the car until recently. I have had the original, ailing 4-speed transmission rebuilt. Once that is installed and the leaking power steering pump tended to, there is no reason it couldn't be hitting the streets once again. Just for fun, to further embellish the "cop car look," I would like to find a rear bumper-mounted whip antenna. I have not seen one in years!

Another '73 GTO that I currently own — one which I picked up in Missouri in the late 2000s — is known as my "Rough Car." It was sold new in Sapulpa, Oklahoma, by Frank Morton, very near to where I once lived. Although



PONTIAC MOTOR DIVISION									
EXPORT INVOICE									
1973									
VIN: 13873733001									
DESCRIPTION	UNIT	PRICE	AMOUNT	TAXES	TOTAL	DATE	BY	REMARKS	
EXPORT OPTION	1	244.83			244.83				
CONSOLE	1	14.00			14.00				
SAFETY TRACK	1	14.00			14.00				
WHEELWELL MOLDING	1	14.00			14.00				
ROCKER MOLDING	1	14.00			14.00				
TRIM RING	1	14.00			14.00				
4-SPEED	1	244.83			244.83				
TOTAL					510.66				

this car was not extremely loaded, it has more options than the blue car described above. Of course they both have the \$368.00 GTO option on their factory invoices. The rough car did have a vinyl top, Safe-T-Track rear, A/C and body side



The one I call the "Rough Car" is a 4-speed GTO that was purchased in Missouri.

moldings, but was still void of the wheel opening moldings, rocker moldings and trim rings. To read about how I acquired this car through a quirky series of coinci-

dences, look for its story in the July 2017 edition of this magazine.

On April 24, 2010, I received a call from Drew Stott, a Pontiac friend. He was at a farm sale near his home in Prior, Oklahoma, where a '73 GTO was being offered. He asked if I was interested. I'm sure you can guess my reply!

This car sold new at Dave Cross Motors in Lee's Summit, Missouri. It started out as a white car but was now Florentine Red. It is a very solid car and 99% complete, just waiting its turn.

Other than the green '73 which my brother now owns, the '73 GTO I have the longest association with is the white car that serves as this month's cover feature. It sold new at Ernie Miller Pontiac in Tulsa, Oklahoma.

I think it was in the late 1980s when I was living in the Tulsa area that I got a



At right is the "farm sale" car. It's an automatic with a rather long list of options.

call from POCI's Larry Crider. He asked if I would like to go with him to check out a '73 GTO. A woman who lived in an apartment complex had contacted him and he was interested in buying her car. Knowing I was into '73s, Larry thought my input might prove helpful.

On our drive there to check it out, Larry shared with me what little he knew about the car. It would require some work, reportedly having "a hole in the engine block."

There was no way of knowing it at the time, but this woman's car would become part of my life for many years to come.

When Larry and I arrived, it was evident that her car was quite solid and all there. But, when we opened the hood, the seller pointed to what turned out to be a hole in the engine's timing chain cover. Larry and the lady made a deal and he took it home and began fixing it up.

He painted it back its original Cameo Ivory and replaced the custom wheels with proper Rally II wheels. I'm not sure if the motor required anything other than a new timing chain and cover. After the interior received a thorough cleaning, the car was actually quite presentable.

Larry later sold this GTO to a Springfield, Missouri Pontiac collector, the late Gary Vass. Gary was also someone I had known from various car events. He had amassed quite a collection over the years, but one of his quirks was a penchant for white Pontiacs.

Gary continued improving the '73 and added the body-colored Honeycomb wheels. These polycast wheels were an option that year, but they would've been Argent Silver from the factory. He also added the factory accent stripe.

When Gary passed away on January 5, 2013, his family



later contacted me to help them disperse most of the 80 Pontiacs he had collected. One of the people I connected the family with was a friend and fellow Pontiac collector, Rob Collova. He would end up purchasing several cars from the estate, one of which was this white GTO.

The next year Penny and I were visiting Rob and he indicated he was thinking of making some changes in his collection. He was considering selling the GTO. I turned to Penny and said "I have been involved with the buying and selling of this car since the 1980s, I think we should buy it." And so we did.

Today, there are enthusiasts like myself who actively preserve and promote the history of the 1973 GTO. Even though these models are unlikely to win any beauty contests, they remain a fun, good handling, affordable and rare Pontiac. It may be a less than glamorous job caring for the Black Goat of the family, but somebody's gotta do it! 🐐

This small GTO emblem is the only identification on the interior.





As a retired Pontiac-GMC Truck dealer, I've had my share of one-of-a-kind automotive adventures. Here are some fun nuggets from the many great years spent with my two favorite brands.

FROM THE MAILBAG

POCI MEMBERS POST THEIR QUESTIONS

Got a question related to dealerships or Pontiac/GMC sales? I'd love to hear from you! Drop me a line at gmgold@q.com



Gerson M. Goldberg



Q: *Gerson, I seem to live under a perpetual storm cloud. I have had a string of bad luck with the GMC Terrain that I purchased four years ago from the fellow who had been my Pontiac dealer (now a Buick-GMC Truck dealer). The latest is that the engine has a cracked head gasket and, considering the 170,000 miles I've driven it, I was recommended replacing the engine with a used one rather than repairing it. Naturally, I still owe money on the car loan.*

In addition to the high miles, it has been through a major accident on the interstate among other things. My previous vehicle was a Pontiac G6 that I put on around 500k miles, although after about 250k, there was something significant wrong with it regularly.

Anyway, it's time for me to move on and I am trying to figure out how to best approach my next vehicle. Should it be a new or a used car, and what words of wisdom do you have regarding buying a car in today's inflated marketplace? Or, is this a good time to consider leasing?

A: Well, four years ago my wife also bought a GMC Terrain (pictured above). However, she only has 17,000 miles on it, so we're not looking to replace it.

As you've already discovered, today's new car and truck prices are higher than ever. The percentage of new retail sales that are over window sticker is extraordinarily high in spite of manufacturers' efforts to curb that practice. As a result, many

people who would *never* have considered buying a used vehicle are now looking at one. What they're finding is that used car prices have also soared.

Because of all that, your questions remain more relevant than ever. Until recently, we still owned our leasing company and several of my former loyal dealership customers would come to us with similar questions. They were willing to lease a

car even though they had never leased a car before, just so they could deal with us rather than go to a new- or used-car dealer.

However, as I wrote earlier (*Smoke Signals*, September 2021), I would not suggest leasing if you expect to drive more than 40,000 miles per year. You'll either get hammered at the end of the lease for excess mileage or your monthly lease payment will be very high to accommodate depreciating the car quickly. So, because of your high-mileage situation, leasing your next car or truck should not be a consideration.

Next, let's tackle the "new versus used" portion of your question. I'll start by offering some random thoughts and advice on how to purchase a *used car* as your next daily driver.

Start your search by just wandering through a couple large dealers' used car lots to see what's out there. Most people are not even aware of all of the models that are available. Then, look at your local Craigslist to see what the car or truck you want is selling for with various miles on the odometer. Also check sites like www.autotrader.com for price comparisons with similar mileage.

Buy locally from someone who will be able to do any guarantee work. If buying from a private individual with no guarantee, ask if you can take it to your repair shop and *you* spend \$100 or so having them do a full safety check. Buying a car that's solid but needs a little something before daily driving is okay, just be sure to get the work done *before* using it as a daily driver.

I've always tried to avoid buying cars that had been used as a daily rental or especially in public service (like police, taxi, etc.). Too many drivers who, not owning the car, might have driven it a bit hard. Not that I *ever* abused a rental car. Also, most major rental companies really skimp on maintenance.

As you get near deciding on any one car, write down the VIN and go online to buy a report at www.carfax.com. This is not completely reliable as it only lists repairs made by participating service facilities. Problems handled by non-reporting shops won't be there.

That said, as with the safety check, spending a little money on the side can pay big dividends. I'd stay away from cars that have been in accidents, as you won't know what internal damage exists. I'd also stay away from repossessed cars since if the former owner couldn't afford the payments, he probably couldn't afford to do maintenance either.

Test drive. I won't go into things to look for as that list is very long, but drive under various conditions on various roads. This is tough for me to describe since I've driven so very many cars, I usually can pick up problems without thinking about it.

If buying a used car from a dealer, insist on a fresh engine oil and automatic transmission oil change. You won't know the service history, so you might as well have a starting point. If the car is more than a few years old, have the radiator flushed and put in new antifreeze. If you're not doing much of the maintenance and any repairs yourself, whatever you can get done beforehand is a plus.

Then, at the dealer or elsewhere, have a safety check done, including inspecting the cooling system, brakes, tires, steering (full alignment if needed), air conditioning, etc. As I wrote above, I always prefer to get this stuff done before I start using

the car as a daily driver rather than saying, "I'll get around to it."

Another option is to completely *ignore* what I've written above and instead search on www.craigslist.org for the least expensive used car that runs. Run it until it fails. Do not repair, but dispose of it. Repeat as needed. The advantage of this (especially if you're in a big city) goes back to an incident I had with one of my salesmen, a really nice fellow named Tony. He insisted that I sell him a highly abused car that we had (reluctantly) taken in on trade.

"Tony, I give you a new demo and ten gallons of gas per week," I countered. "Why do you want that beat-up wreck?"

"Well, I go to a lot of Red Sox games. When I drive a beat-up car in Boston, people give me a wide berth since they know I don't care about my car. Otherwise, I get crowded and treated rudely."

The other advantage of the beater route for a high-mileage driver like you is that inventory will go up and while prices won't go down that much, it will make new car buying a reasonable choice.

Okay, okay, here is how I *really* want to answer your new-versus-used question. In truth, I've never been a fan of buying used cars for use as daily drivers. It goes back to something Dr. George Akerlof wrote back in 1970: All used cars are either lemons or overpriced.

His premise was that the owner of the car being traded-in has better knowledge of what's wrong than the dealer taking it in. The owner only sells to the dealer if the offer to buy the owner's car is greater than what the owner feels the car is worth.

There is *some* truth to it. However, the manufacturers of new cars provide various inducements like styling, technology, etc., that may convince the owner to sell the used car to the dealer at what the owner perceives as a slight loss. The owner may have heard some negative things about the used car and just wants out, even if at a loss.

From the dealer's perspective, the dealer may offer more than the owner thinks the car is worth. The dealer is an expert on used cars and may recognize value the owner doesn't. The dealer may have someone who is looking for that particular make and model. The dealer might need that model to balance the dealer's inventory. The used car owner may be looking at a new car that the dealer has had in inventory for a long time or really wants to unload.

Another problem in finding a good used car is that there is no new Pontiac available and finding a good used Pontiac to enlist as your daily driver is darn near impossible. Heck, if you find a good one, you just might want to restore it as a show car!

That being said, with the high number of miles that you apparently drive each year, the route I personally would recommend in your situation — above all others — would be to buy a basic car new and just drive the heck out of it. However, I would put on my calendar to check oil level weekly (pick a day and stick to it) and change it every two months without fail (pick a day of the month and stick to it). Diligent maintenance will provide you with the best possible return on your hard-earned investment. *Storm clouds be gone!* 🍁

**...FINDING A GOOD USED PONTIAC
TO ENLIST AS YOUR DAILY DRIVER
IS DARN NEAR IMPOSSIBLE.**

A Man Named Nudie

Ostentatious may be the best word to describe the custom suits, boots and cars created by Nudie Cohn for celebrities and Country music stars of the 1950s through the 1970s.

by Tim Dye

Nudie Cohn was born Nuta Kotlyarenko in Kiev, Ukraine, on December 15, 1902. Raised in a Jewish family, at age 11 his parents sent him and his brother Julius to America to escape the anti-Semitism of Czarist Russia. He adopted the name he would use the rest of his life after immigration officials had so much trouble with his given name.

For a time he roamed the countryside working as a shoeshine boy and later a boxer. While living at a boarding house in Mankato, Minnesota, he would meet his future wife, Helen "Bobbie" Kruger. Even as the Great Depression continued to severely affect their everyday lives, the pair married in 1934.

The newlyweds moved to New York City and opened a store called "Nudie's for the Ladies" where they made custom undergarments, namely G-strings, for showgirls. It is not clear where the two obtained the expertise to design and manufacture such apparel, but while living in New

York, Cohn became enamored with the popular movies and serials that glorified the American West.

The couple was then inspired enough to migrate to California in the early 1940s where they began to design and manufacture their line of clothing in their garage, using a ping-pong table as a cutting board.

Nudie's first big break came in 1947 when he struck a deal with the up-and-coming Country-Western singer Tex Williams. Williams agreed to sell a horse and give the proceeds to Nudie to buy a sewing machine. In return, Nudie would make his special style of Western clothing for Williams.

The resulting design included copi-



At just five-feet-seven-inches tall, Nudie Cohn may have been small in stature but made an huge impact on American pop culture.

If you have a garment with a label like this you have a valuable and collectible piece.



This is Nudie's wife, Bobbie, with their custom 1958 Bonneville. It is said that she was the model for the label at left which originally was much more risqué.

ous amounts of rhinestones and colorful chain-stitch embroidery that featured Western iconography such as cactus, wagon wheels, Conestoga wagons and Native American motifs. However, *any* theme as envisioned by the customer was now possible.

As the Cohns' reputation and customer list grew, the pair moved out of their garage and into a storefront located on the corner of Victory Boulevard and Vineland Avenue in North Hollywood. Nudie's of Hollywood, as the business was now called, began to focus solely on distinctive Western wear. Soon, celebrities such as Roy Rogers and Dale Evans came knocking on their door.

One entertainer who became much more than a casual customer was Country-Western crooner Porter Wagoner. He became a lifelong devotee when in 1962 Nudie took a chance and gave him a suit for free. It was peach-colored with a covered wagon on the back, wagon wheels on the front and on the bottom of the pant legs. With his reputation now fully established, Wagoner claimed that he had accumulated as many as 52 Nudie-designed suits, each costing between \$11,000 and \$18,000. Perhaps that free suit wasn't really free after all!

More progress came in 1963 when the business was moved to a larger facility on Lankershim Boulevard in North Hollywood. Once again the store's name was changed, this time to "Nudie's Rodeo

Tailors," and his customers were the *who's who* of the entertainment world including Gene Autry, George Jones, Webb Pierce, Elton John, Cher, Robert Mitchum, John Wayne, John Lennon, Robert Redford, Gram Parsons, Tony Curtis, Pat Buttram, Glen Campbell, Hank Snow, Billy Gibbons and Dusty Hill of ZZTop and many more.

One of Nudie's most famous outfits was a gold lame suit designed for Elvis Presley. Originally priced at \$10,000, it can be seen gracing the cover of the "50,000,000 Elvis Fans Can't Be Wrong" album.

Cohn would often be seen



He can put his feet on the seat... it's his car! Kid Rock poses for a promotional photo in the back seat of his Nudie-created 1964 Bonneville convertible. Kid Rock has quite a stable of collectible cars which may have been inspired by his father who owned car dealerships.



sporting his own flashy suits and was known for wearing mismatched boots as a reminder of his early days when he could not afford a matching pair of shoes.

He passed away on December 15, 1984, almost 40 years ago, at the age of 81. Many longtime friends and celebrity customers attended his funeral, and

Dale Evans (*right*) delivered the eulogy. Wife Bobbie and granddaughter Jamie continued running the business for another 10 years until its closing in 1994. Bobbie died in 2006 at the age of 92. Both Nudie and Bobbie were laid to rest at Forest Lawn Memorial Park in Hollywood Hills, California.

Nudie Mobiles

It is likely that a 1958 Bonneville convertible was the first car that Nudie customized. It would set the tone for all that followed, 18 in total — 16 of which were Pontiacs and two being Cadillacs.

Speaking here of just the Pontiacs, all were white, top-of-the-line models. In the earliest years, Nudie would apply his customizing talents solely to Bonneville models. But, beginning in 1971 and afterwards, his annual creations would be based on a Grand Ville.

In a story, Nudie's granddaughter claimed that Pontiac Motor Division gave him the cars, yet there is no documentation which can be found to support this. Three dealers have been identified as supplying Pontiacs to Nudie, including Harry Maher Pontiac, University Pontiac and Royal Pontiac, each located in Southern California. (Yes, there were at least three individual Pontiac dealerships nationwide which utilized the Royal name!)

We know this by noting the dealership license plate frames on the cars in some of his photographs. I thought it interesting that with all the customizing that was done to the cars that the dealer's frame would remain in place. Because of that seemingly minor detail, I suspect that Nudie actually purchased the new cars instead and, in return, promoted the dealership (versus getting "complimentary" cars from PMD).

Drivetrain-wise, I don't suspect that anything unique was ever done to these cars; it appears that as well as being top-of-line models, many of them had the largest engine option for the year, be it a 421 or 455 — dependent upon the era, of course.

Outside, each Pontiac received a unique treatment that included a Continental kit extension out back. Six-shooter pistols replaced the door handles, rifles were mounted on the rear quarters and on top of the hood and trunk, and chrome horses were



placed on the front fenders as a hood ornament and on top of the rear quarters. And of course, an imposing pair of long-horned steer horns graced the leading edge of each hood.

Inside, though, is where the majority of Nudie's customizing took place. This makes sense because this space utilizes materials similar to what he worked with in his tailoring business.

The seats, door panels and even the sunvisors were covered in hand-tooled leather or Western-themed graphics outlined in chain-stitch embroidery. And, don't forget the genuine silver dollars — hundreds of them — applied to the door panels, dashboard and anywhere else he found a flat surface.

And because there weren't enough guns outside the car, a few more appeared inside. They could be found in place of interior door handles, the shifter knob and on the tilt-wheel lever.

Most of the knobs on the dash (such as the radio, lighter and windshield wipers) were given a horse head motif. In place of a standard console, there was a genuine leather saddle, and it too was highly decorated!

For what I believe is the first time, in one place, *Smoke Signals* will present a picture of all 16 known Nudie Pontiacs. Some of these cars remain quite obscure with few known details while others — just like his Western suits — have a highly documented, celebrated history.

When all is said and done, Nudie and Bobbie left quite a legacy with their clothing and their cars — a legacy that not only *contributed* to American popular culture, but also helped *create* it!



More Than a Little Bling: Nudie's Pontiac "Westerners"

by POCl member John Baeke, MD

It was in 1973, while visiting my uncle, Dr. Ben Klaumann, that he had special reason to take me to his monthly meeting of the North Hollywood Kiwanis Club. My uncle's medical practice was on Riverside Drive, directly beside the George Barris Kustom City showroom. That was no small reason why Uncle Ben had more than a few Hollywood notables as patients.

That day, the Kiwanis guest speaker was a supremely flamboyant guy known as Nudie Cohn. The honoree had arrived moments before my uncle and I. We were delayed as what we saw in the parking lot was a wild, almost unbelievable 1971 Pontiac Grand Ville. (*More on his car in a moment...*)

As Nudie captivated the group with his life story, I recall how he seemed to be a walking contradiction. He had a Russian accent (his name was originally Nuta Kotlyarenko) yet he wore American Western attire. He spoke of his humble beginnings, escaping from Russia as a penniless young boy, yet he told his story while wearing jewel-encrusted clothing. He hobnobbed with gangsters (Pretty Boy Floyd), politicians (Governor Ronald Reagan), stars of the silver-screen (Roy Rogers and Dale Evans) and heartthrobs of the jukebox (Elvis Presley).

Nudie's key into these exclusive circles began in the 1940s when somehow he lit upon the notion that there was a market for flamboyant Western wear and he had the creative flare to design, create and sell these wild outfits. A business which had its beginnings in his garage would grow into Nudie's Rodeo Tailors of 5015 Lankershim Boulevard in North Hollywood.

Again, even the name and address of his business offered yet another contradiction as most of those wearing this haute couture likely never touched the muck of a rodeo — individuals such as Gene Autry, Johnny Cash, Hank Williams, Cher, Tony Curtis, Robert Mitchum, Billy Gibbons, Buck Owens, Liberace, Webb Pierce, Elton John, Dolly Parton, John Lennon and even Princess Margaret.

Yes, the outfits were of a Western cut, decorated with elaborate floral or curlicue designs. Rhinestones, sequins and gold thread were common elements.

Still, it was the car that Nudie had parked outside on that summer day in 1973 that I remember more than anything else. As a boy too young to drive, I was fully mesmerized, and Nudie realized that.

After my uncle introduced me to the day's guest of honor, Nudie showed me every square inch of the Grand Ville. He even allowed me to sit behind the wheel. Pushing the horn button triggered the sound of a stampede. The car

was just like his Western wear — bedecked with silver dollars everywhere. He claimed there were 200 inside this car.

There was custom-tooled leather upholstery with a saddle astride the rear-seat transmission tunnel, belts of real bullets, silver horseshoes and small statues of horses. The Pontiac's hood ornament was a pair of Texas longhorns while a Continental kit with Nudie's name in chrome highlighted the rear.

Then there were the guns: six-shooters, derringers and Westchester rifles were mounted everywhere, from the front fender guides, gear shifter, emergency brake, turn indicator and door handles, rear fender and trunk adornments and elsewhere — nearly two dozen, for sure. Nudie said they were each loaded and armed with a secret trigger should a souvenir-seeker take a fancy to one of the silver dollars. His total investment was reportedly \$21,000.

Over the span of three decades, Nudie (and George Barris) made possibly as many as twenty of these eye-popping cars — "Westerners," as he dubbed them. They would become a staple of parades and rodeo queens.

The full-size Pontiac was his favorite starting point for these creations. Likely Nudie could never have foretold the direction his costume business would take. However, the very same tailor's shop on Lankershim Boulevard which was stitching rhinestones for Liberace's jacket was also hand-tooling leather for Elvis' Pontiac.

Today, the fashions Nudie created, both wearable and streetable, are highly prized by museums and private collectors alike.



The promo photo Nudie gave the author following a personal showing of his 1971 Pontiac Grand Ville "Westerner" in 1973.

1958



All of my research indicates that this 1958 Bonneville was the first car that Nudie customized. It would be interesting to learn why he picked a Pontiac, but he would stick with the brand through the years, almost without exception. I also believe that he created this car for himself to complement the wild outfits he created for his famous customers and himself. Upon close inspection, a Harry Maher Pontiac license plate frame is visible on the front. This dealership was located at 4245-4270 Lankershim Boulevard in North Hollywood, California. The fate of this car is unknown. I can find no indication that Nudie created a 1959 custom Pontiac.

