



# CHIEFLY PONTIAC

**A Newsletter for the Hoosier Pontiac-Oakland Club**

A Chapter of the Pontiac-Oakland Club International (POCI)

APR-MAY-JUN 2024 issue, VOLUME 47 – NO. 2

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## **A Very Pleasant Surprise**

Photos and story by Jack Henderson



To begin with, let me just say that I have always dreamed of owning a stick shift muscle car. Last December, I was on a phone call with a gentleman from Wisconsin who was selling a 1964 Pontiac LeMans with a 326ci 4-speed. During the conversation, I got a surprise text message from a good friend that read “I’m staring at a ‘65 GTO 4-speed that is for sale. Call me ASAP”, so I politely excused myself and immediately called my buddy.

It turned out that my friend had another friend who was selling his ‘65 Goat, so my wife and I decided to take a look and jumped in our truck. When we arrived a half hour later, I was shocked at the car’s appearance. She was all taken apart in 1984 for a restoration that never happened and was left laying in pieces. It might yet prove to be an opportunity but I was simply overwhelmed. I asked the seller if I could sleep on it and he agreed. The entire rest of the day I looked at ‘65 GTO pictures, watched video’s on ‘65 GTOs, read as much as my mind could safely absorb about ‘65 GTOs, and then ... I slept on it.

When we got up the next morning, my wife already knew that I had decided to buy the car. After a little more thought and conversation, I went back to have a look at it again. After some back-and-forth negotiation, the owner and I settled on a deal with a handshake and agreed that I would return after the holidays and finalize the purchase.

We picked her up in mid-January. The first stop on the way to her new home was the car wash to remove the years of dust. We washed her from top to bottom and only one mouse jumped out of the fire wall. Once home, we put her up on jack stands ... ***(story cont’d on pg 2)***

## A Very Pleasant Surprise... (story cont'd from page 1)

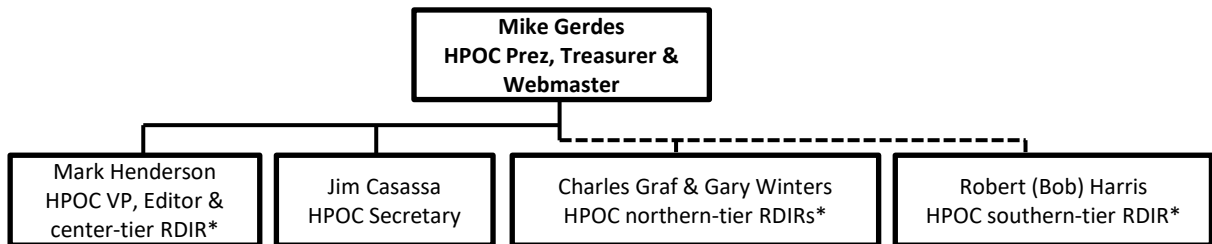
and began to clean her out. There appeared to be an almost endless supply of loosely organized parts strewn around in the interior, including badging, nuts, bolts, screws, trim, wires, gauges, clips, etc. It took me well over a month just to clean, organize and catalogue all the parts. There was some good news though; it seemed that the only important pieces missing were the windshield wiper motor and the tri-power carburetors.

In all my years of searching, I never imagined that someone would actually call *me* out of the clear blue to help me get my one true dream car, a '65 GTO. Please join us in welcoming our new addition to the family ... "Gloria." She is well on her way to proper restoration. The mechanicals are all coming along, a new interior will be installed in May, and the new engine is enroute. Our next very pleasant surprise will be driving her down the road! All the best, **Jack Henderson**

## Review - HPOC Org Improvement for Better Club Communication

By Mark Henderson, VP/Editor Hoosier Pontiac Oakland Club

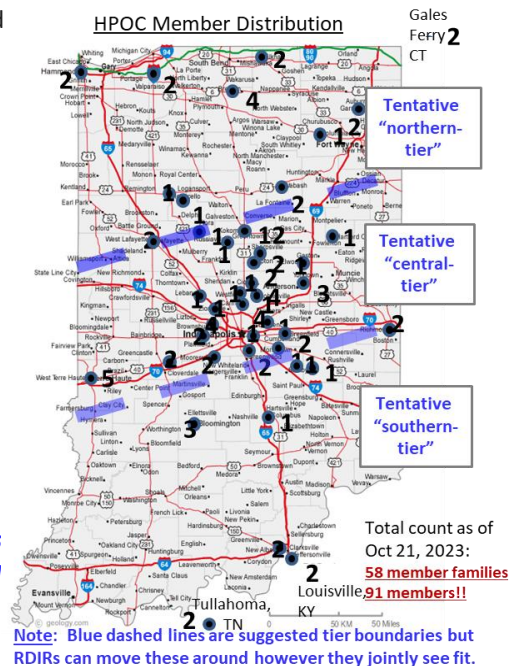
As announced in the 1<sup>st</sup> quarter 2024 issue of "Chiefly Pontiac", HPOC is adding some additional communication links within the club to better tie our northern, central and southern "tiers" together. Each of these regions now have Regional-tier Directors (RDIRs) to help gather and distribute information that could be interesting to the club. In general, the revised organization looks something like this:



Regional-tier Director (RDIR\*) roles are basically about improving and encouraging better club communication across the state (including some members who reside outside the state as well). In short:

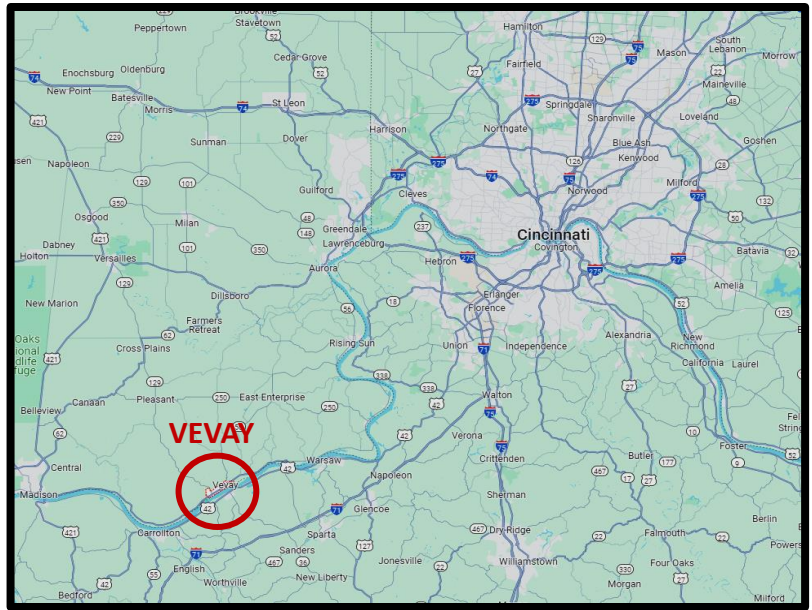
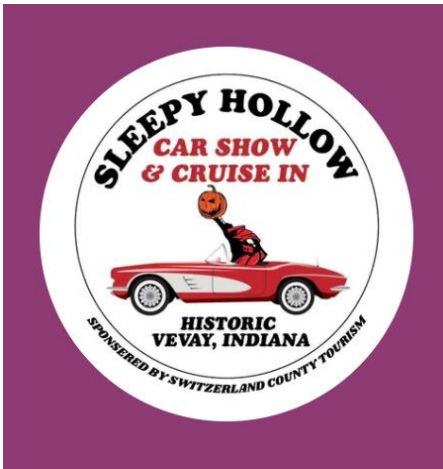
- We're looking for more opportunities to get together, recognizing that this can be difficult on a state-wide basis. However, working together region-by-region, we may be able to attack this problem a little more successfully. We'll start by gathering more info from everyone and sharing it better across the board, then we'll see how it goes from there.
- Regardless of whether we can actually get everybody in one place at the same time, we can certainly do a better job communicating across the club as a whole, at least that's what we're going to try to do.