1960



This is the only picture that I have ever seen of Nudie's 1960 creation. It looks like an amateur snapshot captured by someone attending a parade. Many of Nudie's cars would be used in parades, and this will become a common theme. Based on the background, many of the pictures seem to have been taken in California. Like the 1958 model, I have been unable to determine the fate of this particular car.

1961

This is the first one we know of that originally was commissioned by a high-profile client. Webb Pierce was a popular Country-Western music vocalist, songwriter and guitarist in the 1950s who charted more Number One hits than any other Country artist at the time. He reportedly purchased an additional Nudie suit to celebrate each time one of his hits would top the charts. With his flamboyant Nudie suits and



Nudie cars, he was considered one of the most recognized entertainers of the era.

The '61 was featured on the cover of his album, *Cross Country*, where Pierce is also shown wearing a Nudie suit.

The car was at one time on display at Willard's World of Wheels Auto Museum in Midland, Texas, but its current whereabouts are unknown. I suspect that because of its special background it likely still exists *somewhere*.



Nudie Mobile Visits Howard Johnson's

Or, how I became aware of Nudie Cohn and his cars!

by Tim Dye

Many years ago, my mother, Shirley Dye, worked as a waitress at the Howard Johnson's Restaurant in our home town of Lima, Ohio. It was located where Interstate 75 crosses State Highway 30 (now 309).

The story I am about to relate takes place sometime around 1965 or 1966 when I would have been 5 or 6 years old.

One of my favorite things to do back then was to count the tips that came from Mom's apron pockets each evening after she returned home from work. It was mostly change in those days, not much of the green stuff.

As I would sit there counting, she would often share with us a story relating to her experiences that day — mostly recollections about customers who were either extremely generous tippers or were extremely rude.

Today, it is difficult to recall many of the details of those stories except for one, and it is because it involves a car. Hmmm, go figure!

Her tale that evening was about a custom car of some sort that had pulled in to the restaurant's parking lot. Its appearance caused quite the stir, apparently.

The car's passengers, who today are all but forgotten, climbed out of this fancy car and sauntered inside to grab a meal. Mom recalls looking around to see which guests would go with such a car, but didn't see any who "stood out."

"Everyone went outside to look at the car," Mom told me. "It was *that* special!"

There were two very specific things that I remember from Mom's story of this visiting four-wheeled creation. *One*, there were silver dollars lining its interior and, *two*, a pair of large horns were mounted on the leading edge of the hood. They looked as though they came from a Texas Longhorn steer.

For most folks, her curious story might soon be forgotten, but not for me.

Years later, I would be watching a re-run of the classic TV sitcom *The Beverly Hillbillies*. In one particular episode, a famous television cowboy star named Quirt Manly (as played by diminutive actor Henry Gibson — best known for his "Flowers" poems on *Rowan & Martin's Laugh-In*), would come to visit the Clampett Family.

By this point in my life, because I was already a dyed-in-the-wool Pontiac enthusiast, I was immediately able to identify Quirt's (Gibson's) fancy automobile as a 1964 Bonneville convertible. It was white, and customized with Longhorn steer horns up front and guns mounted in several places along with silver dollars throughout the interior.

As that episode played out, Jethro (Jed Clampett's dimwitted nephew, as played by Max Baer, Jr.), expressed how Quirt's car must be an excellent "chick magnet." He then settles in behind the wheel for a ride, and sure enough, Jethro is later seen driving down the road in this Pontiac, overflowing with fawning young girls.

Upon seeing this, I couldn't help but recall my mother's story from when she worked at the diner.

"This has gotta be the same car that she saw," I convinced myself. "There certainly couldn't be more than one car like this!"

Years later, Penny and I headed west to attend the 1993 POCI Convention in Irvine, California. Along the way, we stopped at the Roy Rogers-Dale Evans Museum in Victorville, California.

To my utter surprise, there on display was a white Bonneville convertible with the bull horns, guns and silver dollars

lining the interior. Roy and Dale had apparently used it as a parade car.

However, this was a 1963 Pontiac — not a '64 like I had seen on *The Beverly Hillbillies*. I still did not think much of it other than it was neat to see this car in-person... and that it was a Pontiac!

In more recent years, a couple of things have happened that brought these cars back to the forefront of my attention. First, the white 1963 Bonneville — along with the entire Roy Rogers Museum collection — moved from California to Branson, Missouri. That museum would later close and everything inside was auctioned, including the Pontiac which reportedly sold for \$254,500.

Then, in early 2006, the 1964 car sold at the RM Auction in Phoenix, Arizona, for \$225,500. It sold yet again in a 2015 auction for \$308,000.

This prompted me to quiz my mom about her recollections again; I really wanted to figure out which one she saw back in Ohio during the mid-1960s. Sadly, she just couldn't remember the details well enough even though she was a big fan of Country-Western music back in those days.

"If it had been Roy Rogers' car, I would have remembered that," she admitted.

That being said, I assumed it must have been the '64 Bonneville that visited her diner. That particular Nudie car was made for Audrey Williams, mother of Hank Williams, Jr., and would become his car. She claimed that Junior was "a nobody" back then and it made sense that it was his car.

But here is where our plot thickens. My mom must have begun thinking about all of this again and proceeded to dig up some snapshots she had taken while on a trip to Nashville. She then emailed me pictures of the car she thought she had encountered at her work — a car which she later spied again while on display at the Country Music Hall of Fame Museum. There it was: guns, horns, silver dollars and all. But hold your horses... It was a white Pontiac Bonneville convertible, from 1962!

Huh? This was just way too much for me to process. Now I knew of three cars out there with similar Western themes. I was content in my knowledge of there being just two cars, but this third one just threw me for a loop! More research was necessary.

I've since learned that the '62 was made for Webb Pierce, another Country music star from the 1950s and '60s. His car has been on display at the Country Music Hall of Fame Museum since 1994 and was eventually donated to the museum by his family in 2005.

Because these cars were all very similar in design and were all Pontiacs, it seemed logical that they all came from the same source. I hit the internet to get to the bottom of things only to discover that Nudie Cohen had designed these three... *plus fifteen others!*

From what I could tell, all were Pontiacs except for two which were both Cadillacs (one went to Elvis and the other went to Nudie's wife, Bobbie). That car was a 1975 model and was likely the last car he ever customized. All were top-of-the-line white convertibles.

Now that we know Nudie produced at least 16 different Pontiacs, and with 10 of them from 1967 and earlier, I may never know for sure which one of those my mom saw at the Howard Johnson's in Lima, Ohio. Regardless, her story will forever remain my unique connection to this quirky segment of Pontiac history and pop culture.

1962

The 1962 model was another Webb Pierce car; he was one of only two individuals to own two of Nudie's four-wheeled creations. This one is fairly well documented and has been on display at the Country Music Hall of Fame since 1994. Following Pierce's death in 1991, the car was officially donated to the museum in January of 2005 by the Pierce family. Pierce reportedly paid Nudie Cohn \$20,000 in 1962 to customize the Bonneville convertible.

In 2008, the band Gin Palace Jesters released their music video, *Ol' Webb's Bullhorn Pontiac*, as a tribute to the singer. In this video, still images of both the 1961 and 1962 Nudie Pontiacs are shown. What is most interesting is that there are vintage video clips of Webb and some of his band members riding in the car. The song is pretty catchy, too.



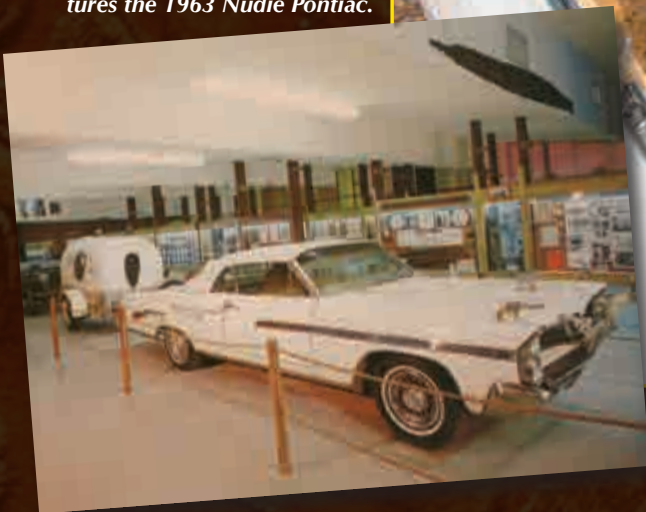
1963

Roy Rogers and Dale Evans were longtime customers of Nudie, having him supply both of them with his trademark style of Western clothing. So, it would be of little surprise that they would also acquire one of his custom white Bonneville. This 1963 example stayed with the married stars and was used in parades (as documented by these home photos). Most of the time it was on display at their Victorville, California museum which opened in 1976. After their passing (Roy in 1998, and Dale in 2001), it continued on as a museum display piece. In 2003, the entire museum (including the Pontiac) moved to Branson, Missouri. The museum remained in operation until 2009 when financial difficulties forced its closure. The collection was offered at auction in July 2010 where the car sold for \$254,500. In 2015, the car sold again at a RM Sotheby's auction for \$308,000.



▶ The unique interior of the 1963 Bonneville has yards of hand-tooled leather and hundreds of silver dollars. Plenty of six-shooters to go around too, even for rear seat passengers!

▶ This is a postcard from the Roy Rogers Museum which features the 1963 Nudie Pontiac.



1964



This is the only year in which two Nudie Pontiacs were created. The first was the usual convertible, acquired by Audrey Williams (widow of entertainer Hank Williams) for her son, Hank Williams, Jr. This same car also appeared in Season 2, Episode 15 of *The Beverly Hillbillies* which first aired on January 1, 1964 (see plot details in our related sidebar story).

In 1968, this Pontiac went to the Smokey Mountain Car Museum. In 2006 it was added to the collection of Texas lawyer and car collector John O'Quinn. I have been at auctions where he would often buy multiple cars. Following O'Quinn's death resulting from an unrelated car accident, the Nudie Pontiac headed to auction in March of 2010 where it would sell to entertainer Kid Rock for \$225,000. It was consequently featured in the music video for his song, *Born Free*.

▶ The 1964 Nudie Bonneville convertible, as seen in Kid Rock's 2010 music video, shot in Michigan's U.P.

▶ The car was virtually new when appearing in *The Beverly Hillbillies*.



The second 1964 Bonneville customized that year by Nudie was a Safari — the only known wagon. Bill Herron, an oilman and rancher from Calgary, Alberta, would buy it directly from Cohn. He reportedly got it to use at his ranch, but it must have had very little usage there as the car remained in excellent condition.

The Safari ended up back with the Cohn family and is now on display at the Valley Relics Museum in the desert suburb of Chatsworth, CA.



Detailed pictures of the wagon's interior show great examples of the chain-stitch embroidery. You can also see factory accessories like A/C, tachometer and tilt steering.



1965

There is not a lot of history on this car. A brief news feature shows the car in the shop area of Jarnigan Pontiac of Fort Worth, Texas. There is no associated audio, but its accompanying typed script states that Nudie drove the car there to deliver clothing to Miss Judy Lynn, one of his regular customers.

This does bring up an interesting point. We know that some of Nudie's Westerners were made for particular customers, but from what I can determine, he may have built some of them for his personal use, selling them only when someone "just had to have it." This is what seems to be the case with the '65 example. We don't know who bought it nor where it is today.

Few pictures of this car exist. The one at right looks like it is on the set of a TV show or a commercial.

A screen shot of the WBAP-TV news clip from Fort Worth. The dealer mechanic is shown in the video working on the horse on the fender. I doubt that was a warranty item!



Virtually no information is available on this '65. Of the 16 Pontiacs and two Cadillacs that Nudie customized, nine are accounted for. This is one of the missing cars.

1966

Bill Herron, the oilman and rancher from Calgary who owned the one-of-a-kind '64 wagon, also commissioned Nudie to build this 1966 model for his use. Herron, who was very involved in the local community, had the car specifically built to use in the Calgary Stampede Parade.

A unique feature found only on this Nudie creation was a tape player with a recording that featured the sounds of horses neighing and cows mooing through loudspeakers mounted just under the bull horns. As recently as 2016 the car was still being used in the parade to transport the parade's grand marshals. The car is now owned by Dick Koetsier (shown below), a Calgary real estate investor and developer.

The car seemed to have some history before it went north of the border. I was able to acquire a couple of home photos of it at the Apple Valley Inn in Apple Valley, California. As with many home photos, whenever these cars are parked in public, the convertible tops would be raised and the windows rolled-up to protect the interior from souvenir hunters. And, you would often see people peering inside the windows to check out the amazing custom interior.

This car also appears in Season 2, Episode 25 of *Batman* where Cliff Robertson plays the cowboy-esque villain, "Shame." He and his gang are back in town for a big score. He may be the bad guy, but he has great taste in cars!



▲ Cliff Robertson as bad guy "Shame" with the 1966 Nudie Bonneville in an episode of *Batman*.

◀ Home photos of '66 at Apple Valley which is near Victorville and Roy Rogers. There may be a connection here.



1967

I was unable to find any information on the '67. Being that these were always such high profile cars, it seems a bit strange that we don't know where this example went or where it is today.



1968

Unfortunately, this is another Nudie Pontiac with almost no available information. We know it was featured in *Head*, the 1968 movie written and produced by Jack Nicholson and starring The Monkees (Davy Jones, Peter Tork, Micky Dolenz and Michael Nesmith). At right is a screen shot from that movie. Once again, we do not know who owned this particular car nor do we know its eventual fate.



1969

At left is Nudie Cohn with his 1969 Bonneville. This one was acquired in 1974 by the Belgian pop singer Bobbejaan Schoepen and then shipped to his home country of Belgium. Schoepen was a versatile entertainer, entrepreneur, singer-songwriter, guitarist, comedian, actor, and professional whistler, as well as the founder and former director of the Bobbejaanland amusement park. He has sold more than five million copies from his repertoire of 482 songs and was quite a dedicated fan and customer of Nudie.

Schoepen had a fascination with American West lore, so a portion of his amusement park offered an appropriate Western theme. It was there, inside a dedicated museum, where the '69 Nudie Pontiac was kept on display along with the 35 Nudie suits that he had acquired. Even though Schoepen passed in 2010 and the park changed hands, I believe the car continues to remain there on display.



These home photos show the '69 wearing Texas license plates, providing a little hint as to where it likely spent some time before being shipped overseas.

The '69 Nudie Bonneville is shown here on display at Bobbejaanland.



1970

The same Belgian pop singer also bought the 1970 Nudie Pontiac for his collection. Schoepen acquired this car in 1972, a couple of years before purchasing the '69.

However, before it left the U.S., it was featured on *Cannon*, Season 1, Episode 4. A July 2021 video about the car shows it still on display at Bobbejaanland amusement park.



▶ Screen shot of the 1970 Nudie Bonneville as seen in an early episode of *Cannon*, starring William Conrad. There were a total of 122 episodes running from 1971 through 1976.



1971

Yet another of Nudie's customers was Country-Western superstar George Jones. In addition to purchasing multiple Nudie suits (below), he purchased the 1971 Nudie Pontiac. That year's top model was now the Grand Ville, and that's what Nudie chose to customize.

Jones' manager, Evelyn Shriver, said the purchase was "one of those crazy things (Jones) used to do — buying a car like that. Mr. Jones didn't drive it much



and it spent most of its time in his barn in Spring Hill, Tennessee. Eventually, rodents took a liking to the leather, and pigeons roosted in the car. Mr. Jones eventually sold the car back to Cohn."

I would like to think Nudie fixed it back up and resold it to a more appreciative owner. We don't know where it went nor where it might be today.

1972

Like so many of the other Nudie Pontiacs, this 1972 Grand Ville found a home with a famous Country music star, Buck Owens. Owens was yet another customer of Nudie's, so it was a natural that he would have one of the cars.

The car could be spotted in a 1988 music video with Dwight Yokam and Buck Owens, *The Streets of Bakersfield*. Owens would die in 2006 and the car would end up mounted on the wall above the bar at Owens' Crystal Palace in Bakersfield, California where it remains today. One report indicated that the car's drivetrain had been removed.

My research indicates that there was no Nudie Pontiac for 1973.

▶ A still shot from the Buck Owens — Dwight Yokam video featuring the 1972 Nudie Pontiac.



Buck Owens (center) and his Buckaroos, all sporting suits made by Nudie Rodeo Tailors. ▶



1974

Consistent to the end, this 1974 white Grand Ville convertible would be the final Pontiac that Nudie would customize. He did two Cadillacs and the last car he customized was one of those, a 1975 Cadillac Eldorado convertible — in white, of course.

It doesn't have a major role, but you can briefly see this 1974 Grand Ville in Season 5, Episode 20 of *Emergency*, which first aired February 21, 1976. Once again, information is scarce on this car and with no knowledge as to where it has been since its TV appearance or where it may be now. 🍷



ARKANSAS PROFESSIONAL CAR MAKER HAS L-O-N-G HISTORY WITH PONTIAC

ARMBRUSTER STAGEWAY HAS A RICH TRADITION IN THE PROFESSIONAL VEHICLE INDUSTRY, DATING BACK OVER 100 YEARS.

by John Gunnell



IT was started by three Fort Smith, Arkansas businessmen who built and refurbished horse-drawn wagons. As the transportation industry in America changed, so did Armbruster Stageway. In the 1960s, its coaches were among the best.

When a bus company asked Armbruster Stageway if a regular vehicle could be stretched for professional purposes to make short transportation runs carrying larger passenger totals, Armbruster accepted the challenge and built the first combustion-engine limousine. Through building funeral coaches and limousines, Armbruster Stageway made its mark on the industry as a sign of excellence in professional vehicles.

In 1966, doing business as Stageway Coaches, Inc., Armbruster Stageway claimed it made the most attractive passenger coaches available in America. The company described its Pontiac Wide-Track models as “fresh,



alert, swift and nimble.” With wheelbases as long as 193 inches, “nimble” was certainly a curious choice of words to describe their offerings.

Stageway built stretched sedans and station wagons with four, six and eight doors that were used by airport services, bus lines, taxi operators, sight-seeing

tour conductors, limousine providers, schools and universities, government agencies and funeral directors.

The quality custom construction of these coaches provided “a sturdier, stronger body and frame than any other production vehicle,” claimed Stageway. The company promised “stunning style

that's never out of date" and "limousine ride with more value for the customer, more performance for the operator and more comfort for passengers."

Pontiac's 325-hp 389-cid V8 propelled Stageway models. In addition to an improved heavy-duty frame design, the 1966 coaches featured new, truss-type front end construction, new aircraft quality steering linkage, arms and knuckles, specially-engineered heavy-duty gun steel quality coil springs and shock absorbers.

A quick, responsive heavy-duty Turbo Hydra-Matic transmission handled shifting chores and the brake system was also beefed-up with cast aluminum front and cast-iron rear drums and heavy-duty master and wheel cylinders. "Inspect and drive a Stageway and you'll discover the difference," the company advertised.

The smallest 1966 model was the Code AA Stageway 7-passenger limousine with two doors per side and three rows of seats, with a folding sectional seat in the center. It had a 157-inch wheelbase and a 251-inch length. The height of the 4,900 pound car was 59 inches. Five 9.00x15 8-ply-rated Nylon tubeless tires, including a spare, were provided.

Next came the Code BB 9-passenger Sedan Coach. Despite using the same 157-inch wheelbase, this car had three doors per side. It came with a luggage rack, a nylon tarp to cover the rack and optional marker lights on the front edge of the roof. This model was also 151 inches long, but had a three-inch higher height. The same tires were used.

With four doors per side, Stageway's Code CC 12-passenger Sedan Coach rode a 193-inch wheelbase and stretched 287 inches bumper to bumper. It featured four rows of seats, a luggage

rack and tarp and marker lights. It was also 62 inches high with 9.00x15 tires. It tipped the scale at 5,480 pounds.

Stageway also built Code DD 9-passenger and Code EE 12-passenger station wagons with eight doors and 157- and 193-inch wheelbases, respectively. The DD was 254 inches long and the EE was 290 inches long. The DD had three rows of seats, plus a folding, rear-facing auxiliary seat. The EE had four-row seating, plus the auxiliary seat. Both of these models had rooftop luggage racks, nylon tarps, 9.00x15 tires and 62 inches of height. They weighed in at 5,340 and 5,940 pounds, respectively.

In addition to the features already mentioned, standard equipment on the coaches included power brakes; power steering; a Saf-T-Track differential; a deluxe heater and defroster; a heavy-duty air cleaner; a 3.55:1 rear axle ratio; extra-heavy-duty special 15-inch wheels; heavy-duty steering, suspension and stabilizer assemblies; heavy-duty frame reinforcements; a 55-amp Delcotron and heavy-duty battery; an extra-heavy-duty radiator and fan assembly; two-speed electric wipers and washers; EZI glass; back-up lights; directional signals; deluxe accessories; chrome trim; wheel discs; an electric clock; dome lights; sun visors; foam rubber seats; vinyl upholstery; a heavy-duty vinyl floor covering; arm rests; ash trays; undercoating and choice of a solid paint color.

Since the Stageway Coaches were used in so many different applications, the company offered optional equipment that operators could pick from to customize their vehicles. Some of the 1966 Stageway options were the same as Pontiac factory-supplied equipment, while other extras were unique to the custom-built coaches.

1966 Stageway Coaches, Inc. Options

Code... Description

- 10... 40,000-BTUs Schofield underseat heater
- 12... Mirrors—Outside, Rectangular Retractable
- 14... Lights—Chrome cluster, three front, three rear
- 16... Black Hawk axle jack
- 20... Door-opening lights (6)
- 21... Emergency brake light
- 23... Service brake light
- 24... Hazard flasher lights
- 25... Door hinge shields (5)
- 26... Fire extinguisher (dry chemical 2-3/4 lbs.)
- 27... Flag and flare set
- 28... Seat belt (each)
- 29... Air conditioner—factory installed front unit
- 30... Air conditioner—roof condenser and rear unit connected to factory installed front unit
- 31... Air conditioner—Thermo King TC-300A roof-mounted, self-contained evaporator-condenser with ceiling outlets
- 33... Radio, push-button and rear speaker
- 34... Mobilpage "471" public address system with a transistor amplifier, two slimline speakers with baffles, choice of microphones, and a stationary arm assembly or a hand-held push-to-talk assembly
- 35... Vent-roof power intake
- 43... Five 9.00x15 8-ply-rating white sidewall tubeless tires or five 7.00x15 6-ply rating Nylon commercial tube-type tires (black sidewall only)
- 51... Two-tone paint
- 53... Special roof baggage rack with bows and fitted tarpaulin



The 1966 Stageway Coach 7-passenger sedan limousine had three rows of seats.



The 1966 Stageman Coach 9-passenger sedan coach had six doors.

As the oldest name in the professional vehicle industry, Armbruster Stageman is today back in business and building limousine and funeral coaches in Fort Smith, Arkansas. Current Armbruster Stageman professional cars are crafted with carefully thought-out designs that cover every detail of the vehicle. From a rear door opening 175 degrees, to the 46-inch rear-loading width, these cars are built to handle customer requirements.

These days, the company utilizes a Cadillac chassis foundation, calling it "the premiere vehicle in the industry." Armbruster Stageman Cadillacs are built by some of the same long-term employees in a plant located in Fort Smith. The company custom builds each car to the highest level of quality, with a commitment to share the excellence with its clients. 🚗



The 9-passenger Stageman station wagon coach was 254 inches long.



The 12-passenger Stageman station wagon coach was 290 inches long.



PRESIDENT'S MESSAGE

Ron Berglund

NEXT month, we will be celebrating a very significant milestone for our club in Catoosa, Oklahoma. There, we will mark POCI's 50th Anniversary with an amazing event that will be hosted by the Indian Nations Chapter. We are so excited to celebrate this occasion and I hope to see you there!

While I continue to emphasize the magnitude of this gathering, I would briefly like to share with you the actual process of how our conventions are pulled together by our Convention Committee. Art Barrett and Larry Crider spend countless hours coordinating every convention.

Their hard work begins after learning of a POCI chapter that is willing to potentially host our annual event at a

location that can meet our needs. After this is established, Art and Larry will meet with that chapter to review the duties that their members will ultimately become responsible for. These include arranging Tours in the area, coordinating the Swap Meet function and assisting with Registration and various other tasks.

The Convention Committee next meets with the designated hotel(s) in the area to make sure there are enough accommodations for our needs while negotiating the best available price for rooms. They also set up the two banquets and negotiate the most reasonable cost per meal. They find guest speakers and coordinate their schedules. They also pinpoint where the Points-Judged car show will take place (i.e.: inside or outdoors), placing of the Road Warriors entries, Popular Vote cars, and the Swap Meet, along with so many other duties.

After all of this has been coordinated, contracts are signed and a deposit is made to hold the venue.

Another important part of the convention involves Registration. Paul and Mona Bergstrom are in charge of sending out our Pre-Registration packets, collecting all the funds that are submitted, and then handling the actual on-site Registration procedures at the convention. All of this entails a great deal of behind-the-scenes work and coordination. Year after year, they have been there for POCI.

Steve Cook heads up our POCI Judging Committee. One of his duties is acquiring qualified judges. He and Larry Crider put together the PowerPoint presentation in time for our final Awards Banquet where Steve announces the award winners.

As you can see, it takes many dedicated members to make a convention a success! We owe our thanks to all of these individuals who make the convention happen and run smoothly. Without their dedication we could not make this happen year after year.

This month's picture is from the 48th Annual Roadster Show in Boise, Idaho, where I had our 1965 Pontiac 2+2 on display. It shows me with Dave Kindig, a featured guest at the event. He, of course, is a famous American hot rod designer and reality television show personality known for his custom projects on *Bitchin' Rides*. [JIN](#)



VICE PRESIDENT'S MESSAGE

Jack Anderson

EACH of us is a member of an "orphan car" club, and I sometimes muse about the reason our beloved Pontiacs gained that dubious status.

Last month I wrote about the death of the Pontiac brand from a "big picture" perspective. Today, I want to share my opinion regarding one small piece of that puzzle — GM management's errors with branding and market targeting.

Starting in the late 1950s, the su-

premacny of the American automotive giants came under attack from a smaller, more nimble group of foreign manufacturers. The growing acceptance of Volkswagen products was the proverbial "camel's nose under the tent."

American consumers were looking for a more cost-effective way to commute to and from work or the supermarket, and the trend towards two-car families was accelerating in tandem with the growth of the trend away from stay-at-home moms. Emerging from the devastation it suffered in WWII, Japan's auto industry had the advantages of cheaper labor and the freshness of starting with a clean slate.

Those of us who grew up in that era know how this story unfolded. The Big Three Detroit automakers were increasingly anxious about their shrinking market share. A focus on numbers by the bean counters in their cloistered offices led to cost-cutting measures at the expense of quality — a certain path to failure in the marketplace.

Years later, mistakes were made on the details, as well. Some marketing

"geniuses" at GM decided that they needed to adopt the European system of naming car models with a meaningless string of alphanumeric as opposed to real name badges. To understand this debacle, think back to the good old days when we dreamed of owning a Coupe DeVille or Eldorado, a Continental or Mark VIII. Every one of those names conjured an immediate mental image of a certain type of car with styling as distinctive as its name.

Now think about a CTS, XLR, or a DTS. How about an MKS, MKZ, or MKX? For us Pontiac aficionados (those of us who could spot a Catalina, Bonneville, or LeMans from a block away), GM decided to offer up a 1000, 6000, or some anonymous "G" model instead (take your pick — 3, 5, 6, or 8). Just makes one want to hop over to the car dealership real fast, doesn't it?

Predictably, it was boneheaded moves like this that led to the decline and eventually bankruptcy of what was once the pride of American manufacturing. I'm just thankful that we have POCI to keep the Pontiac legacy alive! *JN*

**ATTENTION!
POCI Chapter
Car Show
Insurance Info**

If your chapter is planning a show, DO NOT FORGET to get your insurance certificate! POCI provides insurance to help protect chapters and their members in case of mishap. Without insurance, the "deep pockets" rule can apply and individual members could be held liable.

REQUEST A CERTIFICATE OF INSURANCE

Simply call J.C. Taylor at
(800) 272-6784
to request coverage.

This insurance is only available for POCI Chapter events; however it DOES NOT cover drag race events. (For those events, get an insurance binder from the track. No exceptions!)

New Member Referrals

- Wilf Kaszanits
- Robert Guzzetta
- Les Kasten
- J Anderson
- Joseph Carp
- John Lehnhoff
- Sheldon Hamilton
- Ronald Broze



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2ND PLACE- FREE CONVENTION REGISTRATION AND TWO (2) TICKETS TO THE AWARDS BANQUET OR \$200 CLUB STORE GIFT CERTIFICATE

3RD PLACE-\$100 GIFT CERTIFICATE FOR POCI CLUB STORE

LUCKY WINNER-ALL NON-WINNERS ENTER A DRAWING FOR A \$100 GIFT CERTIFICATE

Log on to poci.org for complete rules





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Tomahawk Chapter

It was nice to see some faces we haven't seen in a while at April's meeting, and it was good to get some details nailed down for our upcoming show. A big thank you goes out to Route 65 for hosting our evening. We appreciate their hospitality!

Two items of note: First, a club donation was made for a plaque to recognize Ed Hustad at the new Pontiac Transportation Museum. Thanks to Lisa for getting this underway — it will be great to have Ed's legacy showcased while honoring his automotive passions and dedication towards the Tomahawk Chapter, something which we all still enjoy today!

Secondly, an idea was brought forth to merge the Tomahawk Chapter with both the GTO Club and the Fiero Club at some type of event in an effort to combine our similar passions with a common goal. This could be the start of joint efforts and better participation for Pontiacs in general. Let's see where it goes.

Fingers are crossed that we have a nice weekend and a good turnout for our Spring Show on April 30th. Just as the State Fair symbolizes the end of summer, to me our Spring Show symbolizes the start of summer!

—Tony Miller

Arizona Chapter

Here in Arizona, the license plates attached to your vehicles actually belong to you, the car's owner. That means whenever you're ready to sell your car, you may keep its license plates or you may transfer them to another vehicle.

Do YOU have an old license plate or a classic license plate frame that you've held on to over the years as a keepsake? If so, bring it to our April meeting as an optional brief show-and-tell item for when we go around the room during our usual member introductions at the top of that evening's agenda.

Our guest speaker and entertainment for that meeting will be Dean Sandvold from the Arizona License Plate Society. (His club held a license plate show and

sale on Saturday, March 12th at new Arizona Chapter POCI member Joe Findysz's yet-to-be-opened classic auto museum in South Tucson where members from OUR club were able to attend as special guests. Thank you, Joe, Kelly and Joey!)

In addition to the License Plate Society's event, we had a couple of other happenings in March. At the beginning of the month, Dave and Sue Green attended the big Midnight at the Oasis Car Show and Concert Festival in Yuma. Dave will have a slide show review of that shindig at a future meeting.

For the March meeting at Maria Bonita's Mexican Kitchen, we greeted Alan Bohe of AK&K Automotive as our guest speaker. Alan did a wonderful job of explaining the origin of his auto repair business while sharing some of the challenges he has faced as a sole proprietor. He welcomes new clientele at his shop in central Tucson.

Our chapter has recently wrapped up its 2022 dues drive with over 92% of members renewing. With the addition of several recent new additions, we now proudly stand at 60 paid memberships. Congrats to us!

None of this would have been possible if it weren't for the tremendous efforts

of our dedicated temporary treasurer, Randy Rogers. A big shout out goes to him for keeping our Chapter Roster up-to-date and accurate.

Also during our March meeting, the Arizona Chapter #29 accepted nominations and voted-in two new officers. Please join me in welcoming Dean Noun as our new Vice President, and Eric Hahn as our new Treasurer. As your returning President, I look forward to having these two spirited members round out our chapter's Board of Directors together with editor Dave Green.

With this transition, I offer my most profound gratitude to our outgoing officers. Bob Francis has been a delightful VP, able to be counted upon whenever necessary. The same "thank you" goes to Randy Rogers who has been our chapter's interim Treasurer following the unexpected passing of Bill Corbin last year. (Randy, of course, has also previously served as a Chapter President and editor, and rightfully deserves a break from it all.)

Needless to say, our club will be in very good hands as we transition our administrative and financial footings from Bob and Randy to Dean and Eric.

—Thom Sherwood



1926-1954 Pontiac owners: you need to check out POCI's Early Times Chapter! We are devoted to stock (original or restored) flat-head Pontiacs from 1926 through 1954.

Check out our website:

www.earlytimeschapter.org

Contact Tom Myers for more information.

(914) 438-4282 ~ etcpresztom@gmail.com

Nutmeg Chapter

Things are indeed looking up for the Spring Show. Even though the COVID situation is unpredictable, it seems better than it did for last year's Spring Show. It is likely that the CT Covid Testing site will still be in operation, but that really hasn't been a big impediment.

You will notice that the Spring Show flyer is included in our latest issue of The Drumbeat, signaling our confidence that the show will go on as scheduled. So, now we can register for the show and start dusting off those fine Pontiacs, Oaklands and GMCs. Hopefully by April we will be able to actually drive our cars and trucks without fear of that dreaded salt on the roads.

I want to thank the 152 loyal Nutmeggers who have received this issue with a 2022 or beyond expiration date on their mailing label because that means their dues are current. I want to encourage the remaining 14 Nutmeggers who haven't yet found the time or remembered to take pen in hand to fill out their renewal form. So, for their convenience they will find another Roster Renewal Form enclosed in this newsletter.

As you may have noticed, several members have stepped up to contribute to The Drumbeat in the recent past. I want to thank Bryan Nearing this month for sending in the great article from MCG (Motor City Garage) on Mac McKellar's OHC 421 engine. We appreciate it very much. If you should discover something you think might be of interest to our membership, please don't hesitate to send it to Starr at Drumbeat World Headquarters.

Since we haven't yet found a suitable place to hold in-person meetings, that means that one important bit of chapter business, the FY 2021 Budget, had not been approved. When contacted by phone, the Nutmeg Officers and Board of Directors approved a Fiscal Year 2022 budget identical to the FY 2021 budget. That seemed logical since we had two successful shows last year and no unexpected financial concerns.

As you have read in our newsletter, we have lost a longtime and very-valued Nutmegger. Ray was an avid drag racer. A while back, Ray sent me a great picture of his '62 Cat in action. He will be missed by all who had the pleasure of knowing him.

Please take care and stay safe; we want to see each one of you at the Spring Show at Masonicare!

—Noel Evans

Southern California Chapter

Well, it seems like spring is here, so look out for those April showers, but look forward to our All-Pontiac Show on May 7th! It is sure to be a great event and we all look forward to hosting this show after its absence for a few years.

This year will be better than ever and, with everyone pitching in to help, it will be the best ever. We are looking forward to all those beautiful Pontiacs showing off their stuff. All classic Pontiacs are welcome plus GMC Trucks and Oaklands. The new show location is at the corner of Tustin and La Palma in Anaheim. The site is surrounded with great restaurants to select from, and

we will have a live band this year! Don't miss it. Get your registration in early.

Other car shows coming up are the Orange Plaza Car Show on April 10th; Cool Cruise Car Show in La Verne, Saturday, April 16; the Floral Park Home and Garden Tour with Classic Car Show, April 24th; our show on May 7th; and the Huntington Beach Concourse De Elegance, on June 5th, at the Huntington Beach Library, on the grass.

We have had our troubles getting trophies for all the classes, as many of the small trophy shops have either moved out of state or gone out of business. We think we have it figured out now and, with the help of Bill Baker and our awesome graphics guy Mike, we have come up with some real nice awards. We will also have a special custom-made trophy for Best of Show, so you don't want to miss it!

That's all for right now, so don't forget to come to our club meeting at the Hungry Bear, on April 13th. Things to discuss will be our All-Pontiac Show, current registrations so far, upcoming shows, events, and places we want to go, and how club members can help.

—Joe Digrado



I want **You** to Join the Grand Prix Chapter, ownership not required "PrixViews" newsletter 6 times a yr <https://grandprixchapter.com>

Blackhawk Chapter

There is a thing called writer's block and I seem to succumb to it at certain times when approaching our chapter newsletter. It was a challenge to find subject matter back in 2020-'21 when, due to the pandemic, there was absolutely nothing going on. So as we all look forward to both a busy and way more interesting summer, I don't know why I am struggling so much. As they say, if you have stuff that troubles you, isn't it best to talk about it?

The cliché about March wasn't true this year at all. It was "IN like a lion, and OUT like a lion!" I am waiting for the weather to settle so that I can dig out the garage and get going with the never-ending projects that are wrapped up in there. Not so much to the daily-drivers but a lot to do with the Monte.

The incentive to get this car completed is more than two-fold; I am seeing that GM G-body cars are continuing to increase in value and it will be the ideal time to pass it along to someone who loves it. I also need the room and space for other projects. In fact, I am need of more of a workshop, so if anyone knows of an available space of any sort, both as storage and work-

shop, please let me know. Also — and it goes without saying — the Monte is not a Pontiac!

As we head into the summer months and the early summer scheduled events, I do want to mention that we have cancelled the BOP Nationals West event at Eddyville Raceway Park this coming May. We were not overwhelmed with participants the last couple of years and will continue to pursue options for the future. There's also the fact that at this late date, it couldn't get the promotion it deserves and needs. Thanks again to Eddyville Raceway Park for hosting this event during what was a challenging time over the past two years.

Moving forward, we will be working on the BOP Nationals, scheduled for Cordova International Raceway on September 24, 2022. More information on this event will follow.

It appears that we do not have the interest this year in getting together for a garage tour so we will table this event for this spring. Please touch base with me if you have any other ideas we can put into action in the upcoming months.

Regarding other upcoming events, I do want to remind you of a couple of

swap meets. The Jefferson Swap Meet will be on April 22-24, followed by the Monticello Swap Meet on May 1, 2022. The other event of interest is the first-of-the-year Quad City Cruisers Cruise-In at South Park Mall on Saturday, April 23rd, from 3-6pm. Looking forward to seeing you at this show as a good excuse to get the cars out early. We can gather ahead of time and "cruise in" as a group.

We are also closing in on the 2nd Annual Dakota Wolber Memorial Show, which is Sunday, May 8th in Mt. Carroll, IL. I would like to see who is interested in attending this show and maybe we can convoy there as a group? Just a reminder that the show organizer, Jody Wolber, is a fellow chapter member. It would be great to show our support.

Based on my comments last month about making use of the chapter's Facebook page, I did see a couple of new posts there. I will continue to encourage use of this platform to post anything of interest; it is there for your use. That reminds me... I need to add a couple of things to it as well!

Hey, it appears that I found some "stuff" to talk about here after all!

For the April chapter meeting on Sunday, April 10th, we will be meeting at Happy Joes in Bettendorf, IA, normal meeting times, from 11:30am until approximately 2:00pm. Please take the opportunity see old friends and perhaps create some new friendships, too. Looking forward to seeing you there!


For those of you who are not receiving this edition of Blackhawk Backtalk, your dues are now overdue. Please send in your dues to Cat McKeag. Thanks!

—David Nankivell




Florida Chapter





Well, another month has gone by and, man, has the club been busy!

We had our featured car club event at Gateway Classic Cars, Tampa (actually, in Ruskin). What a turnout! We "officially" had 25 members show up including the four new members who signed up that day. What a deal! Gate-



Pontiac Commercial & Professional Vehicle Chapter

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www.pcpvchapterpoci.wordpress.com

way employees picked a “Pontiac of the Month” which was won by Ross Kieffer with his ‘66 GTO. Gateway presented him a nice trophy AND our club will be getting a donation from Gateway.

On the following day we caravanned with 12 members to the Gamble Plantation show in Ellenton and had two late arrival members. Plus, we signed up two new members at the show. Five of our club cars got awards, with Rick Rick’s ‘64 GTO getting a Best of Show and Brad Bechtol getting a “Bandit” Trophy for his 1976 Trans Am Special Edition. This special trophy was given out by the Bandit Movie Car company. They have been seen throughout our area with a Bandit Trans Am and a Buford T. Justice LeMans. Their owner, John Paul Gasca, just signed up as a club member.

We have also gotten over 50 dash cards made and many of them have been distributed. We are getting rave reviews. If you haven’t “signed up” for yours, all you have to do is provide your favorite photo of your “loved one” and details you want on the card to Danita, and we’ll get you one.

Thanks to Rocky Trombacco’s suggestion, we now have window decals featuring the club logo. Members get one for each car. If you want more, they are \$3 each.

Please help us further our club. Included in the packets with the dash cards, you’ll find blank club applications. Keep a couple with you; it’s amazing how easy it is to find membership interest. We are also exploring license plates with the club logo. We’ll keep you posted on that.

I am sure that you have noticed the multitude of car show emails being sent out from our newsletter editor. We are getting lots of positive comments about this. Check out some of the shows and, when doing so, please send some pictures and a short review to our newsletter editor so that she can share it with the rest of us. And thanks, Danita, for keeping us informed on the shows!

I must congratulate all of us. Our membership has grown to over 60 members. This has afforded us “Senior Club” designation by POCI. We aren’t

sure what that means, but I guess there aren’t many “seniors” around! It makes the first chapter of POCI, Florida Gulf Coast, even more unique!

—Mike Kelso

Yankee Chapter

People, Parts, and Pow-Wows! Check out our Club Calendar at www.Yankee-POCI.org and the events page in our newsletter.

Spring is coming! With our nice weather in the middle of March, I had a chance to fix and drive my ‘66 Ventura.

The Yankee Chapter Anniversary Party was great. Unfortunately, the weather forecast was more like January than March, so I think a few people stayed home. Those who attended were treated to a great meal, great entertainment, and a productive meeting. Thank you to Steve Peluso, Ann Marie Mandarano, Ron Senesi, The Westgate Church and its Youth Group, and all members who helped make the event great. We raised \$600 through our raffles and donated it to the Pontiac Museum.

We look forward to seeing you at Jim and Judy May’s later this month. And, plan for the Dust-off at Tucks Trucks in May!

Just this past week I spent some time with member Matt Morana. He came

over to help Merle and I remove the engine from my sister’s ‘67 GTO. Thanks for your help, Matt!

I had a malfunction in the horn when I put the ‘66 away in the fall. As I was maneuvering it into the garage and spinning the wheel, the horn just started blowing continuously. I unhooked the battery and left it for the cold months. A couple weeks ago I removed the horn button and steering wheel and found that I needed to install a small contact at the bottom end of the spring which I had forgotten. It had worked for four years so I did not even realize the mistake!

I made a visit to Merle Green’s garage for a horn contact. Merle is not the only member of our club with a ton of knowledge and an inventory of saved parts. There are so many people in our club that have parts, knowledge, and enjoy helping. If you are having an issue, pick up the phone! My number is (978) 973-2149. I have some stuff for GTOs and Firebirds. If I don’t have what you are looking for then I might be able to connect you with someone who does.

—Mike Green

Send your chapter’s news and noteworthy information to be included in *CHAPTER NEWS* to: editor@poci.org

CHECK OUT POCI’S GMC TRUCK CHAPTER

Join other GMC Truck enthusiasts and support “The GMC Times” newsletter.

For more information contact
Dennis Carol (810) 610-5714
www.gmctruckclub.wordpress.com



THE GMC TIMES
The Newsletter of the GMC Truck Chapter of POCI
January/February 2017

1956 GMC
George Field, Jr.

1946 GMC
Tom Donahue

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Membership Information

John Froehle
(801) 920-1756
jbfroehle@gmail.com

Australian Performance Pontiacs Chapter of POCI

#103



We're actively seeking individuals who own Holden manufactured Pontiac vehicles to join our chapter. Our goal is to preserve and promote the rich history around these limited production Pontiac vehicles produced in Australia.

We're are the youngest chapter of POCI, founded March 28th, 2018, and already have more than 115 members around the world.

Contact us for more information on how to join!

appchapterofpoci@gmail.com
www.APPofPOCI.com

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1966-1969 OHC6 Pontiacs



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Register your OHC6 at: www.PontiacRegistry.com

We invite all 2+2 owners & fans to join POCI's hot new Specialty Chapter!