*Your comments about how to make this whole thing work better would be deeply appreciated!! If you have any suggestions or ideas here, please contact your club leadership, including your RDIRs, and share your thoughts. Our contact info is in the new (1Q2024 release) club directory!!* Best regards, Mark H.



## Spooky Happenings at the Sleepy Hollow Car Show

(by Robert Harris, HPOC Southern-Tier Director)



The town of Vevey in southern Indiana once again hosted their annual “Sleepy Hollow Car Show and Fall Festival” on October 14<sup>th</sup>, 2023. Several POCI Club members traveled the scenic route to the event which is located in Switzerland County, ten miles from the Kentucky Speedway. Over sixty cars were on display, mostly from nearby Hoosier locations but also from Northern Kentucky. The colorful trees, the drive to the small Indiana town, the cookout on Friday evening and the cool autumn air made the trip quite worthwhile. The Chamber of Commerce hosted the event and provided live music for everyone’s extra enjoyment. The local band was great as was a talented young lady who sang like Patsy Cline.

Vevey has a car museum with mostly Fords and Tin Lizzies plus some NASCAR and Indy race cars. The museum was open and free to the public and for the car show visitors. There is a very nice art gallery and an antique shop in town. As far as “eateries” go, two restaurants are situated on Main Street; those are where most of the locals meet for breakfast and to enjoy a cup of coffee.

The show took place near the Ohio River. It was situated two blocks from Main Street and was an easy walk from downtown. The most unusual car there may have been a rare 1959 Edsel 2-door station wagon (I had never seen one before.) There was also a 1948 Allstate converted into a Gasser, but this one was not to my liking because it was too loud. The owner had built it and had done an excellent job restoring the body. There was one Oldsmobile, a Buick and four Pontiacs, but most of the show cars were Chevys and Corvettes, with a total of 63 cars total, which was decent attendance for a cold, rainy fall day.

We stayed at the Ogle Inn, one mile outside of town across from the high school. It is a 54-room hotel from the mid-sixties, very clean but sort of dated. Our room was on the southside, overlooking the Ohio River. It was a no-frills hotel, but the setting was fabulous.

Best regards, **Robert L. Harris**



## More Member Bios from “Newbies” and Our Existing Crew

By Mark Henderson

Last year, Prez Mike Gerdes wrote a pair of heartfelt emails to POCl members living in Indiana, telling them a little something special about HPOC and inviting them to join up. We have been very pleased with the response. HPOC is growing again!!

We are now beginning to address “Phase 2” of our master plan; i.e. improve participation and communication within club. We have assigned new **Regional Directors** (RDIRs) from north to south across the height of the state to help provide better contact with everyone. In addition, we’ve been focusing on providing some personal info, “bios” and pics regarding our HPOC members, both in newsletter form and in the “Member Rides” section of our website at: <https://hoosierpontiac-oaklandclub.com/> “Phase 3” of the plan has also been engaged now ... our first planned club cruise for 2024 has been scheduled for Saturday, 4/27/2024 to Auburn, Indiana. We hope to have some positive results and look forward to telling you more about how things went in the 3rd quarter 2024 newsletter. Fingers crossed!!!

For now, here’s a couple more member bios for your enjoyment. We hope you’ll all make good efforts to know each better this year. All the best! **MH**

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### Newbies ... Roger Plummer – Bargersville, Indiana



Hi – My name is Roger Plummer. I found our 1938 Pontiac on “Facebook Marketplace” around 6 years ago. The car had been for sale for a while because no one wanted to take on such a large frame-off project; i.e. there were three trailer loads worth of parts! The car was all in pieces but luckily it still retained its original drivetrain. It took a lot of time and TLC to get it back in running condition but at least it’s (almost) in one piece now so it can be driven and enjoyed. The 85-horsepower flathead 6-cylinder easily powers the car along and the 3-speed manual transmission lets us all enjoy the ride at normal highway speeds. And with a hardtop and a heater, the car is much more practical and comfortable for our family to have fun in than my old 1948 Willys CJ2A Jeep ... **(story cont’d on pg 5)**

## Roger Plummer – Bargsville, Indiana (con't)

While our Pontiac is definitely a “driver”, it has a couple of special stories that have helped bring it a certain level of notoriety. First, it has successfully completed in the NEWPORT HILL CLIMB (1934-1938 class) on multiple occasions. Second, this particular 1938 Pontiac served as a prop vehicle in a very popular 1983 movie called *A Christmas Story*, appearing in the background of several prominent scenes. Who knows, perhaps Ralphie’s very own “official Red Ryder, carbine action, two-hundred shot range-model air rifle with a cumbersome stock and this thing that tells time” could have been stowed in the trunk of that very car. **R. Plummer**

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## Existing Members ... Gilbert (G.O.) and Jean Peters – Yorktown, Indiana



At nearly 18 feet long, Pontiac’s advertising execs made a point of describing the 1954 Pontiac Star Chief as “an aristocrat of the road.” The coachwork was masterfully fabricated by Fisher. The elegant design looked incredibly handsome from every angle with its tasteful chrome trim, especially when wrapped in any of Pontiac’s available two-tone paint schemes (the blend of Winter White over Coral Red was a particular standout to behold.)

A high-compression, 127-hp straight-eight engine powered the 1954 Star Chief. The ‘Curve-Control’ front suspension and a ‘Comfort-Master’ ride ... **(story cont’d on pg 6)**

## Gilbert (G.O.) and Jean Peters – Yorktown, Indiana (con't)

enabled the car to conquer highway miles with ease. It was the first year where power brakes and power steering were available; both enhanced comfort and confidence during every drive. Another nifty feature was the prism guide, located on the dash directly behind the steering wheel, which helped the driver to see upcoming traffic lights better when they changed color. However, 1954 was also the final year for the Dual Hydromatic transmission, the 6V battery system and the flathead motor. These were all updated in 1955 when Pontiac's 180-hp 287 cubic inch V8 engine was introduced.