The 2+2 Chapter's mission is to promote awareness of these iconic Pontiac's and preserve their unique place in our marque's history.

Contact us at:

2plus2ChapterPOCI@gmail.com

or call Jack Anderson at

302.353.0244



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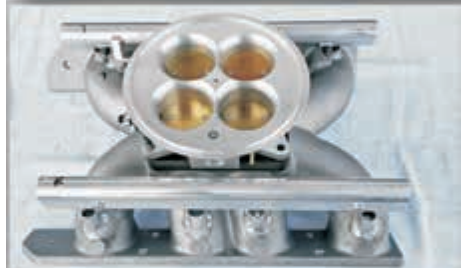
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Calendar of Events

June 4, 2022 - Lebanon, IN 34th Pontiac, Buick, Olds, Cadillac charity car show. We invite the GM companion cars as well, Oakland, Viking, LaSalle and Marquette. Held at Memorial Park, Lebanon, Indiana, presented by the Hoosier Pontiac-Oakland Club (POCI Chapter). Pre-registration \$20 by 5-31-22. For more information contact Linda Hankins **317-839-6201** or email hankins-linda@sbcglobal.net

June 5, 2022 - Falcon Heights, MN 40th annual General Motors Car Club Association (GMCCA) All GM Car/Truck Show. All-makes swap meet and all-makes car corral. MN State Fairgrounds. Hosted by 12 GM car clubs from the greater Twin Cities area and the MN Tomahawk Chapter of POCI. Rain or shine, 400+ show cars, 75+ swappers, 8am to 2pm. Info at www.gmcca.com or Mark Boyum at **651-462-8493**

June 5, 2022 - Macungie, PA 343rd annual GM on Display, sponsored by the Keystone State Chapter of POCI. Held at Macungie Memorial Park (near Allentown, PA). Any previous or current vehicles made by GM are welcome. Get flier from: www.kscpoci.org or email: gmondisplay@gmail.com or call **610-608-7904**. No trophies, but plenty of door prizes, good food, auto flea market, and car talk.

June 11, 2022 - Kansas City, MO 12th Annual Pontiac Tribute Day hosted by the KC Arrowheads Chapter. 10am to 3pm at The KC Auto Museum's "The Underground" located at 600 W. 31st St., Kansas City, MO. All Pontiacs welcome, \$10 entry fee, no judging, rain or shine. Contact Dale Fox **816-215-8841** or Bill Long wrlpsl@aol.com or check our Facebook page for updates <https://www.facebook.com/kcarrowheads.org>

June 11, 2022 - Davisburg, MI 33rd Annual Spring Dust-Off hosted by the Michigan Widetrackers. Event held at the Springfield Oaks County Park, 12451 Andersonville Rd., Davisburg, MI. Sponsored by American Roads Detroit Windsor Tunnel. There will be 26 classes for Pontiac, Oakland and GMCs. Other features include swap area, vendor displays, car corral, dash plaques, door prizes, 50/50 raffle, Chinese raffle and food will be available. Registration begins at 8am, gates to spectators open at 9am. For more information contact Dan Kane **248-396-6848** or email: dandan13@comcast.net

June 12, 2022 - Syracuse, NY The 37th Annual Pontiac/Oakland & GMC Super Show, hosted by the Six Nations Chapter of POCI. Sponsored and held at the Bill Rapp Super Store located at 3449 Burnet Ave. and Thompson Rd., Syracuse, New York. 17 classes, 3 trophies in each class, dash plaques for first 100 vehicles, music and food. Gates open at 9am, go to CNY-PONTIAC.COM for more information. Contact Show Chairman Bob Conniff **315-245-1693** or email rconniff@verizon.net or Art Johnston **315-427-7301** or email ajohnston@twcny.rr.com

June 25, 2022 - Saratoga, NY The 2nd Annual Pontiac-Oakland-GMC Vintage Lawn Show will be held at the Saratoga Automobile Museum, Saratoga, NY, hosted by the Mohawk Valley Pontiacs Chapter, from 9:00am to 2:00pm. Spectators are Free. Pre-Registration is online \$15, Registration Day of Show is \$20. Registrants will receive 2 Free Museum tour passes. Vendors \$30. Trophies awarded, Food available. Rain Date June 26, 2021. 50/50 Proceeds Benefit Museum. Contact Ray DeCrescenzo for Show Info at **518-857-2468** or email raygto@aol.com For pre-registration, show and hotel information contact Megan Hennessey at **518-401-5185** or email megan.hennessey@saratogaautomuseum.org

July 9, 2022 - Milford, MI 8th Annual Summer Roundup hosted by Motor City POCI Chapter #91. Held at Bakers of Milford, 2025 S. Milford Rd., Milford, MI 48381. Open to all years/models Pontiac, Oakland, Buick, Oldsmobile, & GMC Trucks. Awards: 35 Judges Choice, Best of Show plus 10 other awards. Registration form at www.motorcitypoci.com under FORMS, 2022 Forms. For more information contact Kenny Galdes **313-549-6531**

July 12-16, 2022 - Catoosa, OK Pontiac-Oakland Club International Convention. Hard Rock Hotel & Casino, 777 W. Cherokee Street, Catoosa, OK 74014. For more info call David Dorman **918-730-2838** or email superdutyta455@gmail.com

July 16, 2022 - Tacoma, WA 26th Annual "All Pontiac-GMC Show" at the beautiful Griot's Garage facility, 3333 S. 38th Street, Tacoma. Hosted by the Puget Sound Chapter, POCI in the scenic Pacific Northwest. The Show will feature class awards, great raffle prizes, 50/50 charity drawing, music, cake will be served before the awards presentation. Griot's Specials to participants the day of the show. Visit our website www.pugetsoundpoci.com to download the pre-registration applications. \$15.00 for

early pre-registration, \$20.00 day of the show. You may contact Fred Brazil at **253-347-0398** or Tom Kelly at **253-564-1136** or you can email carshowcoordinator@pugetsoundpoci.com

Aug. 7, 2022 - East Aurora, NY Annual All Pontiac Oakland GMC Extravaganza, 10am to 3:30pm, to be hosted by West Herr Buick Cadillac GMC, 535 Main St., East Aurora, NY 14052. Western New York Pontiac-Oakland Club Int. Pre-registration \$12 before August 1st. \$15 up to and including day of show. Special raffle for pre-registration. Goody bags, classes with 1st, 2nd, and 3rd place, participants choice. There will be a Dealer's Choice Best of Show and Participant's Best of Show. Music and food available, basket raffle, 50/50 portion of proceeds go to Tunnel2Towers, WNY HEROES. For more information contact Barb Fuller **716-652-4951**

Aug. 28, 2022 - Islandia, NY 42nd Annual All Pontiac Show at the Garage Eatery, 170 Bridge Road, Islandia, NY. 9am-3pm, great food, raffles, trophies, 17 classes, P/V. Sponsored by Long Island Pontiac Clubs. For flyer and registration info see gtoclubli.com or call Gary Heicklen **917-208-7864**

Sept. 8-10, 2022 - Ephrata, PA 17th Flathead Reunion car event for flathead powered Pontiac, Oakland, and GMC Trucks, hosted by the Early Times Chapter, POCI. Featuring a tech seminar, ladies bus tour, a driving tour, and a show and shine. For more information contact David Luken **309-314-3870** or email dbluken83@gmail.com

Sept. 10, 2022 - Omro, WI 38th Annual All-Pontiac & GMC Show. Scott Park 515 East Main Street, Omro, WI. Sponsored by the Badger State Chapter of POCI. Vehicle registration is from 8am to 12 noon, \$10.00 per car. Food and beverages available in a beautiful park setting along the Fox River. Music, playground for kids and fun for all! For more information contact Todd Zimmerman **920-889-0895** or email tazimmy@aol.com, or Derrick Hottenstine at **920-284-6938** or email varsityglfr2@gmail.com, or Dick Boneske at **920-450-1040** or email bocoogto@charter.net

Sept. 16-17, 2022 - Great Bend, KS Pontiac Uprising #33, all Pontiac indoor car show and drag racing. Event sponsored by the Greater Wichita GTO & Pontiac club. Event held at the historic SRCA Dragstrip. All new concrete track and pits. Friday afternoon test and tune, Friday evening tech session and diner, Saturday race and show. For more information Contact Mike Cooper **316-655-1408**.

—continued

WHAT'S GOING ON IN YOUR WORLD? Post your Comments, Photos, Notes and More!



Tim-
My Trans Am's invoice indicates that it was tagged as a "PEP car/SPL Event" car. PEP (Product Evaluation Program) are vehicles normally driven by senior-level GM Managers for three months, after which they are offered for sale to GM employees or spouses, or used as a dealer demonstration vehicle. The document also indicates it was used for a SPL Event (special event). The "Ship To" information lists TDM, Inc. of Auburn Hills, Michigan. I would like any additional information that may be available on this car and for TDM. I am also curious about this car's non-factory lower front fascia. Thank you!

Denise Clumpner high_priestess_of_pontiac@yahoo.com



West Texas member Dan Smith is now retired and has decided to extract his 1969 GTO for a restoration. You don't get patina like this overnight. He parked it there in 1983!

— editor



Our Pontiac spotter John Baeke came across this 1955 Ambulance just outside of Colona, Colorado.

—editor



Hello, Tim-
The wildfire caused by PG&E in Paradise, California took out the town and many precious vehicles. This was our cherry 2001 GTP with only 40,000 miles on it in 2018. Fortunately, we were able to rescue our 2006 GTO and 2008 Grand Prix SE. Thank God!

Still subscribing to *Smoke Signals* in hopes of finding another GTP. Keep up the great work!

Joseph & Jeri Morreale
Now in Carson City, Nevada (530) 783-9393

Sept. 17, 2022 - Granger, IA 18th Annual Car Show hosted by the Pontiac Club of Iowa. All proceeds to Alzheimer's Association. \$20 entry fee, registration from 8am-12noon, show 10am-2pm. Free food and drink, 15 awards, all makes welcome. Contact Dave Brown **515-249-0903**

Sept. 17-18, 2021 - Pontiac, IL 10th Annual All Pontiac Cruise and Show. \$30 for both days, \$20 for Sunday only. Held in beautiful downtown Pontiac, IL. Proceeds benefit the Pontiac-Oakland Museum. Contact Chris Winslow **636-294-8104**, chriswinslow@charter.net or Brian Sorensen **630-991-1465**, bsorensen1@comcast.net.com.

Sept. 17-18, 2022 - Springfield, MO Show-Me Regional car show and cruise hosted by the Greater Ozarks Chapter. Show at Thompson Cadillac, Buick, GMC. 1555 E. Independence St., Springfield, MO. All Pontiac, Oakland, GMC, Buick, Oldsmobile and Cadillac models welcome. \$20 entry fee includes pizza lunch, T-shirt, raffle ticket, dash plaque and goodie bag. Car show 9/17, registration 9-11AM, show 11-3, 50/50 pot. Cruise 9/18. For more information email go.poci54@gmail.com

Sept. 25, 2022 - Wallingford, CT 38th Annual Pontiac-Oakland and GMC Fall Car Show sponsored by the Nutmeg Chapter

POCI and Barberino Nissan at Masonicare of Wallingford, 67 Masonic Ave., Wallingford, CT. Rain date Oct. 2nd. For more info contact Mike O'Neill at **203-266-7089** or email chrisonell73@charter.net or visit our website www.nutmegchapterpoci.com
Oct. 16, 2022 - Richmond, VA 32nd BOPC show sponsored by Old Dominion Chapter of POCI. Show held at Haley Buick-GMC Airport, 5500 S. Laburnum Ave., Richmond, VA.

Open to all Buicks, Pontiacs, Oldsmobiles, Cadillacs, & GMC Trucks. Registration fee is \$20.00 day of show, pre-registration fee is \$15.00. Registration cut-off day of show is 12:00 noon. Show hours are 9:00 AM to 4:00 PM. For more info contact Mike Abernathy **804-328-1419**, bigchf2011@gmail.com or Mark Howerton **804-914-0126**, mhowerton59@aol.com or see flyer at www.olddominionpoci.org



GO-POCI Chapter #54 of the Pontiac-Oakland Club, International was very proud to present a check to Ozarks Food Harvest for \$1,200. That charity was chosen by our members as the recipient of our 2022 charitable efforts. For every dollar OFH takes in enables them to purchase the equivalent of \$10 worth of food. So, our \$1,200 turned into \$12,000!

Pictured (L to R) are Rob Snelling (President, GO-POCI), Frank Hicks (GO-POCI), Mike & Becky Logan (GO-POCI), Judy Hicks (GO-POCI), Jennifer Sickinger (OFH), Bill & Meredith Whiting (GO-POCI) and Greg Clanton, (GO-POCI).

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Best Chapter Display Award 2022

There are three awards: Award of Excellence (1st Place); Award of Distinction (2nd Place); and Award of Merit (3rd Place). These awards are presented at the Chapter Night Awards Ceremony. To compete, you must observe the following criteria:

1. Membership roster with POCI numbers must be postmarked by 4/30/2022 to assigned Director who must forward to POCI VP and POCI Secretary by or before May 31, 2022
2. Annual report must be postmarked by 04/30/2022 to the assigned Director who must forward to POCI VP and POCI Secretary by or before May 31, 2022
3. Your chapter must set up a display in the Chapter Display Room and the following items and information are recommended to better your score in the competition. Displays must be up by 11:00 am on the day before the Chapter Night banquet.

4. Your chapter display CANNOT be greater than 6 feet in width. Any larger display will not be eligible for competition.

5. Chapter scrapbook featuring: chapter's charter (if available), membership roster, photos of chapter events, photos of member cars, and dash plaques.

6. List of current chapter officers with their contact information, POCI #, number of chapter members attending the 2022 convention, and percentage of members participation in monthly events. Remember, club officers must be members of POCI.

7. Newsletters for the past year and any other chapter related items of interest showing chapter activities throughout the year are encouraged.

All of the above are highly recommended as display items but are not required. The objective is to inform POCI and its members now active your chapter has been for the past year. Past POCI awards are not encouraged but will not count against your chapter judging.

Remember if you are against a wall – you CANNOT use tape or tacks on or in the walls!

Do your interests include other GM Vehicles?



Oldsmobile Club of America
oldsmobileclub.org
517-663-1811



GTO Association of America
publicrelations@gtoaa.org



Buick Club of America
buickclub.org
763-420-7829

• Community
• Shared Interest
• Technical Assistance



Cadillac & LaSalle Club
cadillaclasalleclub.org
614-478-4622



Vintage Chevrolet Club of America
vcca.org
708-455-8222



Pontiac-Oakland Club International
poci.org
763-479-2111



National Corvette Restorers Society
ncrs.org
513-760-6277

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Make Your Car Show Plans

by Steve Cook - POCI Chief Judge

THE

2022 POCI Convention in Catoosa, Oklahoma is showing great promise of enjoyment for our Points-Judged, Popular Vote, Road Warrior, and Original Owner shows. It will be a treat for participants and spectators alike, and we hope that all POCI members will consider making this 50th Anniversary Convention part of their July travel plans.

The Hard Rock Hotel and Casino-Tulsa will be the site of the Points-Judged and Popular Vote Shows as well as the display area for the Road Warriors and Original Owners Displays. The P-J Car Show judging will take place on Friday, July 15, 2022. Please remember, all entries for Points-Judging must be pre-registered by June 20, 2022. NO EXCEPTIONS!

The Popular Vote Car Show, as well as the Road Warrior and Original Owner Displays, will be held in the parking lot adjacent to the Hard Rock on Saturday, July 16, 2022. P-J vehicles are also required to be on display during the show on Saturday. The hosting POCI chapter will have the showfields laid out and clearly marked for assigned parking in the PV Classes. There will be no parking allowed in PV showfield spaces except by those displaying a PV Dash Card of that class. The Road Warriors will have their own area reserved for parking as a group.

The Popular Vote Show classes for 2022 are slightly changed from those of years past, but basically remain the same. The PV classes are reviewed annually, and we use a five-year "lookback" to decide if minor tweaks are warranted. We strive to adjust the classes that have a pattern of low or excessive numbers of participants as well as responding to suggestions received by the Judging Committee. Consequently, certain classes may have been split or combined and the class number may have shifted from a previous year. Therefore, please be vigilant in selecting your PV Class.

The Tech Inspection for P-J, PV, RW, and OO vehicles will occur at clearly marked areas of the Hard Rock's North Parking Lot. There will be a station for P-J vehicles and a separate station for the PV, RW, and OO vehicles. P-J Tech Inspection will be headed up by Mary Sundberg and myself along with additional P-J volunteers. The PV-RW-OO Tech Inspection will be led by Rodney Crockett with fellow hosting chapter volunteers. Both Tech Inspection lines will open at 1:00pm on Tuesday, July 12, 2022 and close at 5:00pm that day.

P-J Tech will also occur from 8am-5pm (with a lunch break from Noon-1pm) on Wednesday, July 13 and Thursday, July 14. PV Tech will also occur from 8am-5pm (with the same lunch break) on Wednesday, July 13 and Thursday, July 14. PV Tech will be open Friday, July 15 on shorter hours, from 8am until 4pm, NO LATER (with same lunch break).

There were some notable changes made to the Official Judging Manual for 2022. All changes were generated by numerous Participant and Judges' requests. Most notable are the following:

- The Fire Extinguisher requirement has been relaxed to a 5-B:C rating. (It had been 10-B:C since 2007.)
- The addition of front disc brakes where not factory equipped is allowed in Semi-Modified classes of Popular Vote. This modification previously mandated a move to a Modified class.

- Vehicles sold through GM dealers that were modified after the factory built them and yet carried a GM factory warranty are now considered Stock for Popular Vote and Points-Judging. These include Firebird Firehawks, Hurst Firebirds and Firehawks, SLP G8s, GMC Sycloons and Typhoons.

Excluded from this change are Mallett Solstices, Macho, Motion, and Yenko Trans Ams, Royal Bobcats, Choo-Choo Customs, and more. These will remain as Semi-Modified or Modified vehicles.

- Modern aftermarket recreations of the Trans Am, such as the "Outlaw Edition" and "The Bandit" that are not titled as a Pontiac (i.e.: dressed-up Camaros) are not allowed in competition and are eligible to show in Display Only - No Awards (Class 66) on the showfield.

Please note that the Protest Period at the Popular Vote Show on Saturday is from 8-9am. Each entrant will need to be in-place and present with your vehicle during the Protest Period. If a rules violation or valid protest has been filed, you will be notified and given a chance to remedy the situation immediately. If you are not present with your vehicle when a violation is found or a class change is necessary, your dash card will be taken and you must see a Judging Official to get it back.

The Popular Vote voting period is from 9am-Noon on Saturday. There will be several clearly marked ballot drop-off receptacles placed around the showfield. You are encouraged to vote once for your own vehicle!

We are always seeking volunteers to participate as Judges in the Points-Judged Show on Friday. Especially needed are individuals with past POCI judging experience and/or a desire to judge Modifieds. We are strongly requesting that all Judge Volunteers attend the Judges Training seminar on Thursday, July 14, from 1-3pm in the "Bear Room." Please notify me ASAP if you are willing and able to judge at this year's show.

I have provided only the basics here to assist you in planning your time schedule for the upcoming 2022 POCI Convention. Should you have any further questions, the updated Official Judging Manual is accessible online at www.POCI.org, where we have tried to provide all guidance as related to the shows and displays. If you still have questions that are not answered online or in the OJM, please feel free to contact me at scook5454@aol.com, jumbodog54@sbcglobal.net, or (314) 795-4700 (text or call). **JN**



Mary Sundberg at tech inspection, 2021 convention.

PONTIAC - OAKLAND - GMC VINTAGE LAWN SHOW

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RAIN DATE JUNE 26TH

9:00 AM - 2:00 PM

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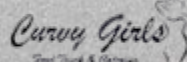


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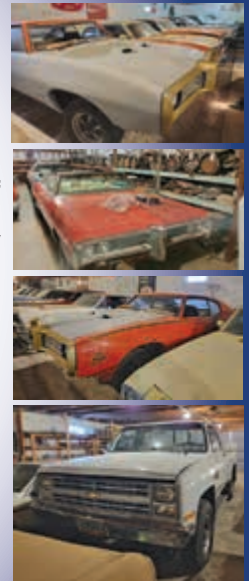
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Because there were several technical issues associated with the Popular Vote results from the 2021 POCI Convention held in Uncasville, Connecticut, we were unable to present those results here in *Smoke Signals* in a timely manner along with each winner's corresponding photograph. The POCI Judging Committee apologizes for any inconvenience and has recently opted to go ahead and publish just the official list of winners. Thank you for your patience, and congratulations to each recipient!

- PV1 - All Oaklands - Most Outstanding - Noel & Star Evans - 1929 Oakland
- PV2 - 1926 - 1936 Pontiac - Most Outstanding - Bernard Sheret - 1932 Pontiac
 Outstanding - David Mills - 1936 Pontiac
 Outstanding - Wheeler Bradley - 1933 Pontiac
- PV3 - 1937 - 1948 all models except SW - Most Outstanding - James Patterson - 1941 Pontiac
 Outstanding - Jerry Plante - 1947 Pontiac
- PV4 - 1949 - 1954 all models except SW - Most Outstanding - John Lennox - 1953 Pontiac
- PV5 - 1955 - 1957 all models except SW & Custom Safari - Most Outstanding - Karl Petry - 1955 Pontiac
 Outstanding - Wheeler Bradley - 1957 Pontiac
- PV6 - 1955 - 1957 Custom Safari only - Most Outstanding - Wheeler Bradley - 1957 Safari
 Outstanding - Noel & Star Evans - 1957 Safari
 Outstanding - Bruce Deane - 1955 Safari
- PV7 - 1958 all models except SW & Custom Safari - Most Outstanding - Pete Balasis - 1958 Bonneville
- PV8 - 1959 - 1960 all models except SW & Custom Safari - Most Outstanding - Joe Carfagna - 1959 Bonneville
 Outstanding - Greg Cook - 1959 Bonneville
 Outstanding - Michael Croftcheck - 1959 Bonneville
- PV9 - 1961 - 1962 full-size except GP, SW & SD - Most Outstanding - Robert Ricci - 1962 Bonneville
 Outstanding - Frank Tupka - 1962 Star Chief
- PV10 - 1963 - 1964 full-size except GP, SW & SD - Most Outstanding - Bob Lefferts - 1964 Bonneville Conv.
 Outstanding - Michael Smith - 1964 Catalina
 Outstanding - Frank Tupka - 1964 Catalina
- PV11 - 1964 - 1970 2+2 US & Canadian (Doc. Req.) - Most Outstanding - John (Jack) White Jr. - 1967 2+2 Conv.
 Outstanding - Edward Gangwisch - 1964 Parisienne
- PV12 - 1965 - 1966 full-size except SW, GP, 2+2 - Most Outstanding - Paul Ferri - 1965 Bonneville
 Outstanding - Jonathan Kitchner - 1965 Star Chief
- PV13 - 1967 - 1970 full-size except SW, GP, 2+2 - Most Outstanding - Daniel Fiore - 1969 Catalina
 Outstanding - Mark Mastrangelo - 1967 Catalina
 Outstanding - Hugh Purnell - 1967 Ventura
- PV14 - 1971 - 2005 full-size except SW, GP, 2+2 - Most Outstanding - Christopher Povirk - 2002 Bonneville SE
 Outstanding - George Burbage - 1972 Grand Ville Conv.
 Outstanding - Michael Duggan - 1971 Grand Ville Conv.
- PV16 - 1964 - 1965 GTO (documentation required) - Most Outstanding - Paul Bertrand - 1965 GTO
 Outstanding - Stephen Freitas - 1965 GTO
 Outstanding - Daniel Levasseur - 1965 GTO
- PV17 - 1966 - 1967 GTO - Most Outstanding - Paul Bourbeau - 1967 GTO
 Outstanding - Gary Cathon - 1966 GTO
 Outstanding - Sal Criscuolo - 1967 GTO
- PV18 - 1968 - 1969 GTO, except Judge - Most Outstanding - Patrick Carifa - 1968 GTO
 Outstanding - Robert Corazzini - 1968 GTO
 Outstanding - Charlie Egiros - 1969 GTO
- PV19 - 1970 - 1974 GTO, except Judge - Most Outstanding - Carmine Annunziata - 1974 GTO
 Outstanding - Paul Ferri - 1971 GTO
 Outstanding - Richard Leblanc - 1970 GTO
- PV20 - 1969 - 1971 Judge Hdtp & Conv. (Doc. Req) - Most Outstanding - Frank Chapman - 1970 GTO Judge
 Outstanding - Jim Meissner - 1969 GTO Judge
 Outstanding - James Paciorek - 1969 GTO Judge
- PV21 - 2004 - 2006 GTO - Most Outstanding - Gary Heicklen - 2006 GTO
 Outstanding - Kim Schroeder - 2006 GTO
 Outstanding - Mark Tilson - 2006 GTO

- PV23 - 1964 - 1970 Tempest, LeMans, except SW - Most Outstanding - Richard Bragg - 1967 LeMans
 Outstanding - Steve Calabrese - 1964 LeMans
 Outstanding - Thomas Smith - 1969 LeMans
- PV24 - 1971 - 1981 Compact, Intermediate - all models - Most Outstanding - Charles Huntington - 1975 Astre Safari
 Outstanding - George Burbage - 1972 LeMans
 Outstanding - Tom Barrett - 1971 LeMans conv.
- PV26 - 1962 - 1964 Grand Prix - Most Outstanding - Robert Carpenter - 1962 Grand Prix
 Outstanding - Kevin Spurgeon - 1964 Grand Prix
 Outstanding - AJ Koszi - 1962 Grand Prix
- PV27 - 1965 - 1968 Grand Prix - Most Outstanding - Jon Bertrand - 1965 Grand Prix
- PV28 - 1969 - 1970 Grand Prix, SJ, SSJ - Most Outstanding - Ronald Maurer - 1969 Grand Prix
 Outstanding - Matt Dugan - 1970 Grand Prix
 Outstanding - Mark Pataluch - 1970 Grand Prix
- PV29 - 1971 - 1972 Grand Prix, Hurst, SJ, SSJ - Most Outstanding - David Covino - 1972 Grand Prix
- PV30 - 1973 - 1986 Grand Prix, GP 2+2 - Most Outstanding - Ernest Boyd - 1986 Grand Prix 2+2
- PV31 - 1988 - 2008 Grand Prix - Most Outstanding - Brian Engele - 1998 Grand Prix
 Outstanding - Joseph Collette - 1997 Grand Prix GT
- PV32 - 2006 - 2010 Solstice - Most Outstanding - Gary Dinofrio - 2009 Solstice
 Outstanding - Eileen Wood - 2009 Solstice
 Outstanding - Jean Britt - 2007 Solstice
- PV33 - 2005 - 2010 G5, G6 - Most Outstanding - Justin LaClair - 2008 G6 GXP
- PV34 - 2008 - 2010 G8 - Most Outstanding - Victor Madden - 2010 G8 GXP
- PV35 - 1911 - 2021 GMC - all models - Most Outstanding - David Stafford - 2013 Yukon XL
 Outstanding - Hillis Mathes - 2015 3500
 Outstanding - Bob Serrao - 2009 1500
- PV36 - 1967 - 1968 Firebird - Most Outstanding - Frederick Digiacomio - 1967 Firebird
 Outstanding - Pasquale Garafola - 1968 Firebird
 Outstanding - John Hurley - 1968 Firebird
- PV37 - 1969 - 1970 Firebird, except Trans Am - Most Outstanding - Ted Marek - 1969 Firebird
 Outstanding - Bob Pokress - 1969 Firebird
- PV38 - 1971 - 1981 Firebird, except Trans Am - Most Outstanding - Wolfgang Feist - 1974 Firebird
 Outstanding - Frank Gatarz - 1972 Firebird
- PV41 - 1974 - 1981 Trans Am - Most Outstanding - Paul Ferri - 1974 Trans Am
 Outstanding - Greg Pavan - 1978 Trans Am
- PV42 - 1982 - 1992 Trans Am - Most Outstanding - Douglas Charnley - 1991 Trans Am
 Outstanding - Robert Earl - 1989 Trans Am
 Outstanding - Carlos Martins - 1989 Trans Am
- PV44 - 1998 - 2002 Trans Am - Most Outstanding - Michael Weiss - 1998 Trans Am Conv.
 Outstanding - Gustav Kutschker - 1999 Trans Am Firehawk



David Mills, 1936 Pontiac, Awarded Outstanding in the 1926 - 1936 Pontiac class.



Charles Huntington, 1975 Astre Safari, Awarded Most Outstanding in the 1971-1981 Compact/Intermediate class.



Noel & Starr Evans, 1929 Oakland, awarded 1908 - 1958 Best of Show.

- PV46 - 1937 - 2010 SW, Limo, Ambu, Comm. - Most Outstanding - Merle Green Jr. - 1959 Bonneville Wagon
 Outstanding - Robert Farland - 1970 Catalina Wagon
 Outstanding - Joe Wheat - 1953 Chieftain Deluxe Wagon
- PV48 - 1926 - 1960 Semi-modified - Most Outstanding - Lou Calasibetta - 1958 Chieftain
 Outstanding - William Vance - 1957 Chieftain
 Outstanding - Tommy Petry - 1950 Chieftain
- PV49 - 1961 - 1965 Semi-modified - Most Outstanding - Vincent Lipari - 1965 Grand Prix
 Outstanding - Stephen Masse - 1964 LeMans Conv.
 Outstanding - Ronald Fish - 1962 Tempest
- PV50 - 1966 - 1967 Semi-modified - Most Outstanding - Benjamin Zanni - 1966 Grand Prix
 Outstanding - Matthew Morana - 1966 GTO Conv.
- PV51 - 1968 - 1970 Semi-modified - Most Outstanding - Mitchell Gage - 1968 Catalina Wagon
- PV52 - 1971 - 1985 Semi-modified - Most Outstanding - Scott Medzi - 1973 Grand Am
 Outstanding - Fred Defrancesco - 1972 LeMans Sport Conv.
 Outstanding - Dan Kovalik - 1979 Trans Am
- PV54 - 1964 - 1965 GTO Semi-modified - Most Outstanding - Donald Parlee - 1965 GTO
 Outstanding - Scott Scribner - 1965 GTO
- PV55 - 1966 - 1967 GTO Semi-modified - Most Outstanding - Doug Hoffman - 1967 GTO
 Outstanding - Richard Last - 1967 GTO
- PV56 - 1968 - 1974 GTO Semi-modified - Most Outstanding - Paul Fitzgibbon - 1969 GTO
 Outstanding - Todd Goldman - 1968 GTO
- PV57 - 1964 - 1974 GTO Modified - Most Outstanding - Steve Fenimore - 1965 GTO
 Outstanding - Robert Whitchee - 1967 GTO
- PV59 - 1911 - 2021 GMC Semi-modified & Modified - Most Outstanding - Michael Hammond - 1959 1500
- PV61 - 1949 - 1964 Modified - Most Outstanding - David White - 1956 Safari
- PV62 - 1965 - 2021 Modified - Most Outstanding - Scott Peitzsch - 1970 Bonneville Conv.
 Outstanding - Joseph Grosso - 2006 GTO
 Outstanding - William Reich - 2009 Solstice
- PV63 - Custom (Pontiac Bodied) - Most Outstanding - Myron Wadleigh - 1961 Star Chief
- PV64 - Factory Experimental, SD, RA V, Prototypes - Most Outstanding - Richard Salzillo, Jr. - 1967 Fitch Firebird
- PV65 - All Race - Most Outstanding - Timothy Truax - 1960 Catalina
 Outstanding - Jim May - 1964 GTO/Tribute

Best of Show 1908 -1958 - Noel & Starr Evans - 1929 Oakland

Best of Show 1959 - 1981 - Paul Farri - 1964 Bonneville

Best of Show 1982 - Present - William White - 2006 GTO



Edward Gangwisch, 1964 Parisienne Conv., Awarded Outstanding in the 1964 - 1970 2+2 and Canadian class.



Wheeler Bradley, 1957 Custom Safari, Awarded Most Outstanding in the 1955 - 1957 Custom Safari class.



Merle Green Jr., 1959 Bonneville Safari, Awarded Most Outstanding in the 1937 - 2010 SW, Limo, Ambulance class.

31st Annual



Thank you to all the Pontiac Fans for making this the **Premier Pontiac event in the Country.**

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EARLY TIMES CHAPTER FLATHEAD REUNION 2021

The Early Times Chapter
held their 16th Annual Flat-
head Reunion on
September 8-11, 2021,
in Mineral Point, WI.

*Story and photos by
Mary Van Altvorst*

Pontiacs parked outside the Brewery Pottery Studio, as originally built in 1850.



THE 2021 Reunion was hosted by our Chapter Vice President and his wife, David and Bobbi Luken. We had members arriving from across the country, happy to be together again after a year off due to the pandemic.

Many members arrived early Wednesday for a planned tour of the Brewery Pottery Studio. There, we watched a demonstration of the pottery wheel and kiln. Afterwards, we continued to explore the historic town of Mineral Point with its variety of shops, restaurants and a cheese factory where many members sampled cheese curds for the first time. Yes, they do squeak when you eat them!

In the evening, we held our Meet-and-Greet where several new Flathead Reunion participants were welcomed. It was a great time catching up with others and meeting new people, and of course talking about our Pontiacs.

On Thursday, the ladies boarded a luxury coach destined for Galena, Illinois. They started their day with a trolley tour of the town where 85% of the buildings are on the National Historic Register. Then they hit the downtown area which is full of home décor, kitchen and antique

shops. The town has blocked-off the main street so the restaurants could offer plenty of outdoors seating. Our group enjoyed shopping, lunch, and wine tastings. Yes, almost all the ladies found the popcorn store!

While the ladies were off doing their

thing, the men were involved in “Tech Day.” They had enough Pontiacs with issues to keep them busy all day, addressing charging and brake fluid issues and one with a rough idle. Tech Day seemed to continue into the next day for a couple of Pontiacs on the way back to the hotel after



Members Rich and Nancy Byerley along with Mary Van Altvorst (in red) having fun by their 1953 Catalina Coupe.



Bob Krutke and Dave Mrazik took home Best Display, Post-War.

the driving tour. A 1928 was having vapor lock issues and then a brake line went bad on the front wheel of a 1951.

Friday offered our traditional driving tour. This time we did seventy miles round trip. The Pontiacs ranged from 1928 to 1954. We drove to New Glarus, a town established by Swiss immigrants. There, we toured the Historic Swiss Village, which was a recreation of the town from 150 years ago. Then, on to the New Glarus Hotel where we were served a family-style Swiss lunch. Also, a great spot for a group photo!



Ralph and Ellen Hamilton of Belmont, Ohio pose with their 1940 Business Coupe.

We rounded out our four-day event on Saturday with our Show & Shine event. While many of us were dressed in our period-correct clothing, we enjoyed perfect weather for showing off our Pontiacs! The day ended with a banquet where car awards and recognitions are announced just for the fun of it.

Come join us for our next Flathead Reunion on September 7-10, 2022 in Ephrata, PA.

To learn more about our chapter and to see even more pictures from our Flathead Reunions, follow us on our Early Times Facebook page. *JIN*



Award winners were:

Best Display Pre-War:
Jay and Mary Van Altvorst (above) with their 1928 Landau Sport 4-Door Sedan

Best Display Post-War:
Robert Krutke and David Mrazik with their 1951 Chief-tain Deluxe 4-Door

Long Distance Trailered:
Merrill and Sally Mundell of Vermont trailered their 1934 4-Door Sedan 1,065 miles

Furthest Driven:
John Case from Washington drove his 1936 Master Six 4-Door Sedan no less than 1,821 miles! John had a little incident on the way to the Reunion when in Montana he dodged a herd of deer. He discovered green tape works great in place of broken hinges to keep the trunk lid closed. He continued on and made it safely to Wisconsin!



Furthest Driven, John Case with his 1936 Master Six.



Jay Van Altvorst placing his vote during the car show.

Woody Guthrie Center

One of the area's newest attractions is the Woody Guthrie Center in downtown Tulsa's arts district. The Center is dedicated to preserving Woody Guthrie's body of work and celebrating his life and the continuation of his legacy.

Features include an interactive museum where the public can view musical instruments used by Guthrie, samples of his original artwork, notebooks and lyrics in his own handwriting, and photographs and historical memorabilia. A short biographical film is available to view along with samples of his music and that of other artists who were influenced and inspired by Guthrie.

"Bruce Springsteen Live!" will be available to visitors of the Woody Guthrie Center through September 25, 2022. The exhibit will feature iconic artifacts, live performance footage, instruments and stage costumes, exclusive interviews, concert posters and photography, as well as unique interactive displays to immerse fans in Springsteen and the band's creative process.

Tickets are on sale now at:
www.woodyguthriecenter.org



Recapping our POCI Convention Tours, Activities and So Much More!

Here's a timely review of the many available planned tours and activities that await your Oklahoma visit this summer.

by David Dorman



Pioneer Woman Tour

OUR fascinating slate of POCI bus tours begins with a journey to nearby Pawhuska, Oklahoma where our members will be treated to an intimate look into the world of famous *Pioneer Woman* star Ree Drummond. Ree, of course, is a well-known author of numerous books, Food Network TV personality, business owner, and wife of one of the largest private land-owners in the U.S.

She has been married to Ladd Drummond for 25 years and together they have five children.

Upon our arrival in downtown Pawhuska, you'll be able to freely stroll the area. Be sure to visit The Mercantile which contains a general store, restaurant, and bakery operated by the Drummonds. They also own a Boarding House, pizzeria and ice cream shop — all located within the downtown district.

Most of Pawhuska's downtown area has been restored to support the large number of curious visitors with its unique attractions. Recently, filming of a more than \$200-million movie based on the novel, *Killers of the Flower*

The Indian Nations Chapter is ready to welcome you to the 50th anniversary of POCI's International Convention. This milestone event will take place in Catoosa, Oklahoma, near Tulsa and adjacent to Interstate 44, from July 12-16, 2022.





Moon, was wrapped. This soon-to-be-released production was directed by Martin Scorsese and features a remarkable cast of A-list actors.

This bus tour will finish with a brief stop at the famous Blue Whale outside Catoosa (as will each of our other featured tours).

Pawnee Bill Tour

The Pawnee Bill Ranch is near the town of Pawnee, Oklahoma. It was once the center of the famous Wild West Show operated by Gordon W. “Pawnee Bill” Lillie. His shows were launched in the late 1800s and were later combined with Buffalo Bill’s similar efforts to ultimately create “The Two Bills Show.”

The tour will include a visit to Lillie’s amazing mansion which contains priceless and interesting artifacts from his family’s estate. It is filled with personal photographs, artwork, furniture, and more. Don’t miss it!

Also included here is a visit to the ranch’s Museum which contains memorabilia related to his Western shows, Gordon Lillie’s life, and the Pawnee tribe. The 500-acre ranch has a herd of buffalo, longhorn cattle and several draft horses. The Pawnee Bill Ranch is a must-see example of Oklahoma’s history!

Our visit to Pawnee concludes

with an excellent lunch consisting of award-winning Indian Tacos from Monie Horsechief, combined with an entertaining tribute to John Wayne’s movie character, Rooster Cogburn. This performance comes from Dr. Clarence Benes, a respected college professor at Pawnee Nation College who has portrayed Rooster Cogburn for more than 17 years.

Will Rogers Memorial Museum and Coleman Theater Tour

Yet another POCI bus tour begins with a visit to the Will Rogers Memorial Museum in Claremore, Oklahoma, where a spectacular 19,000

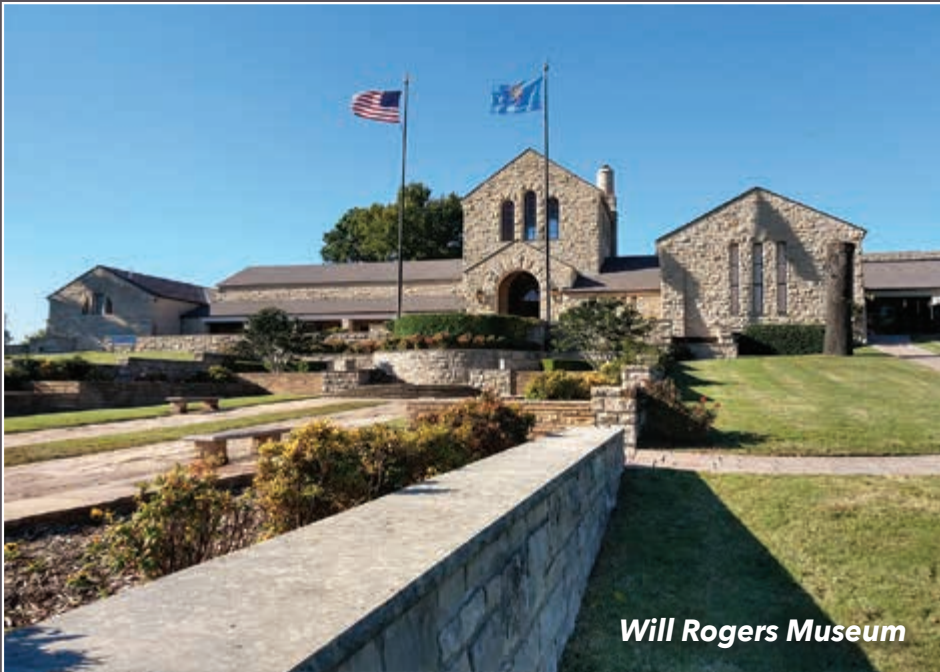
square-foot limestone facility contains the largest collection of Will Rogers memorabilia in the world. The museum features no fewer than 12 galleries, a children’s museum, a library and a theater where some of his movies are regularly shown.

The museum’s rotunda contains a famous sculpture of Will Rogers by artist Jo Davidson. Its pedestal is inscribed with Rogers’ famous quotation, “I never met a man I didn’t like.” Outside, the beautiful grounds have a sunken garden where the late humorist, his wife and several family members are entombed.

Next, we’ll proceed to the Coleman Theater where lunch will be served. The Coleman was originally a vaudeville theater and movie palace which first opened to a capacity crowd of 1,600 in April of 1929. Built by local mining magnate George L. Coleman, Sr., the luxurious theater with Louis XV interior design fascinated the audiences who typically paid a dollar per seat to attend the earliest performances. Later acts included Bob Hope, Bing Crosby and a diverse group of singers, actors and entertainers.

In 1989 the Coleman family donated the theater to the City of Miami under the condition that it be restored and used as a performing arts center. The citizens of Miami spent many, many hours restoring this treasure,





Will Rogers Museum

enabling it to later attain a coveted status on the National Register of Historic Places.

Again, please remember that all of the above tours will make their last stops at the famous Blue Whale. Be sure to not miss this iconic Route 66 roadside attraction!

Road Warrior Cruise: Drew's Place

This year's Road Warrior Tour will be *amazing*, to say the least!

Drew's parents owned Pontiacs throughout his childhood, so naturally his first car also had to be a Pontiac! His collection includes that very first car, a 1967 GTO, along with plenty of other collectible cars, motorcycles, fire trucks, memorabilia and so much more. His vintage sign collection is so incredible that you simply have to see it to believe it!

Drew's collection is housed in a main 6,000 square-foot building plus several other buildings. Please allow time to see this extensive collection since he has generously agreed to provide us a tour.

Drew's Place is located a few miles from the Google complex in Pryor,

Oklahoma, an easy 30-mile drive from our host hotel.

Prior to the start of our Road Warrior's cruise, a Driver's Meeting

will be held. There, each driver will be supplied a detailed map with point-to-point directions and mileage. Also, signs will be posted at some intersections and there will be an available phone number and escorts in case anyone "gets lost" along the way. Almost all of this journey will be on a four-lane highway.

All POCI members are welcomed to participate in the Road Warrior Cruise, but because our lunch will be catered, participants must sign-up in advance.

Summary

As you can see, we have plenty of entertainment in store for you and your family. Don't miss any of these tours, as they will forever remain in your memory and provide fascinating insights into our region's treasured history and destinations. We look forward to seeing you in July in Catoosa, Oklahoma! *SM*



Drew's Place

2022 POCI CONVENTION REGISTRATION FORM



50th Annual

Pontiac Oakland Club International Convention

July 12 - 16, 2022

Venue: Hard Rock Hotel & Casino – Tulsa

777 W. Cherokee Street, Catoosa, OK 74015

www.hardrockcasinotulsa.com

REGISTRATION IS REQUIRED FOR ALL MEMBERS, EVEN IF NOT ENTERING A VEHICLE.