In 1954, Star Chief list prices ran between \$2,301 for the Deluxe Sedan and \$2,630 for the Deluxe Convertible. Both models offered significant value for the money in the day. The car proved very popular and Pontiac Motor Division built 115,088 Star Chiefs in the 1954 model year

Gilbert (G.O.) Peters was lucky enough to own a '54 Star Chief back in his high school days. Of course, it just happened to be Winter White over Coral Red, so it got a lot of admiring looks while rolling down the road and even when standing still. G.O. had that car while he was dating soon-to-be wife Jean, after graduation in 1958 and even when they got married about a year later in 1959. Eventually, life encouraged the couple to make several "normal life" decisions and the Pontiac was ultimately traded for a Buick. C'est la vie. But that's not the end of the story for this Poncho family.

Fast forward nearly fifty years to August 2009. On a particularly nice Saturday morning, the Peters' son called them to look at a car that was posted on Craigslist. The description sounded similar to what G.O. had talked about owning in high school and the couple decided to take a quick road trip to Camby, Indiana. There they found "him" ... *The Chief!* He was sitting inside an old barn, looking a bit used and dusty and resting low on flattened tires, but his "cloak" of Winter White over Coral Red paint still gave him a regal and majestic flair. It was a magnificent find and looked exactly like the car that G.O. had previously owned (the only notable exception was this car's hood ornament was not the illuminated version). *The Chief* had just 62,286 miles on the clock. The owner told the Peters that he only drove the car to James Dean Festivals and in a few parades close by. After a couple of normal "making-a-deal" discussions, the Peters became the proud new caretakers of *The Chief*.

G.O. and Jean alerted their family that they were on the way with a new treasure and *The Chief* confidently made the trek home as if he had always known the way. The family couldn't wait to start on the new project, which eventually included a new gas gauge and even a replacement illuminated hood ornament. After a winter's worth of hard work and TLC, *The Chief* was ready for the show circuit and quickly became an award-winning Pontiac.

G.O. and his son continued to tinker with the car and began to delve more into its history. The original owner was Eda A. Forslund of Indianapolis. ... **(story cont'd on pg 7)**



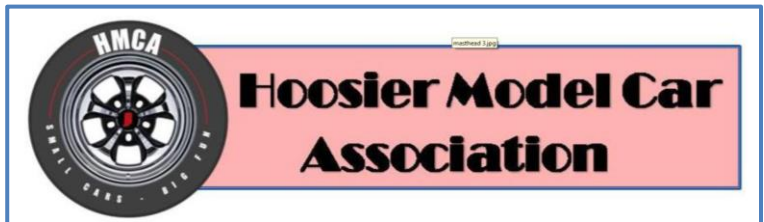
## Gilbert (G.O.) and Jean Peters – Yorktown, Indiana (con't)

She purchased the car from a dealer on August 26, 1954 (the list price was around \$2500). After her passing, her daughter sold the Pontiac in 1988 to the gentleman in Camby.

G.O. and Jean hope that some of Eda's family will get to see *The Chief* again at some future automotive event. "We've made great friends by taking the car to shows. Now we get to tell all the neat stories about our 'old' Star Chief and how we found our 'new' Chief as well." All the best. **G.O. and Jean**

## The Next Level for the Hobby – Hoosier Model Car Association

I know what the average age of our HPOC members is but I'm not going to go there right now. However, let it be said that if you enjoyed building model kits of all types when you were younger, and even maybe now that you're, well, "not younger", then there is another group out there that might be of interest for you.



Jim Casassa, HPOC's Secretary (Ph: 317-45-8000, email: [jacasassa@att.net](mailto:jacasassa@att.net)) is directly associated with these folks too and can likely answer any related questions that you might have. Note that HMCA's schedule has several activities in May and there are more events coming each month. Note also that guests are always welcome at HMCA activities. Check 'em out – you might learn something new, bring back a lot of neat memories and even have a great time (again)! All the best! **MH**

### ++ COMING EVENTS ++

<b>May 4</b>	Cincinnati Challenge, Union Elementary, a Lakota school, 7672 Lesourdsville-West Chester Road in West Chester Township. (New Location) Theme: <i>Wagons and Vans</i> Contest Info: Dennis Tull: <a href="mailto:Dennistull1@Gmail.Com">Dennistull1@Gmail.Com</a> 513-484-8446 Vendor Info: Randy Wilson: <a href="mailto:Jrw68gt@Aol.Com">Jrw68gt@Aol.Com</a> 513-5825665
<b>May 4</b>	Milwaukee NNL 31 Theme: Haulin' Stuff Sub-Theme: Dioramas Root River Center, 7220 W Rawson Ave, Franklin WI 53132
<b>May 11</b>	HMCA meeting, 25th Street Creations & Hobbies, 1012B E. Main St. Brownsburg IN. 46112 Theme:
<b>May 17-18</b>	Hoosier Swap Meet & Car Show Johnson County Fairgrounds, Franklin

- HMCA Officers
- President: Duane Tripp
- Vice President: John White
- Treasurer: Dennis Caudell
- Send Correspondence to Jim Casassa, 5019 Holston Hill Dr, Noblesville, IN 46062 [jacasassa@att.net](mailto:jacasassa@att.net)
- Secretary/Newsletter editor: Jim Casassa
- Swap Meet Chairman: Mike O'Leary
- Contest Director: Mike Pulliam

## **From the Prez – Honorable Mentions**

Greetings HPOC members and friends!

The year is off to a great start. First, thank you to everyone who paid their dues for the year or became lifetime members! It's wonderful to see the participation and the support for our club. The treasury is in great shape for our future, especially in preparation for our sponsorship for the BPOC show in 2025. More on that in a bit.

Our first event of the year was the Cruise to Auburn on April 27th! Thanks to everyone who planned the event and also to those who participated. Special hats off to Gary Winters, Pam Harris, Charles Graf, Mark Henderson, Steve Henderson and Jack and Sue Henderson. The trip featured a visit to the Auburn Cord Duesenberg Museum and the National Auto and Truck Museum. A good time was had by all!

On that same weekend, other members of the club attended the "Cruising for a Cure" Show in Plainfield, Indiana. This was the 20<sup>th</sup> and final show to raise money for the American Cancer Society. It was great seeing HPOC members there as well!

Our next club event is on Saturday, June 1st at the Buick Oldsmobile Pontiac Cadillac (BOPC) Show at Memorial Park in Lebanon Indiana. We'd really like a good Poncho turnout for the event as it is the show that we co-sponsor on a rotating basis. Next year, 2025, is our turn to host the BOPC program. To kick off the planning for next year and to make plans for the rest of 2024, we'll have a club meeting at the event. So grab your Pontiac or Oakland and come over to Lebanon for a cool show and fellowship with your other club members. We'll have our meeting at the pavilion while the judges are tabulating the show results. Thanks in advance for your participation.