MEMBER REGISTRATION FEE: \$65.00 ~ AFTER JUNE 20, 2022: \$85.00
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MAIL THIS FORM TO:



POCI 2022 CONVENTION
PO Box 421
LONG LAKE, MN 55356

Convention Activity Packets with detailed car show registration and activity sign up information will be mailed weekly.

CONVENTION UPDATES ARE POSTED AT WWW.POCI.ORG

FOR CONVENTION QUESTIONS, CALL THE POCI CLUB OFFICE **(763) 479-2111**

HARD ROCK HOTEL AND CASINO (HOST HOTEL)

RESERVATIONS: **(800) 760-6700**, USE CODE **“POCI REGISTRY 2022”**

CONVENTION COORDINATORS: ART BARRETT (417) 737-1469 ARTBARRETT@CENTURYTEL.NET

LARRY CRIDER (918) 798-2765 PONTIACFUN@GMAIL.COM

HOST CHAPTER CONTACT: DAVID DORMAN (918) 730-2838 SUPERDUTYTA455@GMAIL.COM

ORDER CONVENTION T-SHIRTS IN ADVANCE: POCI2022.americants.shop

THE CONVENTION REGISTRATION FEE IS NON-REFUNDABLE.

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Welcome New Members

Steve Hall - Altoona, AL
Jim Sims - Lake Havasu City, AZ
Eric Hankins - Scottsdale, AZ
Steve Bottorff - Tucson, AZ
Joe Van Tienhoven - Armstrong, BC
Paul Jamieson - Studio City, CA
John Astaritan Jr. - Branford, CT
Brian Samson-Botelho - San Leandro, CA
Michael Silva - Wilton, CA
Justin Massey - Carmichael, CA
George Racz - Littleton, CO
Leon Schenkein - Dover, DE
Kevin Ingle - Lithia, FL
Ronald Forester - Clayton, GA
Ronald Knapp - Marion, IA

Aaron Fox - Oakdale, IL
Jeff Beeding - Aledo, IL
Al Fini - Agawam, MA
Peter Maynard - Haverhill, MA
Tyson Brice - Chestertown, MD
Don Longan - Berkley, MI
Jerry Schultz - Mora, MN
Kim Stark - Minnetonka, MN
Hal Hoagland - Butte, MT
Don Belliveau - Lake George, NB
Lanis Wilson - Apex, NC
Kent Beel - Hershey, NE
Robert Crain - Hooksett, NH
Kenneth Makowski - Newton, NJ
John Metz - Audubon, NJ

Rich DeFabio - Wayne, NJ
Robert Grant - Red Bank, NJ
Paul Copeland - Piscataway, NJ
Barry Goldstein - Huntington Station, NY
Jim Weber - Bolivar, OH
Bob Hoffman - Concord, OH
Sam Bell - Etobicoke, ON
John Hughes - Brace Bridge, ON
Jim Haynes - Erie, PA
Patrick Owers - Bulverde, TX
Phil Couch - McAllen, TX
Rulon Johnson - Nibley, UT
Harold Merricks - Danville, VA
Grayson Wiltshire III - Henrico, VA
Daniel Peters - Manassas, VA



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Pontiac 265/301/301 Turbo V-8: Shawn Gurney, PO Box 1535, Point Roberts, WA 98281; 778-999-5235; 301store@telus.net

Ram Air V 303-428: Tom Schlauch, 393 Los Altos Ave., Long Beach, CA 90814; 562-243-0570; gplemans63@aol.com

Overhead Cam Six Engine: Rob Egbert, 14901 Heiland Kies Rd., Anna, OH 45302; 937-538-1525; cammerwagon@gmail.com

Pontiac 1956: Larry Gordon, 344 West Avenue, Palmdale, CA 93551; 661-622-2100;

Web Site: www.pontiacsafari.com

Street Machine: Bob Cella, 31 Crissey Ave., Geneva, IL 60134, Phone/Fax: 630-232-0600;

robertcella2063@comcast.net

Street Rods: Rex Bungarner, 4928 Northcrest Street, Claremont, NC 28610; 828-241-4947;

tigermadness@charter.net

Tempest/LeMans 1961-63: Keith A. Collier, 2007 N. 59th Ave., Phoenix, AZ 85035; 602-315-8602; mechanickeith@hotmail.com

Transmissions Automatic: Steve Peluso, 93 Blackstone St., Mendon, MA 01756; 508-478-8900

Transmissions Manual/Differentials: Brad Duerst, 800-208-8242

Engine Machining: Lyle Haley, 15550 Linnet St. #301, Andover, MN 55304; 763-464-1286

Flat Head Engine Machining: Lyle Haley, 15550 Linnet St. #301, Andover, MN 55304; 763-464-1286

Tri-Power: Rick Gonser, 2452 Ostrom Ave., Long Beach, CA 90815-2420; 562-596-2043;

rickgonser@msn.com; Fax: 562-596-1160; Pager: 714-647-8116

Volunteers for Open Positions and for New Categories are needed!

Please contact the Technical Advisor Coordinator (below) for details.

Technical Advisor Coordinator: Mark Tilson, 1104 Hillrock Dr., S. Euclid, OH 44121;

216-299-2716; til59@aol.com



CLASSIFIED ADS

POCI CLASSIFIED ADS • Advertising Policy

The Pontiac-Oakland Club International, Inc. publishes the classified section of *Smoke Signals* magazine as a courtesy to its active members. This is made possible through the members' dues contributions. POCI makes no claims, either stated or implied, concerning the quality, authenticity or availability of any items offered. Furthermore, POCI claims no responsibility for any transactions good or bad, as a result of the *Smoke Signals* Classifieds Ad section.

We discourage any member from submitting a "For Sale" Classified Ad when they have also submitted a "Feature Car" contribution. Time delays between production of these two sections can result in an overlap in the same issue. Automobiles and trucks featured in this magazine – current or past issues – neither claim nor can claim any endorsement by POCI as to their quality or authenticity; they are featured strictly for entertainment purposes.

Advertisers or members will have three weeks to respond to any complaint received by the Pontiac-Oakland Club International. After three weeks, if the complaint goes unanswered and/or a satisfactory solution is not found, the member or company listed in the complaint could lose all advertising privileges.

IMPORTANT CLASSIFIED AD RULES • Please read before placing an ad

The classified ad section of *Smoke Signals* magazine is reserved for our members seeking information, services, parts, cars, etc. Display advertising is available for members and non-members alike at reasonable rates. Any ads submitted which do not conform to the following rules will be set aside – they may not be sent back, and you may not be contacted. Please read and follow these rules to avoid any inconvenience.

- 1)** Please use the classified ad request form on the next page for your ad submission. A photocopy or a facsimile is acceptable as long as it includes the same data requested. Please type or print neatly. If we cannot read your ad, it will be published as best we can figure out. Please check your ad immediately. Neither POCI nor *Smoke Signals* production company are liable for your ad content or the reproduction of it.
- 2)** Classified ads will run for two months and then be pulled. The code at the end of the ad will reflect the last issue the ad will appear. The same ad can be renewed for an additional two months.
- 3)** Each month, POCI members receive one free ad up to 50 words with one free picture. Words over 50 cost 20 cents per word. Additional ads are 20 cents per word and additional pictures are \$5.00 each. The following do not count as words in the ad: name, business name, price, address, email address, or telephone number.
- 4)** Your POCI number and expiration date must be on the form.
- 5)** **Only one ad per form.** Please check the category for the ad to appear in.
- 6)** **Only Pontiac, Oakland, and GMC requests are allowed.** The only exceptions are the "Services" and "Other" classifications, but they must be Pontiac/Oakland/GMC related (i.e.: car care services or products).

- 7)** **A POCI member name must be included in the ad, not just on the form.** A business name may be listed, but a member's full name must also be included in the ad.
- 8)** **Price must be included.** All ads for any cars, parts or services must have prices. The only exception is for the parting-out of a car.
- 9)** **No phone-in ads or ad renewals will be accepted.** Only mailed, faxed, or e-mailed ads will be accepted for publication.
- 10)** **All ads are subject to review.**
EXTENDED ADS: Members who are vendors or permanent suppliers and wish to place an Extended Ad for PARTS, LITERATURE, MEMORABILIA, INFORMATION or SERVICES may do so. No other categories can have Extended Ads placed. Ads are subject to review (and rejection) by the advertising committee. Extended Ads cannot exceed 50 words and just one picture is allowed. These members may still place a personal ad without the 50 word limit being affected. Extended Ads run for one year and are renewable.
SCHEDULE: All ads are placed in the next available *Smoke Signals* issue after they are received. Expect a deadline around the 20th of each month. Example: ads received by March 20 should appear in the May issue.
REVISIONS: Revisions to an ad already running must be mailed, faxed, or e-mailed. No phone changes will be made.

TO PLACE AN AD

- Mail to: *Smoke Signals* Editor, 205 N. Mill St., Pontiac, IL 61764
- FAX to: 815-844-0285 (If there is no picture)
- Email to: editor@poci.org

SMOKE SIGNALS • Classified Ad Form

Please read the important information on the previous page *before* completing this form.

3 ways to submit your classified ad:

- Mail to: Smoke Signals Editor, 205 N. Mill St., Pontiac, IL 61764 (Photos will not be returned)
- Email to: editor@poci.org (attach a .jpeg photo if desired, with at least 800 x 640 resolution)
- Fax to: (815) 844-0285 (only if no picture required) **PHONED-IN ADS ARE NO LONGER ACCEPTED!**

I WANT MY AD TO RUN: 2 MONTHS EXTENDED (Vendors Only & Information, Services, Memorabilia, Literature & Parts for Sale Categories Only) Extended ads will run for one year and are renewable.

Today's Date _____ POCI Number _____ Exp. Date _____ Name _____

Address _____ City _____ State _____ ZIP _____ Country _____

Phone () _____ — _____ NOTE: Your ad MUST include your name and phone number. All items for sale must include prices except when "parting out" a vehicle.

I WANT MY CLASSIFIED AD TO APPEAR IN THIS CATEGORY (check only one):

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> Information | <input type="checkbox"/> Literature For Sale | <input type="checkbox"/> Literature Wanted | <input type="checkbox"/> Pontiac, Oakland & GMC Vehicles For Sale |
| <input type="checkbox"/> Services Offered | <input type="checkbox"/> Pontiac, Oakland & GMC Vehicles Wanted | <input type="checkbox"/> Pontiac, Oakland & GMC Parts For Sale | |
| <input type="checkbox"/> Memorabilia | <input type="checkbox"/> Pontiac, Oakland & GMC Parts Wanted | <input type="checkbox"/> Lost & Found | <input type="checkbox"/> Other |

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20 cents a word	2.20	2.40	2.60	2.80	3.00	3.20	3.40	3.60	3.80	4.00
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POCI DISPLAY ADS • Advertising Policy

The Pontiac-Oakland Club International, Inc. publishes the Display Advertising section of *Smoke Signals* magazine as a service to Pontiac-oriented businesses and organizations. POCI makes no claims, either stated or implied, concerning the quality, authenticity or availability of any items or services offered. Furthermore, POCI claims no responsibility for any transactions good or bad, as a result of the *Smoke Signals* display ad section. Additionally, POCI and/or the *Smoke Signals* advertising committee reserve the right to accept or reject any advertisement from any person or organization for any reason and without justification for any decision made.

Display advertisers in this magazine, current or past issues, shall neither claim nor can claim any endorsement by POCI as to their quality or authenticity; they are featured strictly for informational purposes.

For Display Advertising questions/submissions, contact:
 Paul Bergstrom, P.O. Box 421, Long Lake, MN 55356
 (763) 479-2111 • E-mail: pociworldhq@aol.com

POCI DISPLAY ADS • Ad Sizes and Rates

Cover (Outside, Back), CMYK, Full Bleed* 8.75x11.25" \$600.00
 Cover (Inside, Front or Back), CMYK, Full Bleed* 8.75x11.25" \$500.00

Interior Pages (B/W or CMYK):	width x height	Monthly
Full Page (Full Bleed)*	8.75x11.25"	\$400.00
Full Page (No Bleed)	7.5x10"	\$400.00
2/3 Page Vertical	4.93x10"	\$300.00
1/3 Page Vertical	2.36x10"	\$160.00
1/3 Page Square	4.93x4.9"	\$160.00
1/2 Page Horizontal	7.5x4.9"	\$225.00
1/2 Page Vertical	4.93x7.45"	\$225.00
1/4 Page Vertical	3.65x4.9"	\$125.00
1/4 Page Horizontal	7.5x2.35"	\$125.00
1/6 Page Vertical	2.36x4.9"	\$75.00
1/6 Page Horizontal	4.93x2.35"	\$75.00
1/12 Page Square	2.36x2.35"	\$45.00

Ads should be submitted as either PDF (fonts embedded) or JPEGs built to proper size and minimal compression. Editor reserves the right to adjust sizes as required.
 * Full Page Bleed Display Ads trim to 8.5x11". Do not use borders near trims.

All ads (except cover positions) are Run of Publication (ROP). Non-contracted, monthly rates shown. Contact Display Ad Manager (at left) for contract rates.
 DEADLINE: All new and updated advertisements must be received by the 1st of the month prior to the publication date (Ex: January 1 for the February issue).

Information Wanted



Pontiac 2+2 Registry: Dedicated to the preservation of the history & lore of the 2+2. All 1964-67, 1986 & Canadian-built 2+2s are welcome! Car Registry, Discussion Forum, Photo/Video Gallery, Articles. Visit www.Pontiac2plus2Registry.com, or contact Jack Anderson at (302) 353-0244. (1/23E)

'71 455 H.O.: Help! Looking for anyone that has a 1971 GTO or LeMans/Tempest H.O. car built at any plant but have particular interest in cars built at the Framingham plant. I do not want your VIN or personal information, I would like to know how close your casting dates are to your build date and how they cast these parts in group lots. If you have a car built in 1971 please call Bill Stoval at (410) 952-2571 (do not get text) (4/23E) (MD)

455 Registry: For 1970-'73 Hardtop/Convertible "A" Body owners. 7,088 were built. Anyone with information on these great cars is welcome. It would be great to share info. Paul Bourbeau (413) 267-5834 hisandhers67gto@aol.com (10/22E) (MA)

Services Offered

Woodward Restoration Services: Specializing in quality rust repair and painting. From a minor scratch to complete disassembly, repair and paint. Over 45 years experience in all aspects of body repair. Located 30 miles north of Pittsburgh, PA. Woodward Restoration Services. Wes Woodward (724) 865-9684 or (724) 272-3467 (6/23E)

Appraisals by AAG: Auto Appraisal Group, nationwide, certified, professional services. Established 1989 providing independent unbiased assessments. All types and years of vehicles. Covering resale, pre-purchase, insurance, donations, estate or divorce settlements, diminished value, and total loss claims. Experienced and knowledgeable agents located across the country. Centralized database assures consistent valuation. Widely recognized by insurers, lenders, US Government and courts. Schedule appointments online at: www.autoappraisal.com or call 1-800-848-2886. Byron Hartman, POCL member #32340, AAG agent at (414) 526-6105 (11/22E) (AZ)

Pontiac Window Sticker Reproductions: Accurate, detailed window sticker reproductions for 1964-1979 Pontiacs. Only original window stickers are used as references. Show car quality, meticulously detailed and researched. These exceed other reproductions in accuracy and authenticity. Satisfaction guaranteed! Contact Mike Noun at; PontiacWindowStickers.com for samples and feedback, or mnoun@yahoo.com (IL) (12/22E)



Pontiac 8-lug Relining and Restoring: New cast iron liners installed using heat shrink method plus Loctite bonding product. Install new Timken races, bearings, then balance them. Fin repair, media blasting, polish fins and painting. We make Balance Plates, Front Disc Brake kits for 1960-'68 full-size Pontiacs. Have been offering this service for over eight years. Check out our website, Pontiac8-lugs.com. Call Larry Groskopf (815) 735-4002, email lgt067@yahoo.com (IL) (10/22E)

Tri-Power Restoration: All years '57-'66, 25 years experience, can repair your unit. Also can build stock or modified unit to your specifications. Jon Havens (314) 838-5533 (MO) jfhavens@sbcglobal.net (2/23E)

PMD Performance Report: PMD Performance Restorations is proud to offer a NEW service for 1964-1979 Pontiacs! We will inspect, photograph, document, and provide a detailed report for your original (or restored) Pontiac. Valuable information when buying or selling a rare Pontiac. Please contact Dave Armstrong; pmdperformance@yahoo.com or call (847) 951-4357 for more information. (12/22E)



Resurrection, LLC: Concours restoration and preservation services. Historic, specialty and collector automobiles. Specializing in Pontiac vehicles. Follow us on Facebook, YouTube and Instagram @/resurrectionLLC; Jake Cryan, Pepperell, MA. Phone: (978) 877-7499 Email: Resurrectionauto@hotmail.com (MA) (6/22E)

Brake Booster Rebuild (yours): 1959-1963 \$235, 1964-1990 \$185. Plating available. Contact Booster Steve or Booster Dave (503) 238-8882 or check out our website: boosterdeweyexchange.com (OR) (7/22E)



Custom Showboards: For your classic vehicles. I design & produce these using your digital photos and data. 18" x 24" x 3/16". Gloss Laminate, weather resistant. Email the data and photos you want on the showboard. Digital photos must be high resolution. I will email you a layout for your review. Upon approval & payment I will produce the showboard and deliver it to you. \$200.00 + tax & shipping, George Disque. Visit my website www.showboardsbygeorge.com or contact me at showboardsbygeorge@gmail.com, (413) 221-6450, (MA) (3/23E)

National Firebird/ Trans Am Club: For all years Firebirds and Trans Ams including the Formula, GTA and Firehawk. Offers color magazines, technical advice, e-magazines, free classified ads that appear in the member magazine, club website, message board, Facebook and Twitter. Established 1984. \$35 Annually, \$45 outside USA, \$25 e-membership. NFTA 5433 N. Ashland Ave., Chicago, IL 60640 USA, (773) 769-7166, info@firebirdtaclub.com, www.firebirdtaclub.com (6/22)

Lost & Found

'65 Bonneville Hardtop: I have an original invoice for a 1965 Bonneville hardtop, VIN 262375P274739. Check your VIN and if you have the car this original documentation should be with it. Contact Bill Stoval at (410) 952-2571 (do not get text) (6/22E) (MD)

Memorabilia



Fender Covers: Dark blue border and Pontiac name. Indian and arrowhead logos in red on white background, length 34 1/2", width 24 1/2", tool tray 5 1/8" wide. Logo panel, 13 1/2" wide, including borders. \$30, PPD. Hoosier Pontiac-Oakland Club. Bill Harris, 1001 Cedar Glen Dr., N. Plainfield, IN 46168 (317) 839-1656 (08/22E)

Rare GMP Diecast Models: Extremely rare 1:24 scale 1970 GTO black convertible, 1 of 350 produced, new in box, very detailed \$150. 1970 GTO RestoMod convertible, very rare, 1 of 1,000 produced, new in box, very detailed \$250. These

models are out of production and no longer available. Pictures available by request. Call Wally Obermann (715) 614-2903 or email; wallyo@nnet.net (WI) (6/22)

Literature For Sale

Literature For Sale: Shop and service manuals, GM-B&C models 1974 through 1996, including one Chilton 1961 year, all in excellent condition, \$15 each plus shipping. Call for year of interest. Len Capizzi (908) 754-4089 (NJ) (8/22)



Royal Pontiac Sales Catalogs: 1963/1968 original Royal Bobcat sticker. These are rare and original. With Royal Pontiac envelope, \$600. Nick McInchak (734) 301-8963 (MI) (8/22)



'57 Literature For Sale: Pair of '57 dealer albums. Both the Presentation Album and the Color and Trim Album are in very good condition, \$375 plus shipping. Contact Tim Dye (815) 842-2345 10am to 4pm (IL) (6/22)



Literature For Sale: Pontiac Dealer Albums: 1959, 1960, 1961 and 1962 Color and Trim Albums and Pocket Facts Books, \$500.00 each year. 1953 Salesman's Facts Book \$60.00, 1965 *Parts Tips* magazines \$100, 1965 Flat Rate Manual \$25, 1965 Pontiac Ad Planner book \$125, 1967 *Parts Tips* magazines \$100, 1986 Press Information Kit \$35, 1982-1989 Firebird Parts, Illustration Catalog. \$50.00. Contact Greg Spreitzer (440) 382-8161 or email; nightdaygp@yahoo.com (FL) (6/22)



Literature For Sale: 1961 Pontiac and Tempest heating, ventilating & air condition manual. 1962 Tempest chassis shop manual. 1964 Pontiac chassis shop manual supplement. 1965 Pontiac body shop manual. All used, \$15 each. Dennis Kluberantz (715) 732-4647 (WI) (8/22)

Oakland/Pontiac Cars & GMC Trucks For Sale



'30 Pontiac Big Six: 4-door Custom Sedan, Model 30309. Wood wheels, stainless steel exhaust system, new wiring, new running board mats (not installed). Glass and interior in very good condition. Radiator shroud and bumpers rechromed. New window shades. Spare tire cover with Pontiac logo and original Oakland dealer name. Includes Oakland/Pontiac service shop manual, \$13,000.