As a side note about cars, you may recall that Mark Henderson, Gib Vance and I had Holley Sniper EFI systems added to our rides. While I had mine installed, Gib and Mark did the job themselves – which is quite a challenge (***Editor's note: I've had a LOT of help!!! MH***). And even though my system was installed for me, the tuning process has still been very interesting for me to get into and learn about (I've been working on tuning the Tempest myself). I'm happy to report that Mark's Grand Prix is (finally) running better (i.e. it made it to Auburn and back to Kokomo without incident) and our own Tempest is doing nicely as well. Look elsewhere in this newsletter for an article by Jon Culver about the general installation and tuning of aftermarket EFI systems, which should provide some useful and interesting insights about these products. In addition, we might have some other related surprises in the wind for future Pontiac publications, so keep an eye out.

In any case, we're looking forward to a great summer and seeing you all on the road!  
All the best, **Mike Gerdes** – Prez/Treasurer/Webmaster for HPOC and overall Poncho fan





## *Dropin' the Clutch with the VP*

Hi Gang – some additional good news to report this quarter. Our membership numbers have stayed really stable after a great period of growth. You know that we pushed our recruitment efforts in 2023, and not only did we get a BUNCH of new members but nearly everyone signed back up in 2024. Very cool! Now let's do some real good with what we have.

We've had our first couple of club-related activities this year. We hope you see these efforts as an improvement and we plan to continue to drive for more fun this year. A group of northern-tier HPOC members took to the roads and visited the ACD Museum and NATMUS in Auburn, Indiana, then followed up with a nice lunch together at the Mad Hatter restaurant. That same weekend, a bunch of central-tier HPOC members attended the "Cruising for a Cure Show" in Plainfield, Indiana, with proceeds benefitting the American Cancer Society. Our folks are starting early to get out there and even to have a good time together. I know Kenny and Debby Lentz also got to participate in a significant Oakland Show that same weekend, so maybe we can talk them into providing a couple of pics and a short writeup regarding that event for our 3<sup>rd</sup> quarter edition of Chiefly Pontiac. All-in-all, that's a pretty good start for the new season.

There's a couple of pics below from our ACD/NATMUS journey. I'd love to publish any photos from the "Cruising for a Cure" event if anyone would provide them for us. Thanks in advance.



*Gary Winters 1946 Pontiac could at least keep up with the posted 55 MPH speed limit*



*Steve Henderson brought a FORD Flex to the party – isn't that a little like bringing a knife to a gun fight?*



*The ACD Museum & NATMUS are within easy walking distance of each other – you've gotta take time to see them both when you're in Auburn*



*The rainy weather may have held a few folks back from attending but we were grateful for all who could be there*

## *Droppin' the Clutch with the VP – (cont'd from page 9)*

A special shout out goes to HPOC member Ruth Jennerjahn and her family, who have lent their immaculate 1962 Pontiac Grand Prix with a 421 Super Duty 4-speed for display at NATMUS. Be sure to take a close look at this beauty when you visit. It will certainly be worth your while.



So what's coming up next? In a word ... [LOTS!!!](#)

- The annual Hoosier Swap Meet will be held again in Franklin, Indiana (Johnson County) on May 17-18. Clean out your barn, your garage and your attic, then bring your spare Pontiac parts, sell them to new caretakers and make a fortune (to buy more parts).
- The Buick folks are sponsoring the BOPC event on 6/1/2024 at Memorial Park in Lebanon, Indiana. If the weather is decent then there's no reason that this couldn't be a 125+ vehicle program this year. Let's flood the event with Ponchos!!!! Look elsewhere in this newsletter for the BOPC registration form and sign up ASAP. And remember, HPOC is the host for the 2025 BOPC Show.
- Multiple Father's Day (FD) shows will be coming up in June. I know that "Sunday in the Park" will be happening in Kokomo and Noblesville usually has a nice FD program as well. There may be other FD shows across the state that day and our members might be interested. If you know of any, send me an email at [doodle1701@gmail.com](mailto:doodle1701@gmail.com), give me the details, then I'll forward the info to HPOC in real time.
- Don't forget the annual GTOAA Nats and the POCI Nats are coming up in June and July respectively. I don't need to tell you the right thing to do there ... you already know.

**I want to wrap up by saying thank you to everyone who has been contributing stories lately for "Chiefly Pontiac".** You may have noticed that our newsletter has had considerably more "heft" for the past year and that's because you're taking ownership of its content. It's a much more interesting newsletter with your info in there. **Keep up the great work and Thanks Again! MH**



## Adding New Fuel Injection Technology to Your Classic Cars

Story and Pictures by Jon Culver

For those considering electronic fuel injection (EFI) as an alternative fuel system on an older vehicle (i.e. replacing a normal carburetor), this article hopes to provide a high-level guide to installation and tuning. This is not intended to replace the instructions that came with your system; rather it is meant to add some practical advice learned by working with and debugging FiTech and Sniper EFI systems.

Here are some things to think about early on as you consider switching to EFI. The first is 'fuel delivery'. The general choices are an in-tank vs. a remotely-mounted electric fuel pump. Another option is a remote fuel reservoir with a high-pressure pump. Fuel injection systems typically require 60 psi of fuel pressure to operate properly, so the original carburetor's fuel pump (7 psi) must be replaced. An in-tank pump setup is usually the best route to choose from a reliability point of view and from a system quietness standpoint, but it is also a more expensive path to take. Note that there are a variety of fuel tank suppliers that are already set up for an in-tank pump. The fuel lines need upgraded as well given the higher pressures. Most systems require a return line and ideally it needs to be the same size as the supply line. Any connectors and fittings must be rated for high pressure too. A 10 micron filter needs to be placed inline after the pump to protect the injectors. A fuel pressure gauge connected in the supply line between the fuel pump and the throttle body adds cost but is often a good idea. These systems are very dependent on correct fuel pressures and adding a pressure gauge in the supply line is a quick and easy way to help verify that fuel pressure is correct. It is always a good idea to flush the fuel lines (even new ones) before connecting up the system; this helps prevent debris from plugging the filter or the injectors. An EFI fuel delivery system can add up to 50% beyond the basic system cost, so budget accordingly.

Another system piece to think about is the condition of your wiring and electrical connections, specifically with regards to the increased power demands for EFI. An electric fuel pump can draw up to 20 amps and the overall system can have problems if available power/voltage drops too low. Some stock vehicle charging systems may not be up to the task. EFI system power/voltage needs to be sourced directly from the battery. Your old carb typically did not care about voltage, grounds and/or electrical power returns, but EFI does. Make sure the system is very well grounded back to the negative terminal of the battery and that all related connections are in great shape! It is also important that ... **(story cont'd on pg 12)**

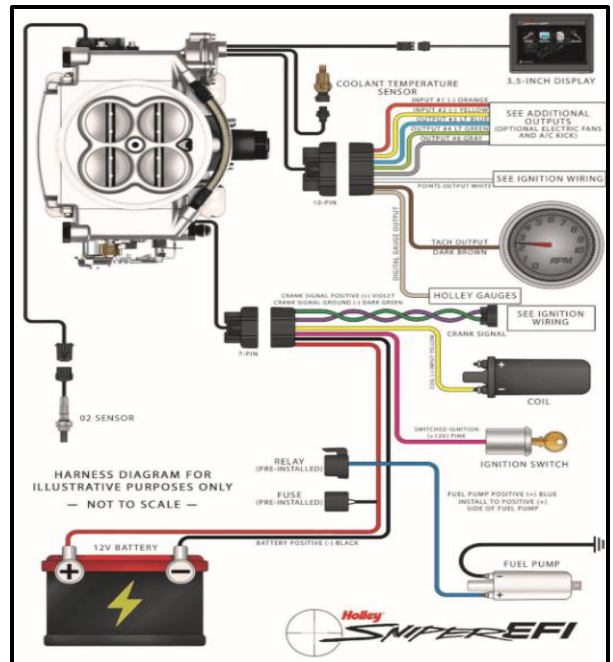


Diagram courtesy of Holley Corporation



### Adding New Fuel Injection Technology to Your Classic Cars ... (story cont'd from page 11)

the ground return path for the fuel pump ground is as good as possible. Most people ground to the frame or the body of the vehicle, but you ***MUST*** make sure that the frame or vehicle body has a great ground connection to the battery.

One final item to keep in mind ... ***fuel injection will not solve problems for an engine that already has issues that are not fuel related.*** It is best to have your engine running well before you remove your carb and install fuel injection. If your new EFI system also supports ignition timing control, I would only have it control fuel delivery at first to get that portion working well; then add ignition timing control at some later time. Control of the ignition timing by an EFI system can certainly enhance drivability but it is best to sort out your system one feature at a time.

After installing the EFI system basics (fuel tank, fuel pump, fuel lines, electrical harness, throttle body, throttle linkage, etc), then it's time to set everything up for your motor. This can be accomplished through the hand-held device supplied with the system. Engine displacement, number of cylinders, camshaft selection, idle speed, and electric cooling fan set points, etc are typical questions asked during the initial setup. The camshaft selection question refers to how modified your engine is; actually most engines will do well with the "stock" selection to start with. When you first turn the key on, check for the fuel pump priming and most importantly, make sure there are no fuel leaks.



The author connects the **hand-held device** used to monitor and adjust EFI performance

NO.	Engine ..(online)	Cyl
01	<b>Cylinders</b>	<b>8</b>
02	Engine CID	505
03	Cam Mild-Wild 1-4	4
04	Rev Limit RPM	5600
05	Idle RPM Warm	910
06	PumpPWM/FCC Set 40	74.9
07	Tach or 2Wire+Coil	VRCOIL

Read from ECU   Edit   Send to ECU   Back

Here's an example of engine-related specifics from the FiTech setup screen

Typically there is a built-in "base tune" programmed into each after-market EFI system. Along with the general engine-specific information requested during initial setup, this base tune program should allow your engine to initially start and run pretty well. Some people may just go ahead and use this base tune without any initial tweaks and may be satisfied with how the engine runs from the first start. However, most if not all systems can benefit from some prudent adjustments from initial state.

This summary is not intended to be a comprehensive guide to tuning but should help address several primary tuning approaches. A word of advice before you start changing any parameters of a tune: always save your present tune with a unique file name so you know which tune file is which. These systems usually do not ... **(story cont'd on pg 13)**

### Adding New Fuel Injection Technology to Your Classic Cars ... (story cont'd from page 12)

have “day and date” discriminators in their programs, so you can't always go by the “latest” saved file. By having a saved tune with a unique file name, you can usually go back to it much more easily if you accidentally get off in weeds with a particular tune attempt and need to go back to a known or better understood baseline to recover.

Adjustments to the system can be made via the hand-held device that came with the system and most systems can also be monitored and adjusted using an external laptop. Perhaps 95% of desired adjustments can be made using the hand-held. The advantage of using a laptop is that the display is much larger and the adjustments can usually be made more precisely.

One useful tip before you begin (OK maybe more than one) ... First, if you decide to use a laptop to help you tune, buy a “Y-Cable” that allows you to connect both a system hand-held device and a laptop in partnership. There are pros and cons to using both but what the hand-held gives you in terms of simplicity of use, the larger more powerful laptop gives you better visual presentation of data and performance adjustment capabilities. Second, it really works out well to bring a (trained) buddy with you to watch the data while you're driving and to dynamically make adjustments so you can evaluate results in real time. Finally, make sure the laptop battery condition is fully charged and will last a reasonable time before heading out of the garage.



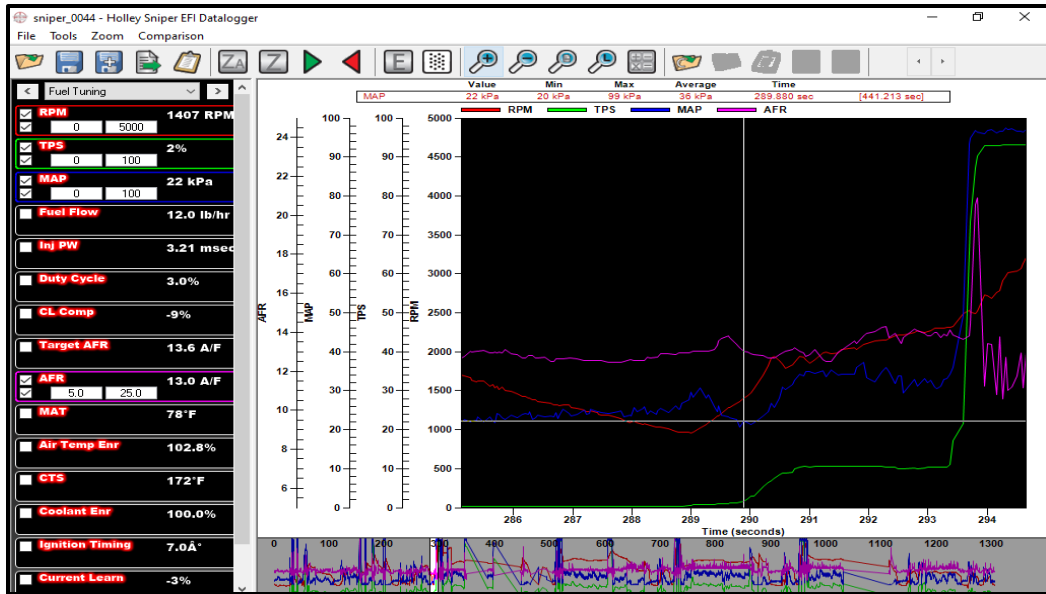
Here's an interesting contrast in technologies ... a modern day laptop being used to tune an engine inside a 55 year old Pontiac. We're not talking about carburetors and points and condensers anymore Kiddies.