Located in Northeast Ohio. Contact Al Cantale (330) 908-0466, (216) 299-6063; AlsLincoln@msn.com. (OH) (8/22)

'30 Pontiac Model 30309: Project car, body in excellent condition. No interior but have all seat springs. 40% of all wood framing replaced. Car has been on blocks in garage for many years. Lots of documentation and clear title, last ran in the 1990s \$5,000 OBO. Contact Darrel Voorhees (320) 403-3756, (MN) (8/22)

'32 Pontiac Conv.: Street Rod project. Dual horns, taillights, side mounts with steel covers, new patch panels, side mount clamps, floor pan, oval rear window frame and wood kit, less doors. Pictures and registration available \$10,000. Contact Glen Rarick (315) 658-2661-EST nights (NY) (7/22)



'34 Pontiac Convertible: With rumble seat, stored 40 plus years, all new wood in body and top, 99% complete, missing a bumper. Health forces sale, \$52,000 OBO. Contact Fred Olsen (262) 628-1969 (WI) (8/22)



'55 Safari: Frame off, second owner, 389 Tri-Power, original A/C, power steering, disc brakes, original engine included, rust free body. \$59,000 obo, contact Ken Makowski (973) 670-2919 (NJ) (8/22)



'55 Chieftain Catalina 870: Rare 3-speed on column, no power steering or brakes, original 287 4bbl engine, 91k miles, dual exhaust, rear air shocks, original chrome (some pitting/peeling), nice shiny paint with a few flaws, excellent driver/weekend cruiser, \$16,000 Marty Boyum (651) 783-741 (MN) (6/22)

'55 Star Chief Hardtop: 455 Buick motor, Turbo 400 trans, Camaro posi rear. Interior redone, cold air, no rust \$35,000 OBO. Contact Ralph Carbone (330) 637-8266 (OH) (6/22)



'55 Star Chief: 400 CID, 2bbl, with Turbo 400AT, power brakes, power rack & pinion steering, factory A/C, dual exhaust, electric fuel pump, original radio converted to AM/FM/USB. Older restoration, \$19,499. Lorin Bremer (308) 227-2822 (NE) (6/22)



'57 Chieftain Hardtop: 39,000 original miles, repaint 20 years ago, all original automatic, interior like new. Nice original shape, no rust ever. \$35,000 OBO. Contact Ralph Carbone (330) 637-8266 (OH) (6/22)



'59 Catalina Conv.: Older restoration that still shows good. 389 CID with automatic transmission. 2bbl carburetor, dual exhaust, electric fuel pump for backup and priming, power steering & brakes. Original radio converted to AM/FM/USB port, \$49,500. Contact Lorin Bremer (308) 227-2822 or email; ldbremer@atcjet.net (NE) (7/22)

'59 Bonneville: 29,000 mile car, disassembled, professionally rebuilt engine/trans \$4,500. Complete body with NOS windshield \$7,000. Dry storage 26 years. All for \$10,000. Complete restored stock A/C system \$2,800, sold separately. Contact Vince Basile (540) 982-1115 leave message or email; 1961olds@aol.com (VA) (8/22)

TO PLACE AN AD BY MAIL:
Smoke Signals Editor
205 N. Mill St.
Pontiac, IL 61764



'60 Bonneville: Older restoration. Working Bonneville has 400 CID, 2bbl, v8 with Super Hydra-Matic transmission, smooth, shifts well. Gauges and heater functional. Chrome and stainless nearly perfect. Dash as nice as out of factory. Upholstery superbly redone. Top in excellent condition. Odometer reads 11,889. Driven less than 5,000 miles since 1990, \$44,500. Contact Nancy Wuszke (269) 461-6474 (MI) (7/22)



'61 Catalina 2-Door Hardtop: Has '67 400 engine, nice restoration in 1999. Slick paint, no rust, auto transmission, working stereo in trunk, has two batteries, one for stereo. Runs and drives \$20,000. Contact Maryanne Whatley (912) 667-2597 (GA) (7/22)



'61 Bonneville 2-Door Hardtop: Coronado Red with black interior, PS, PB, power windows. Car not original, '64 tilt, 8-lugs, steering wheel, and bucket seats. Stock radio and clock, updated under dash Vintage Air, tach and gauges. 421 engine with 6X heads, '67 wide ratio Muncie trans, long branch headers, '66 Tri-Power and 100 amp alternator. Off frame restoration, all under body parts powder coated. 11,500 miles since restoration in 2015, \$41,000. Contact Michael Mooney (775) 240-1563 (NV) (6/22)



'61 Ventura: PHS documented black with red interior, 4-speed, bench seat, original T10, 1966, 389 rebuilt, chassis has new fuel lines, brakes, exhaust, tires, Kelsey-Hayes 8 lugs, solid honest car, needs paint and interior, driving project \$24,500. Greg Gatlin (404) 732-8994 (GA) (7/22)

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'61 Catalina Convertible: Numbers matching, frame up restoration three years ago. White, black top, green interior. Stock 303hp 389 4bbl, PS, PB, factory electric windows, 8-lugs, dual exhaust. Garage kept, \$37,500, call for more information. Pete Mlot (630) 205-2838 (IL) (8/22)

'62 Bonneville 2-Door Hardtop: Auto, nice chrome, needs glass and interior replaced, also trunk floor. Aqua outside \$4,500. Contact Allen Neer (208) 504-9925 (ID) (7/22)



'62 Catalina Conv.: 389, 4bbl, white with black power top. Upgraded interior, new tires, 8-Lugs, short finned drums \$43,500. Contact Tom Blouw (616) 583-2578 (MI) (7/22)

'62 LeMans Conv.: Restored white with white upholstery, black top. Appraised \$16,500 in 2018. 67Y engine, 4-bbl. A/T, ww radials. Drives sweet, much new. Cover, manuals, etc. New Cloyes timing set, top lines, more! Finned A/T pan, alloy radiator, more. Not quite show, but super nice, quiet, tight. Strong runner, traffic never a problem even on freeway, \$15,000 firm. Might take part trade, esp. Tempest with roof! Wick Humble (530) 345-7766 (CA) (6/22)



'62 Catalina Coupe: Auto transmission, 2bbl carb (with complete 4bbl upgrade). Original interior, 8-lugs, great driver and shows very well. California car with no rust, many extras \$20,000. Brent Thiry (510) 223-4904 (CA) (7/22)



'63 Catalina Coupe: Frame-on resto by former owner, built 389 motor, 4-speed, 3x2s, 3.23 posi, 8-lugs, factory tach. New '63 bucket seat interior, console, Nocturne Blue. Very nice to excellent condition, all '63 parts used, tilt wheel, PS, PB, and lots more, \$34,500. Dave Inman (712) 732-3372 (IA) (8/22)



'63 Catalina 2-Dr Hardtop: Nut and bolt restoration. PHS documented, 421 C.I. (nom), dual quads, 4-speed, 3.64 posi, PS, 8-Lugs, tach, gauges, bucket seats. Black with Tri-Color red interior. 500 miles since restoration, asking \$64,900. Call Jeff Johnstone (248) 320-1316 (FL) (8/22)



'64 Bonneville Conv.: Black with white interior, full body off restoration by award winning restoration company. Loaded, Tri-Power, bucket seats, center console, auto, air, power windows, power vents, transistor ignition, tilt steering wheel, tachometer, speed control, 8-lug wheels. Restored to highest standards with many NOS parts, the best 1964 you will find. Approximately one thousand miles, \$80,000. Contact Ed Kodet (612) 377-8256 Email: edkodet@msn.com (MN) (7/22)

'64 Bonneville 2-Door Hardtop: 389 4bbl, 4-speed automatic, tilt steering, reverb, rear defogger. Original paint and Cordova top, car is blue/green, very nice interior, runs and drives well \$12,000. Contact Mark Caswell (906) 399-7558 (MI) (7/22)



'64 Bonneville 2-Dr Hardtop: Good solid survivor, nice original interior. New tires, \$1,300 spent on rebuilt transmission. New paint, V8 auto, PS,

PB, factory A/C, runs and drives. \$18,950. Contact Steve Horak, Country Classic Cars (618) 635-7056 (IL) (8/22)



'67 Tempest Conv.: All original number matching 326 V8, C6 automatic. It has a 2-barrel carburetor/250 horsepower. Temperature controlled garage, excellent condition \$42,000. Keith Perry (402) 813-4047 (NE) (7/22)



'67 GTO for sale is a 1967 GTO body stripped and off the frame. The body and frame was dipped and de-rusted. Needs body work and paint. Trunk pan, rocker panels, A pillars, fire panel, full tubs, taillight panel, sail panel/package tray, floor pans, quarter panels, all real steel not Chinese. Professionally installed. 1970 XH-coded Pontiac 400, Comp Cam 280 roller cam, bored .040, forged crank, 3 angle valve job, Victor II intake, ported and polished. New front suspension, fuel tank, His and Hers shifter and center console. I have all of the interior parts. PHS documentation, Restomod restoration was planned but too many projects. Car is currently in San Antonio, TX. Jorge Nunez (808) 779-6805 (TN) (8/22)

'67 Ventura 2-Door Hardtop: Solid Western body, 400 motor, Turbo 400, power windows, power ant., was A/C car, some components missing. Interior rough, near perfect rear bumper included. Call for honest description \$4,500. Contact Mark Caswell (906) 399-7558 (MI) (7/22)

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'68 GTO Hardtop: Very original, numbers matching, PHS documented. Mayfair Maize, Ivory vinyl top, Parchment interior. Repainted 2016, existing minimal rust removed. Significant mechanical work done since so everything runs and works. Power front disc brakes, P/S, A/T, A/C, power windows. Added hood tach, 3.36 posi, Flowmasters. 91,400 miles, \$44,500, price negotiable. Stan Trachtenberg (703) 283-8885 (VA) (6/22)



'69 Grand Prix SJ: Original survivor with rebuilt 428, all power options, auto trans, positraction, gauges and hood tach. Liberty Blue paint with blue cloth bucket seat interior. Best offer around \$27,500. Contact Harold Vigil (845) 359-1736 or cell (845) 480-4697 (NY) (7/22)



'69 Firebird **SOLD** Original owner in 1969. Numbers matching 350, 2bl, PS, Power Front Disc Brakes, power top, PA, original space saving spare. New copper radiator. Nice top and rear window. Set of Rally wheels included. AACA Senior Award, always garaged. Last restored in 2005. \$39,000, John Downing (315) 382-9272 (NY) (8/22)



'69 GTO Judge: RA III 400, M21 4-speed, 3.55 rear, T3 headlights, new dash gauges, new Optima battery, Goodrich tires, Carousel Red, original black interior, PHS, matching numbers, appraisal, 69,000 miles. Excellent condition, no rust, ride and handling package, factory hood tach \$77,000. Contact Gerard Tanzi (209) 402-2837 (CA) (7/22)

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'70 Ram Air IV GTO Judge: 4-speed, number matching. Atoll Blue, bench seat, AM/FM stereo 8-track, PS, PDB, Rally gauges, hood tach, tinted glass, JA code Rally wheels. Frame-off restoration in 1999, 17,000 miles after restoration, asking \$125,000, will take offers, have lots of pictures and videos. Contact Douglas Barlow (937) 492-9342 (OH) (8/22)



'70 Grand Prix SSJ: Original 110,000 mile car with original documentation including original window sticker and Protect-O-Plate. Options include 455 cubic inch 370hp, auto trans, 3.55 posi rear, loaded with options, \$30,000 or best offer. Contact Harold Vigil (845) 359-1736 or cell (845) 480-4697 (NY) (7/22)

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'70 Grand Prix Model J: Optional 400 cid low compression engine, all mechanicals new or rebuilt, fully loaded \$16,500. Contact Harold Vigil (845) 359-1736 or cell (845) 480-4697 (NY) (7/22)



'71 GTO Judge: "WC" 455 HO, M22 rock crusher 4-speed transmission, 47,000 original miles, Lucerne Blue, original blue interior, earliest known documented 1971 Judge built, assembled first day of production. New tires, frame-off restoration, #1 concours Judge, appraisal, PHS, \$85,500 OBO. Contact Gerard Tanzi (209) 402-2837 (CA) (7/22)



'73 Grand Am: From Tucson, Arizona. Excellent restoration, minimum rust, PHS documentation. All original, extra excellent interior with no seats. Fully loaded, engine has been done \$9,000. Contact Marco Barbato (585) 730-2005 or email: barbato25marco@hotmail.com (NY) (6/22)



'77 Grand Prix: 301, 289, 283, 280, 279, 278, 277, 276, 275, 274, 273, 272, 271, 270, 269, 268, 267, 266, 265, 264, 263, 262, 261, 260, 259, 258, 257, 256, 255, 254, 253, 252, 251, 250, 249, 248, 247, 246, 245, 244, 243, 242, 241, 240, 239, 238, 237, 236, 235, 234, 233, 232, 231, 230, 229, 228, 227, 226, 225, 224, 223, 222, 221, 220, 219, 218, 217, 216, 215, 214, 213, 212, 211, 210, 209, 208, 207, 206, 205, 204, 203, 202, 201, 200, 199, 198, 197, 196, 195, 194, 193, 192, 191, 190, 189, 188, 187, 186, 185, 184, 183, 182, 181, 180, 179, 178, 177, 176, 175, 174, 173, 172, 171, 170, 169, 168, 167, 166, 165, 164, 163, 162, 161, 160, 159, 158, 157, 156, 155, 154, 153, 152, 151, 150, 149, 148, 147, 146, 145, 144, 143, 142, 141, 140, 139, 138, 137, 136, 135, 134, 133, 132, 131, 130, 129, 128, 127, 126, 125, 124, 123, 122, 121, 120, 119, 118, 117, 116, 115, 114, 113, 112, 111, 110, 109, 108, 107, 106, 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1. Original, trip white with blue dash, carpet, and door panels. 2 owners, PHS and many original documents, cold A/C, everything works except clock. Extremely well preserved unmolested survivor, much recent mechanical work, needs nothing. \$24,900 OBO. Ray Smith (631) 662-7148 liguyusa@aol.com (FL) (7/22)

'81 Bonneville Hardtop: Rare 2-door, 2-tone Brown Metallic. Original paint, upholstery, drivetrain. 44k original miles, refurbished 2019. Replaced all belts, hoses, exhaust, tires, headliner, much more. Too much to list, driven regularly. No rust, fully loaded, great condition, drive anywhere, \$12,000. Contact Roy Moore (951) 318-1134 or email: roymc Moore@att.net (AZ) (8/22)

'85 Fiero SE: 2.8 HO V-6, auto, A/C, PW, PB, AM/FM/CD VIN# G2PF3797FP223448. White exterior, gray leather interior, seven year restoration, full records, new tires, 72K on car 26K on engine, aftermarket gauges, full documentation of restoration. Fresh Paint, must see and drive, was a cover car for *Smoke Signals* in March 2009, \$5,900. Jack Johnson (602) 576-6512 (AZ) (6/22)

'88 Fiero GT: 5-speed, red, air, T-Top, 31,626 original miles. All new brakes, rotaries, belts, water hose, tune-up, fuel injectors, exhaust, tires. Four national Best of Show Awards. Asking \$26,200 OBO. Located in New Albany, Indiana, near Louisville, Kentucky. More pictures on my Facebook page. Contact Robert Harris (812) 725-4037 or email: romaharris70@aol.com (IN) (7/22)



'90 Sunbird Turbo GT: Original one owner survivor. Runs great. Fast, fun, quick. 2.0L/OHC. Original aluminum wheels, good tires, gauges w/ tach. Spotless interior and engine bay. A/C, FM/AM radio \$5,000. Contact Hillis Mathes (402) 427-7323 mathes@abbnebraska.com (NE) (7/22)



'93 GMC 3500: C3500 Sierra SLE 2wd 1-ton Black w/red bucket seats, 454-EFI, 4L80E, 4.10-Posi, factory tow pkg, A/C, full power, 173,000 miles. 8' cap, bed liner, new wheels, tires, lights, and battery. Good body, solid frame, clean interior, original unmodified truck, fully serviced, drive anywhere, history available, stored winters. Family owned since 2012. \$10,000 Fritz Najarian (610) 597-7600 (PA) (7/22)

'07 Solstice Roadster: Red, manual transmission, 2.4 motor, low miles, lots of options. Showroom new condition \$17,500. Contact James Witowski (219) 879-2195 (IN) (7/22)



'08 G8 GT: 4-cyl, cloth interior, factory sunroof, no mods except center exhaust baffles removed, never winter driven, tires & brakes new 4,000 miles ago. Super clean car, \$25,000. Contact Mike Winkleman (515) 538-0629 (IA) (6/22)

'09 Solstice Coupe: GXP Turbo, auto trans, burgundy. 9,500 miles, two owners, both geezers, one female at 68 years old, and I'm 78. Never touched by sleazy mechanic. \$37,500, ton of info available, delivery available. Call or email James Whitmer (405) 751-4521; j.whitmer@cox.net (OK) (8/22)

Oakland/Pontiac Cars & GMC Trucks Wanted

'42 Streamliner: Model 2607 or 2807. Looking for a mostly complete car but need not be running. David Luken, (309) 314-3870 dluken83@gmail.com. (IL) (8/22)

'58 Bonneville Convertible: Any condition, but should be mostly complete. Would also consider highly optioned parts cars. Paying cash. Frank Karabetsos, (630) 330-8522 frankkar@aol.com. (IL) (8/22)

'62 Catalina or Grand Prix: Wanted, 1962 Catalina or Grand Prix. Prefer rust-free, no project car, doesn't need to be matching numbers, need it for car cruises and car shows. This will be my final Pontiac. Don't have any cars, 76 years old, will give your car a good home, thanks! Contact George Pappas (630) 561-8713 (FL) (6/22)

'65 Bonneville Conv.: Either #1 or #2+ condition. Must be red with white interior and factory A/C, 389 engine with automatic transmission and bench seat. Low mileage original or older well maintained restoration preferred with zero rust. Contact Harold Elkins (423) 396-9519 (TN) (8/22)

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- To set up an appointment to visit the library in person (best results) call the number above. The library is located at the Pontiac-Oakland Museum, 205 N. Mill St., Pontiac, IL.

Keep in mind the POCI library is mostly comprised of brochures, shop manuals, owner's manuals, dealer albums, some color chips, press photos and misc. There are no assembly manuals.

'69 GTO Judge: Wanted to buy a 1969 GTO Judge, must be a 4-speed car. Any shape, contact Mike Pipia (414) 581-8733 (WI) (7/22)

'75 Grand Ville Convertible: Powder Blue, white interior, white top. Prefer excellent condition, any location. Contact Mike Cannizzaro (847) 471-9580 (FL) (6/22)

'93-'05 Sunfire or Sunbird Conv.: Wanted to buy, a convertible Sunfire or Sunbird 1993-2005 in very good condition. Contact Tim Maddox (304) 410-7602 prefer email; t321sg@yahoo.com (KY) (7/22)

Oakland/Pontiac Cars & GMC Parts For Sale

'27-'29 Parts For Sale: Cleaning out my garage of 1927 to 1929 used parts. Two transmissions, engine block with internals, clutch-fly-wheel assy., 6 cylinder heads, torque tube drive shaft, misc. Contact Donald Ditchburn (705) 799-5117 or email; dditchburn@persona.ca visit; www.Facebook/Ditchburn Antique and classic Autoparts.com (ON, CANADA) (8/22)

Early Part For Sale: '32 V8 hubcap \$150, 1933 headlight stanchions \$95 pair, '33-'34 grille surround bands \$295-\$395 each, left hand taillight stand \$50, '33 hubcaps \$35 each, '34 NOS hubcaps \$195 each \$750 for four, cowl vent \$75, horns \$200. Glen Rarick (315) 658-2661 nights (NY) (8/22)



'28-'58 Fuel Pump Kits: Top quality kits compatible with today's gas. Double action are \$76.50, single actions are \$52.50 & \$8 shipping. Also, excellent reproduction of the 1512015 temperature sending unit that fits 1939-1952 Pontiacs. \$65 & \$7 shipping. Visa, Mastercard, Paypal, Kurt Kelsey (641) 648-9086 kelsey@prairieinet.net (10/22E)

Connecting Rods: 1930-1932 Pontiac split head connecting rods. #1-525009 casting number, rebabbitted, unknown size \$75, \$100 if you want it measured. #1-525984 casting number, rebabbitted, finished .030 undersize. \$100. #1-525984 casting number, rebabbitted, unfinished, .030 undersize, \$75. All prices plus shipping from

V8P 3Z3 (Vancouver Island). Contact Reid Pearce (778) 584-5992 (BC Canada) (6/22)



'29 Pontiac Wheels For Sale: Seven 1929 Pontiac wheels from a roadster \$630.00. No shipping, pick up in Wichita, Kansas. Bob Knutson (417) 414-8732 (MO) (6/22)



'31 Pontiac: Speedometer, amp gauge and ignition switch (no key) \$90 for all three plus shipping. Dave White (860) 315-7659 (CT) (8/22)

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For Sale: '40 Pontiac reconditioned 6 volt Master radio serial #679D, brown crinkle finish with side cowl dual mount antenna \$400. Weather Chief under dash reconditioned heater/defroster Harrison model #146 unit (gray) \$250. Goose-neck #499629, 1937-1949 all \$50. Thermostat 1937-'54 all \$10. Shipping extra. Contact Wes Kumm Jr. (860) 225-1191 (CT) (7/22)

Parts For Sale: Brake shoes and disc pads 1942-'70s the good kind that stop \$45/axle, exchange. Hardware kits \$17, 1954-up E-brake cables \$25-\$50, 1924-'61 front wheel bearings \$25 each, 1956-'70 fuel pumps \$25, 1937-'65 rebuilt carburetors 6 or 8 cylinder \$125, 1950s-'60s shock absorbers \$35 pair. Call Don Nowak (716) 824-2292 or oldcarnut007@aol.com (NY) (6/22)



NOS Underhood Light: NOS underhood light and rusty two-piece light \$150 includes shipping. Gary Opdyke (352) 742-7700 (FL) (7/22)

Parts For Sale: 1950s - 1980s NOS door edge guards, over 150 sets at \$30 each. '57 fender \$150. '65 Tempest/LeMans fender \$125. '57 lower front bumper \$75. '57 spinner hubcaps \$100 each. Many other parts available. Ron Chappin (614) 846-8274 (OH) (6/22)



'50-'51 Parts For Sale: good used. 1951 glove box bezel \$20. '50-'51 Sreamliner trunk lock striker \$15. '51 inside ornaments \$30 pair. '51 hood latch \$20. '51 grille nameplate \$15. Contact Dennis Klubertanz (715) 732-4647 (WI) (7/22)

Parts For Sale: Ansen two-piece bellhousing '55-'60 NHRA app #5001-B \$400. Offy 2x4 intake #5029 '55-'60 new \$300, Cal Custom valve covers #40-2200 new \$300. 1960 doors, fit all 2-door sedans \$200 each \$350 for pair. 1961 nice RF fender \$450, rear axle '55-'60 upper control arm \$50.