To use a laptop, you will need to install the tuning software on the computer as well as have the appropriate data cable to connect to the system. Note: laptop tuning software can provide extra features that aren't on the hand-held. Many features are generally for more advanced tuning and usually aren't required for most systems. However, there are folks out there who want to (and can) tune their engines to the nth degree, so the manufacturers have a broad customer base to try to serve with their products.

Data logging is a feature that allows recording of system data over time. This helps you review what the system was doing during running conditions ... **(story cont'd on pg 14)**

## Adding New Fuel Injection Technology to Your Classic Cars ... (story cont'd from page 13)

to help troubleshoot an issue. You can record log files via the hand-held or the laptop. Sometimes you can watch the hand-held display to see what's going on (warning: this can be difficult, if not dangerous, if you are trying to drive by yourself and watch the display at the same time). Log files allow you to see a higher resolution picture of how things are changing over time in the system but again, review these at a later time and not while you're driving. These files can also be sent to other people to see if they can help diagnose issues you may be having with your system.

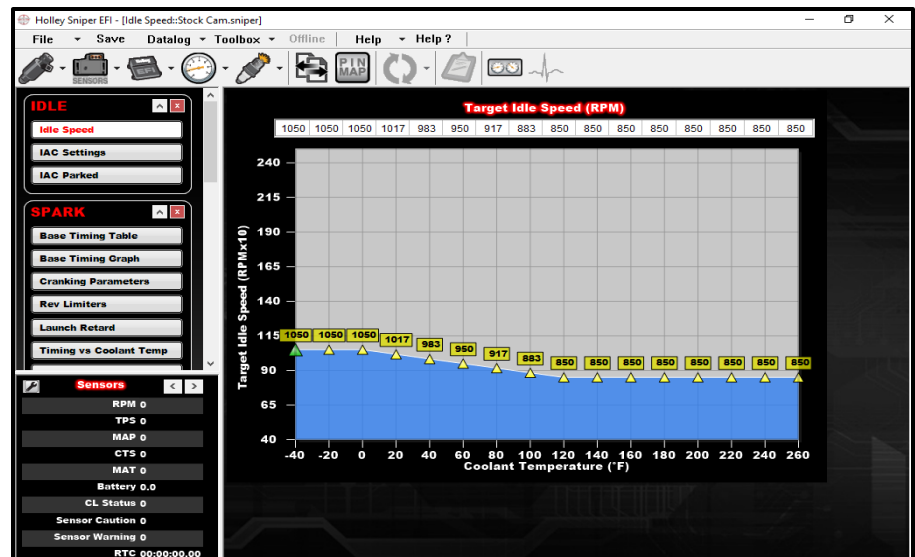


Holley Sniper: An example of Log file graphs

An engine requires more fuel as well as more air to start when it is cold. The choke and fast idle linkage manage this in a carburetor. The prime pulse, cranking fuel, the IAC opening, and after start fuel are the parameters that control this in fuel injection. The goal is to get the engine to start like a modern engine by just turning the key without having to touch the gas pedal.

Once it starts, it should idle higher to help warm the engine up and then it should settle down into a desired warm idle speed.

The IAC (Idle Air Control) is a valve that the system uses to control the idle speed. The IAC is set by first getting the engine to temperature at idle. Use the handheld control to monitor the IAC count ... (story cont'd on pg 15)



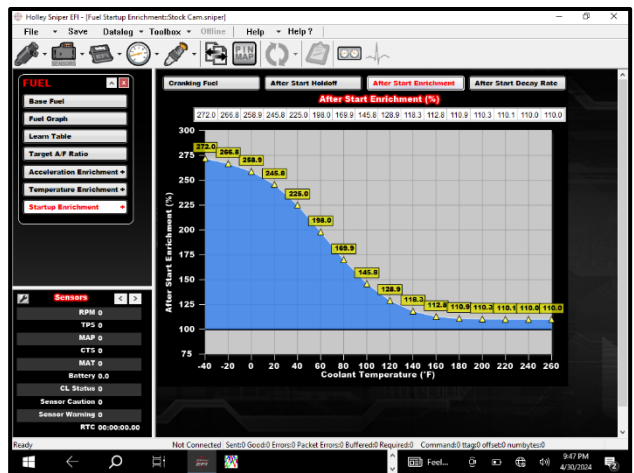
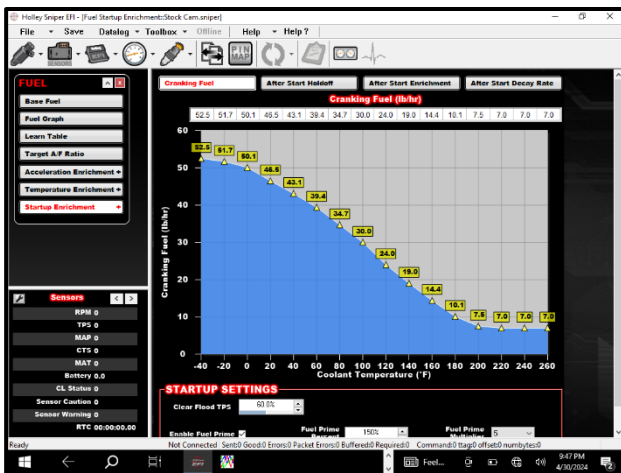
Holley Sniper: Target Idle Speed vs. Coolant Temperature



## Adding New Fuel Injection Technology to Your Classic Cars ... (story cont'd from page 14)

or percentage and adjust the throttle stop screw to the desired value in the instructions for the system. If the IAC value is not set correctly, the system may not be able to control the idle speed to the set value or may be hard to start when cold.

The crank and after start fuel settings and warmup fuel are what controls the cold start. The settings that are in the base calibration should be close enough for most engines. The cranking fuel is the amount of fuel added to while the engine RPM is below the idle RPM setting. After start fueling occurs after the rpms are above cranking, this only lasts for a few seconds, after which warmup fueling takes over. All of these setting are temperature dependent. One thing to note about settings is that if the setting is zero, it doesn't mean that feature is shut off, it simply means a setting is at its baseline. The setting number either adds or subtracts from the baseline built into the calibration. The cranking fuel setting is correct when the engine doesn't crank too long before trying to run. The after start setting is correct when, as soon as you release the key from the crank position, the engine continues to run relatively smoothly. One issue with calibrating the cold start is that you usually only get one chance per day to adjust it. A true cold start is when the coolant temperature is at the air temperature and the intake manifold is dry of fuel because it hasn't been run in several hours. Any start attempt after the first start of the day is considered a warm start, but that is also tunable.



Holley Sniper: Cranking fuel vs. coolant temperature

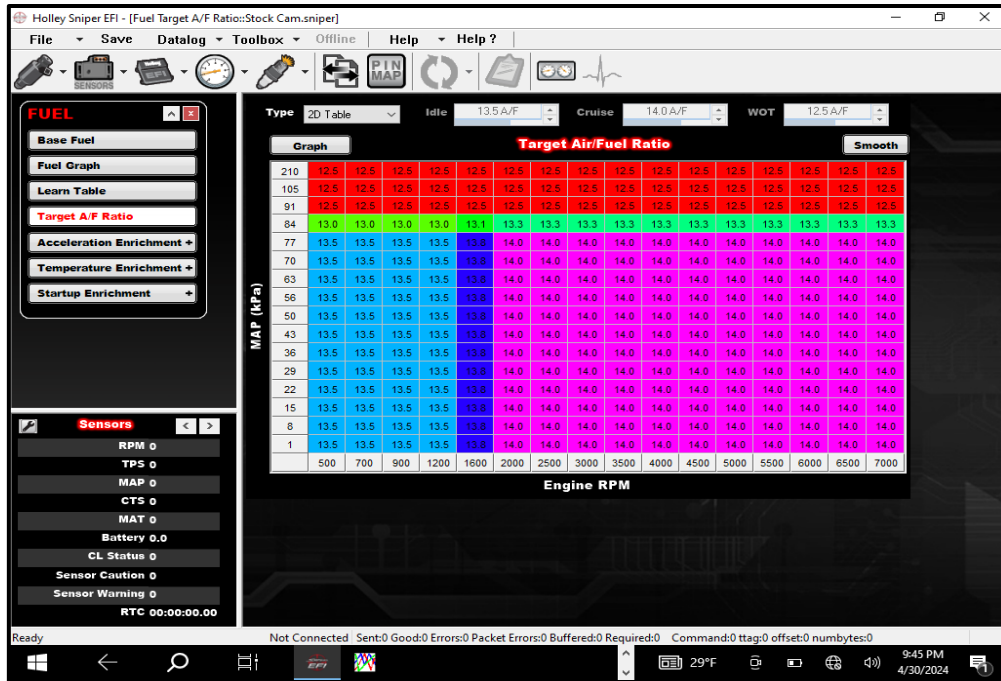
Holley Sniper: After start enrichment vs. coolant temp

The Air Fuel (AF) ratio is a very important parameter to have your engine run and perform properly. The correct AF is also important for protecting the engine. It is always better to have an engine running too rich (less than 14.1) than too lean. Too rich might yield poorer performance and fuel mileage but unless it very rich, no engine damage will generally occur. If AF is too lean, the engine can overheat and also have detonation which can be very damaging.

The general AF goal is 14.7 :1 for a normally aspirated engine. Under moderate to hard acceleration, the AF goal is closer to 12.5:1. these are guidelines for most gas powered engines and are usually the default values is the base tune provided with the system. This will result in generally good running engine but most ... (story cont'd on pg 16)

## Adding New Fuel Injection Technology to Your Classic Cars ... (story cont'd from page 15)

will benefit from some tuning to get the best from your engine. The AF is dependent on coolant temperature, rpm and engine load. The system's integrated MAP (manifold absolute pressure) sensor measures engine vacuum and is a good indicator of engine load. The AF values are in a table form of RPM vs. Map reading. See example below.



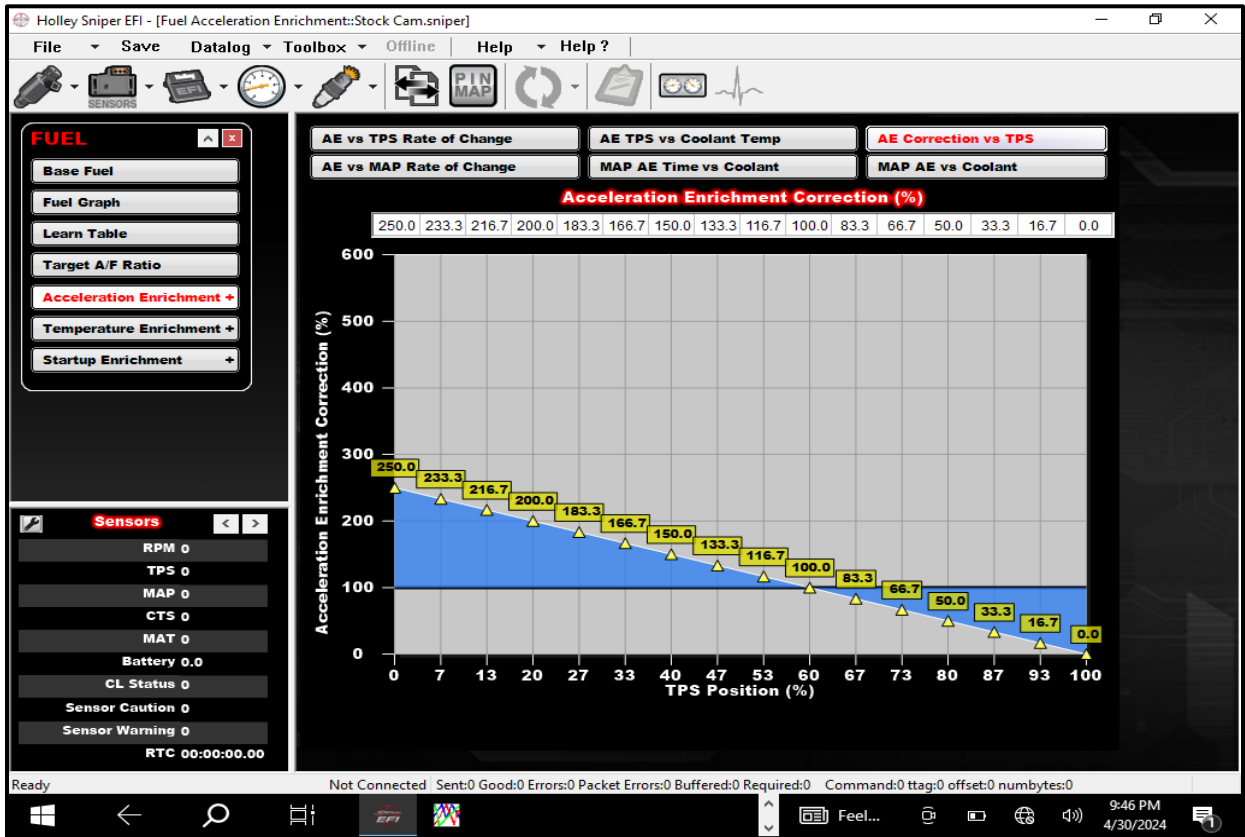
Holley Sniper: Example of an AF Ratio Table vs Engine RPM

There are two approaches to tuning the AF. One approach is to set a wide open throttle (WOT) and a cruise AF target. Cruise is defined as middle range RPM and light engine load. The AF table is then filled in by the systems software based on the chosen targets. This approach will work pretty well for most engines. The other approach is to adjust individual cells in the AF table. This is accomplished by using the laptop to be able to see the entire AF table. As the engine goes between different RPMs and engine loads (MAP readings), the cell will highlight to show where the engine is in the AF table. Each cell has a desired AF ratio that you can adjust. The best way to tell what AF ratio is needed is on an engine or wheel dyno. Unfortunately most of us don't have access to a dyno so you have to resort to your seat "dyno." You have to use your judgment to decide if performance is better or worse as you change the AF ratio. As a reminder, make sure you save a baseline tune calibration file saved every time you start to tune your system in order to revert back to a known tune. Also remember the general guidelines for AF ratio to avoid going too lean at high RPM and engine load.