'59-'61 NOS LH steel front drum and hub \$175. 1959 power steering pump assembly \$150, 1958 exhaust manifolds with connector, like new \$175. 1960 Wonder Bar radio, gone through \$200. Can deliver to Tulsa convention. Larry Leist (712) 297-8631 (IA) (8/22)

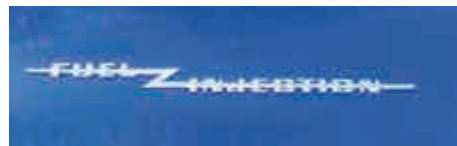
'50 Parts For Sale: Complete rear with 3.90 gears, newer brakes and wheel cylinders, no leaks \$500 obo. 3-speed transmission and bellhousing with new gaskets, no leaks, includes shift linkage and drive shaft \$500. Contact Tommy Petry (802) 681-5784 or email; tipetry@comcast.net (VT) (8/22)



Parts For Sale: Front suspension and brakes removed from a 1953 Canadian Pontiac. Has disc brake conversion in great shape. I'm told less than 300 miles since refurbished. I am willing to assist in some transport, asking \$1,000, open to discussion. Pics available as well as brake conversion info. Wheels and tires not included but available separately. Contact Steve Hertz (717) 329-4818 (PA) (6/22)

Parting Out '56 Catalina: 2-door hardtop 316 Strato Flight hood/trunk trim, steering columns, etc. Call Jim Nelson for details and prices (218) 879-4994 no text (MN) (8/22)

'57 Star Chief 4-Door: Hood \$150, trunk \$150, left front fender \$125, power steering horn ring \$95. Additional miscellaneous parts available. Contact Richard Gaz (805) 498-3393 (CA) (6/22)



'58 Emblems: Fuel injection emblems \$100 each. Contact Larry Hinkle (623) 693-4157 no text please (AZ) (6/22)



'59-'63 Full Size: Power steering pressure hoses for full size Pontiacs. These new hoses are exact reproductions of the originals that I tooled up for because I couldn't find any originals for my own restorations. Pressure hose \$90.00, return hose with clamps \$15.00 plus shipping. Martin Hirsch (845) 753-5025 (12/22E)



'61 Star Chief NOS Taillamp Lenses: NOS 1961 Star Chief Guide taillamp lenses, set of six in boxes \$89.00 plus shipping. See my other listings in the POCL online swap meet section. Email or call Rick Vitti: rickvitti@gmail.com (203) 655-8529 (CT) (8/22)

'61 Bonneville Parts Collection: 30 year collection, lots of NOS and used, including fine convertible body, frame, fenders, bucket seats, nearly all power accessories, NORS door panels, complete A/C, NOS bumpers grilles, eyebrow trim, doors, several sets of 8-lugs, spare holddown and cover plus much more. \$39,000 invested, sale \$20,000 will negotiate. Contact Dwight Johnson (605) 371-5898 (SD) (6/22)



'63-'66 Parts For Sale: '63 Bonneville side trim, no pits, 4 pieces \$600. Tail panel no pits, missing some letters \$300. '66 Grand Prix 2 or 3 minor pits \$200. Contact Mike Gallagher (920) 737-7003 (CT) (7/22)

'63 LeMans: Trans axle with subframe, auto from working car \$300, buyer to arrange shipping. NOS bumper guards \$500, custom hub caps \$300, heater box and core \$200, rocker panel chrome strips \$500. Contact Allan Duncan (716) 937-7235 (NY) (7/22)



'64 Bonneville 2-Door: All 10 pieces of lower chrome, was rechromed in '02 and not installed, wrapped in paper and stored in a dark area. Very shiny \$750 or reasonable offer, plus packaging and shipping. Gary Opdyke (352) 742-7700 (FL) (7/22)

'64 Boneville Conv.: Nice convertible top frame \$850. Can bring to Pigeon Forge or Norwalk. '64 convertible front windshield stainless steel header trim \$100, '64 convertible sunvisor mounts \$100, '64 convertible sunvisors \$50. Mike Gallagher (219) 879-2195 (WI) (6/22)

'64 & '66 Tri-Powers: Time to re-home my 35 year Pontiac parts collection. I have two complete Tri-Power set-ups. '64 does not include the big car air cleaner, the '66 is from a manual trans GTO. \$1,900 OBO for each. Will ship to lower 48 states for \$120 each (shipping costs are crazy high). I have many nice parts, some NOS. What do you need? Mike Gallagher (920) 737-7003 (WI) (6/22)

'64 GTO Hurst 4-Speed Shifter: This was rebuilt by Hurst several years ago and has never been unpackaged. Even has a T-shirt, \$550 plus shipping on 11 lbs. Contact Terry Bagby (904) 608-0185 (FL) (7/22)



'64 Grille Inserts: Rechromed and stored in the dark since '02, \$150 plus packaging and shipping. Gary Opdyke (352) 742-7700 (FL) (7/22)



'64 Spinner Wheel Covers: Nice, \$50 plus packaging and shipping. Gary Opdyke (352) 742-7700 (FL) (7/22)



'65 GTO Parts: 1965 GTO rolling frame with '66 engine, '65 Tri-Power, all new or reconditioned. Muncie 4-speed, 3.73 posi comes with serial number and good Arkansas title \$7,850. Rebuilt tilt column \$850. Front bucket and rear seats. Material from Harry Samuel. Frames blasted,

painted and refurbished professionally, recovered with all new burlap and foam. Star headliner and extra material, I bought all Harry had left for '65, \$2,000. Gas tank, straps and sending unit \$300. Will deliver to Tulsa convention free or possible elsewhere for a reasonable fee. Contact Victor Lee (479) 466-3781 (AR) (7/22)

Cylinder Heads: 1965 Pontiac and GTO cylinder heads 9778777 (77 Heads). These heads were standard on the 389 GTO and 421 Pontiac engines. Magnafluxed, new valve springs, seals, keepers, valves refaced and resealed, \$1,000. Buyer pays shipping of approximately \$200 based on location. Robert Battin (812) 374-2486 or email; rbrbtattin@yahoo.com (IN) (7/22)

'65 Catalina: Rag joint \$25, horn button \$10, rear quarter trim \$10, pitman arm \$25, speedo cable \$10, base windshield molding \$20, sway bar \$25, door hinges \$10 each, LH vent window \$10, LH quarter glass \$20, flywheel cover \$20, window regulators \$25 each. Contact Andre Spanjol (440) 865-5688 (OH) (7/22)

'65-'74 Parts For Sale: 1965-74 GTO, LeMans, Firebird, Grand Prix, 2+2 parts. Engines, rear ends, transmissions, interior, sheet metal, glass, trim and much more. Contact Mike Pipia (414) 581-8733 (WI) (7/22)

'65 Grand Prix Interior: 1965 Grand Prix front bucket, rear seats, door & quarter panels. Original and great condition \$950. Also many other '65 GP parts. Pickup Only, contact Jim Early (734) 621-3546 or email: gtojim73@comcast.net (MI) (7/22)

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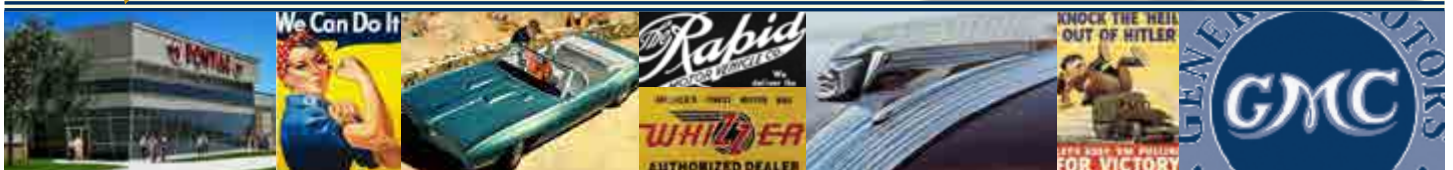
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Part For Sale: '65-'67 chrome alt. strap w/o power steering \$10, Chrome water pump pulley single belt 7 1/4" dia. \$15, Chrome water pump pulley 2-belt 7 1/4" dia. \$15, pair taillights for Pontiac G8 \$30. Larry Zdunek (906) 228-7219 (MI) (8/22)

'66 GTO Parts For Sale: Front and rear bumpers, pair \$475. Automatic shifter with switches \$300. Dash bezel A/C \$450. Original new T-3 headlights \$30, original reverb \$150, front + rear window regulators \$45, pair of taillight assemblies \$300, hood \$450, '67 taillights \$100, dash bezel w/ gauges \$250, backup lights \$40, lots more. Contact Walter Clark (304) 545-6483 (FL) (8/22)



'66-'67 GTO A/C Parts For Sale: '66-'67 Pontiac GTO, LeMans air conditioning controls wire harness with all connectors attached in excellent used condition \$50.00. '66-'67 GTO, LeMans, Tempest air conditioning dash ball vents with retainers \$65.00 pair. More GTO parts available! Contact Greg Spreitzer (440) 382-8161 (FL) (7/22)

'66 GTO Parts For Sale: Hood \$500, front fenders \$125 each, non A/C radiator support \$200. Miscellaneous other small parts available. Contact Charles Infantino (908) 232-3360 (NJ) (6/22)



'67 NOS Bonneville, Catalina, GP: This is an NOS 1967 Bonneville, Catalina, Grand Prix and Executive ignition switch. Part number 1116680, \$65.00 plus shipping. See my other listings in the POCL online swap meet section. Email or call Rick Vitti: rickvitti@gmail.com (203) 655-8529 (CT) (8/22)

'67 Quadrajete: 7027262 Quadrajete for 1967 49 state automatic 400/428. Bought from Dennis Kurbin in the early '90s. Has about 5000 miles on it \$500. Contact Gary Howell (909) 501-9049 (NJ) (7/22)

'68 Hood Tach: 1968 GTO OEM hood tach. Professionally restored to stock specs and moisture sealed. Steel blue background with 5100 redline. Case has scratches, no cracks, glass and face are perfect, includes wiring harness \$600. Jack Keller (210) 478-1333 (TX) (8/22)



'68-'72 Various Full-Size NOS Parts: NOS 1968 Bonneville, Catalina and Executive Station Wagon taillamp housing and bezel. Part number is 5960204 \$90. 1969 NOS Executive Station Wagon LH fender \$250, 1971 1972 Bonneville, Catalina, Grand Ville accessory rear bumper guards #988984, \$70. All plus shipping. See my other listings in the POCL online swap meet section. Email or call Rick Vitti: rickvitti@gmail.com (203) 655-8529 (CT) (8/22)

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Grand Prix Parts For Sale: '69-'72 original carbs, fenders, header panels, parking lenses, deck lids and many more misc. parts. Contact Harold Vigil (845) 359-1736 or cell (845) 480-4697 (NY) (7/22)

'69 QuadraJet Carb: QuadraJet 4-BBL '69 400 428. Fits 1969 Bonneville with 400-428 engine with auto trans. This is a Carter 4-barrel Quadra-Jet carburetor, with a list #7029262 and a date code of E9 (May 1969) \$250. Contact Mike Gallagher (920) 737-7003 (WI) (6/22)

Parts For Sale: NOS '69-'81 V-8 water pump spacer plates #9796349, have 4, made in USA, \$30 each. NOS manual trans bellhousing shield #9794324 \$40. NOS clutch cross shaft/Z-bar #14036151 \$80. NOS 305 4-bbl camshaft #14060653 \$75. '94-'95 GMC 1500-2500 NOS PCM #16197427 \$75. Contact Bob Skorupa (440) 439-3129 (OH) (6/22)



'70 455 HO Motor: Block casting #9799140, engine code YC C-022827. Intake and exhaust manifolds and more. Also includes a Turbo 400 trans stamped 29A19748, \$2,250. Contact Duane Harmon (702) 376-3339 (AZ) (6/22)



Tires For Sale: 2 brand new reproduction Good-year PolyGlas GT F60-15 raised white letter bias belted tires. Mounted and dismounted, never driven. \$425 obo, local pickup, Northeast IL, Randall Ray (630) 740-8840, red694spd@yahoo.com (IL) (8/22)

'70 455HO Cylinder Heads: Pair of rare, one year only, # 64 heads. Disassembled and magna-fluxed. Have heat stress cracks and will need to be welded. Must pick up, \$400.00. Richard Sisson (301) 846-8287 rdoubles@aol.com (MD) (8/22)

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Part For Sale: '70 Firebird exhaust manifold heat shield \$80, '69 Catalina or Bonneville set of 4 hubcaps \$80, '64 Grand Prix taillights \$50, '64 Catalina or Bonneville all four wheel well moldings \$200. Andre Spanjol (440) 865-5688 (OH) (8/22)



Full Size Windage Tray: Two full size windage trays. Both have been bead blasted. \$25 each plus shipping. Larry Groskopf (815) 735-4002 (IL) (7/22)



'73 NOS Bonneville, Catalina, Bezels: This is for three NOS 1973 Bonneville and Catalina taillamp bezels. I have both outers and one inner. Part Numbers are #478006, #478009 and #478010. \$120.00 for the three plus shipping. See my other listings in the POCL online swap meet section. Email or call Rick Vitti: rickvitti@gmail.com (203) 655-8529 (CT) (8/22)



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NOS Parts For Sale: '78-'80 GP front RH wheel well molding \$70, '82-'86 Bonneville 4-door R&L wheel well moldings \$75 for pair. 1960 LH taillamp bezel for all wagons \$80, '59-'61 LH front hub and drum assembly \$125, '61-'64 full size turn signal switch except tilt wheel \$45, '73 Ventura Sprint R or L grille with black diamond pattern \$20, Engine thermo and dist. switch for '70 all V8 and '71 all V8 except 455H0 and '72 all V8 \$145. Larry Leist (712) 297-8631 (IA) (7/22)

Trim Rings: Five 7"x15" Rally II beauty rings \$400. Contact Dennis Weaver (319) 350-1886 (IA) (7/22)

2nd Gen Firebird: Brand new rear disc brake conversion kit for '75-'81 Firebird from Right Stuff. Sells new on Summit for \$1,000, asking \$550 firm. Includes p/n: G10060572 and AFX-RD075. Contact Rodney Crockett (918) 274-8915 (OK) (7/22)



'84 Firebird Emblems: Have two NOS metal decals #10026632, in original wrappers. \$20 each plus shipping. Contact Duane Henke (920) 757-7725 (WI) (6/22)

'04 - '06 GTO Parts For Sale: NOS hood, pad, and scoops in factory box \$900 (must pick up). Gauge clusters, many different years and colors \$125 each. Engine skid plate \$100, Used '05-'06 factory mufflers, low miles \$350 for pair. More stuff for sale. Contact James Witowski (219) 879-2195 (IN) (7/22)

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Wiper Transmission: Need 1935 or 1936 wiper transmission. Must be in good shape, no gear slippage. Mike Scarantino (815) 973-6932 (IL) (7/22)

'49 Pontiac Deluxe: 2-door sedan 39-2611 Need the window garnishes on the doors and the quarter windows, just front and rear side glass garnishes, not rear or windshield. Any help appreciated locating one or all four, or for any leads. Thanks, Dana Brown (951) 410-1155 (CA) (7/22)

'51 15" Rim: Looking for a 15" tire rim for my 1951 Chieftain's spare tire. N.O.S. or good condition one from donor car. Contact Frank Mall (913) 312-2237 email; frank@financialifeoutfitters.com (KS) (6/22)

'57 Pontiac: Need speaker housing, 4-dog dish hubcaps for '57 Pontiac. Contact Steven Coit (860) 917-8339 (CT) (7/22)



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'57 Star Chief 2-Door: Looking for interior stainless trim for front and rear panels (6 pieces). Contact Jack Pata (704) 907-4329 or email: jackpata@hotmail.com (NC) (6/22)

'58 Bonneville: Looking for bench seats, especially rear. Also looking for Bonneville spinner hubcaps. Contact Roger Smith (765) 962-8748 (IN) (8/22)

'63-'64 Grand Prix: Auto console shift linkage, need underneath shifter to transmission rod. It is threaded, please help, thank you. Ed England (775) 265-5040 or email; horge@frontier.com (NV) (7/22)

'63 Grand Prix: Need a center hub for a 1963 Grand Prix 8-lug wheel. Contact Ronald Hannah (218) 259-3906 (MN) (8/22)

'64 Full-Size: Need right outside mirror. The chrome shop lost my right outside mirror base. Need a replacement, will buy whole mirror. Contact Steven Smith (574) 234-7497 (IN) (8/22)

'65 2+2: Seeking 1965 2+2 quarter panel emblem. Contact Raymond Bell (707) 290-1384 (CA) (8/22)

'65 GTO Conv. Molding: Need right and left stainless steel horizontal quarter window belt line ledge reveal molding. They're 17" long pieces that finish between top of door molding and rear quarter belt line or pinch weld molding. Fred Bachmann (315) 829-3843 (NY) (6/22)

'65 Catalina: H.O. exhaust manifolds, tachometer (code 542), under dash Kleenex dispenser. Contact Ed Codd (410) 340-5085 (MD) (6/22)

'67 Bonneville: Rust free trunk floor, '68 will work too. GP and Catalina are too short. I will arrange shipping with U ship.com Contact Mark Simiele (201) 741-1236 or email mrkbraden@yahoo.com (CT) (7/22)

'68 GTO Seats: Looking for original black bucket seats in excellent/good condition. Call James Sullivan (845) 745-1492 (NY) (6/22)

'69 Ram Air IV Motor: Wanted to buy a 1969 WW code Ram Air IV motor, block, 722 heads, 7029273 carburetor. Contact Mike Pipia (414) 581-8733 (WI) (7/22)

Ram Air V: Looking for "A" Body exhaust manifolds and a factory 2 x 4 bbl intake manifold. Kenneth Colacino (917) 660-5804 or; kcal69@hotmail.com (NJ) (6/22)

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'77 Ventura: Wanted, bucket seats and white door panels plus any other white interior trim, soft rubber front bumper filler, fender emblems, tach and gauges, and nice Formula steering wheel. Contact Tim Dye (815) 842-2345 or email; okoils@hotmail.com (IL) (6/22)

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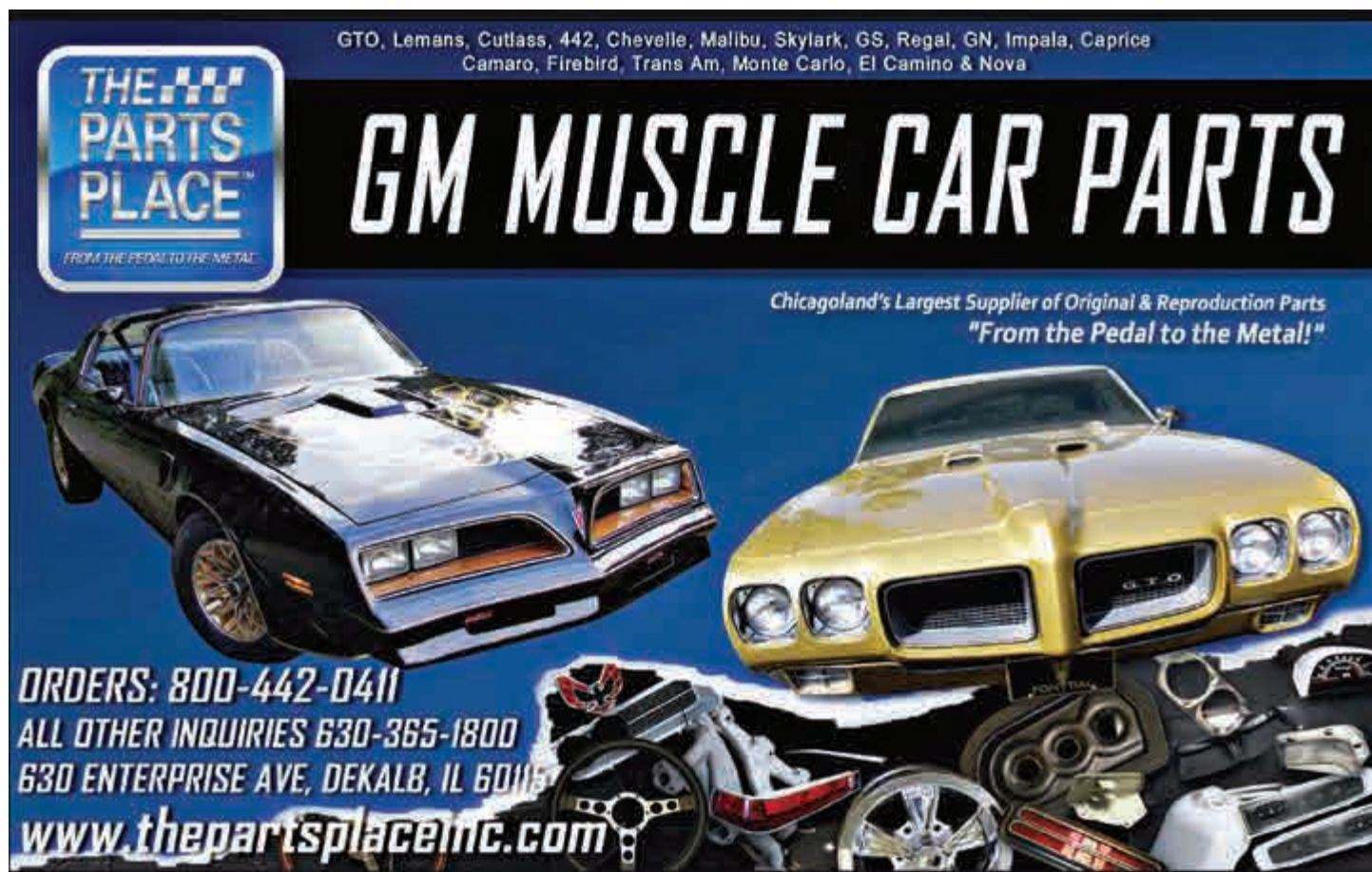
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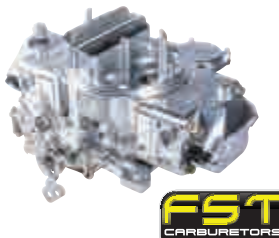
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