Acceleration Enrichment is the term used for the process of adding extra fuel when the throttle is opened more. As the throttle is opened, more air is introduced and the AF ratio goes lean during this transition. The engine will bog or stumble unless extra fuel is added. The accelerator pump is the what a carburetor uses for this function. The amount of fuel added is based on how much and how fast the ... (story cont'd on pg 17)

## Adding New Fuel Injection Technology to Your Classic Cars ... (story cont'd from page 16)

throttle is opened. Other factors that affect the amount of fuel added are coolant temperature, engine load (MAP) value, and RPM. More fuel is required if the throttle is closed and is opened vs going from half throttle to near full throttle. Also more fuel is required if you snap the throttle open quickly vs slowly opening the throttle. The throttle position sensor (TPS) value tells the system what angle the throttle blades are and the system can also tell how fast the throttle angle is changing. You can tune the amount fuel added based on TPS and TPS rate of change.



**Holley Sniper: Example of Throttle Position Sensor (TPS) Based Enhancement**

The fuel added can also be adjusted based on MAP values. The baseline values built in to the default calibration should get the engine running fairly well. Tuning for transitions can be time consuming and sometimes frustrating. Also keep in mind that ignition timing will affect transition tuning. A bog or hesitation on acceleration can seem like a fueling issue but could easily be a timing issue. I've found that adding the timing function controlled by the system really can enhance the drivability and throttle response but it also can make things worse pretty easily. I got my system dialed in without using timing control at first to avoid complicating the learning process.

I hope you've learned a little about what goes into installing and tuning an aftermarket electronic fuel injection system. Again, this wasn't intended to be a comprehensive guide to fuel injection but rather an overview to the process. Many books and classes have been devoted to the details of tuning if you want more info. All the best, **Jon Culver**



## Bits and Pieces

Various Views Regarding MCACN 2023

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### MCACN 2023 – The Muscle Car and Corvette Nationals

Held November 23-24, 2023 at the Donald E. Stephens Convention Center, Rosemont, IL

MCACN is a magnificent show! That understatement could be the end of this write-up. Simple, sweet, to the point. Seriously, the first time you attend, any narrative you provide just afterwards will be chock full of superlatives and yet probably insufficient/incomplete. So why not stop with a single “best” comment you can muster? Because the next day, your mind begins to fill in the blanks. The next day after that, you begin to more fully comprehend what you just experienced. Beyond that, your stories will begin to flow more naturally, with adverbs and positives and fluff and “awesomeness” expanding your stories to the point where you end up simply saying “*I gotta go back again*”.

I’ve been to MCACN once and took both of my son-in-laws with me. I was able to meet Tim Wellborn and Jim Wangers and Tom Cotter. I got together with a bunch of guys from our national 1969-72 Pontiac Grand Prix group. I noticed more paint colors than I ever thought existed. I saw a ‘68 (or ‘69) GTO literally wrapped in chrome. I immersed myself in a sea of neon signage and automobilia and never wanted to leave (at least not without a few pieces for the garage.) I now understand better what a “complete restoration” looks like, but on the flip side, I don’t understand how just admiring your car (like a piece of art) is enough. Shouldn’t they be driven and enjoyed for what each was intended to do?

OK so Chicago can be a tough drive, especially during “certain times” of the day. My hat’s off to those who travel those roads on a daily basis. However, a trip to Chi-Town for the MCACN event is absolutely worth the hassle and risk. The best advice I could give is leave early and take your rest stop early (i.e. attend to personal needs) before you hit the loops into or around the city. Enable Google Maps for directions, keep an eye on the lanes around you and give yourself plenty of space for lane changes (especially if you’re pulling a trailer). Don’t be too timid; try to stay with traffic but be prepared to START-SLOW-STOP-THEN ACCELERATE QUICKLY over and over again. Make sure that your car insurance is up to date because you never know what the other guy(s) will be doing in front of you, beside you or even behind you. Having said all that, drive confidently and embrace the challenges. Remember, all’s well that reaches the destination in one piece.

The following write-ups come from Jim Black, Jim Stewart and Scott Mancini, all friends of Pontiac, and Bill Sanders, an HPOC member. I hope you find the different points of view interesting. More importantly, I hope get to go to MCACN someday soon and enjoy the wonder for yourselves. All the best! **Mark H.** *(stories cont’d on pg 19)*

## Bits and Pieces (con't)

Various Views Regarding MCACN 2023

### Muscle Car and Corvette Nationals – Writeup #1

*The best Muscle Car show on the planet is one you should add to your bucket list!*

Words and photography by Jim Black



I've always wanted to attend the Muscle Car and Corvette Nationals (MCACN) held each year in Rosemont just outside of Chicago and admittedly as a newbie, I was overwhelmed with all that the MCACN show had to offer. In its fifteenth year the show was held at the Donald E. Stephens Convention Center on November 18 and 19<sup>th</sup>, the weekend before Thanksgiving. This year's show included about 560 cars with nearly every make and model that would fall within the Muscle era including all-year Corvettes.

The show is organized and run by Bob and Vicki Ashton and features selected themes which guarantee that spectators will see something different each year. This year a few of the themed displays included "Who's the Boss", a collection of rare Boss Mustangs; Pure Stock Muscle Car Drag display; collections of Yenko and Motion super cars; triple-diamond Corvettes and Corvette Legends; Evolution of the Dodge Charger; and the Class of 1973 Invitational. A few other notable displays included Big Body Buicks, Big Block Ford display, Class of 1968 Invitational, an AMC Invitational ... **(stories cont'd on pg 20)**



## Bits and Pieces (con't)

Various Views Regarding MCACN 2023

### Muscle Car and Corvette Nationals – Writeup #1 (cont'd from page 19)

display, the Studebaker Legends display, and perhaps one of the most interesting was the Barn Find display which included a large collection of rare Muscle Cars and Corvettes fresh from the country's fields and barns.



Closer to home and our hearts was the Little Indians Invitational display which included those 1961-1963 Tempest and Lemans models from our sister POCI specialty chapter. In talking with Don Keefe and Fred Simmonds who were also in attendance, there was a nice assortment of other great Pontiacs that were found as well.

For the automotive enthusiasts among us I highly recommend this event. It's a great opportunity to see so many Muscle Car examples in one place and recall that era early in our lives when muscle and gas were cheap and stoplight racing was the order of the day. Mark your calendars for November 23 & 24, 2024 for the next MCACN event. To learn more about the MCACN show check out the event's website at [mcacn.com](http://mcacn.com).

***(stories cont'd on page 21)***



## Bits and Pieces (con't)

Various Views Regarding MCACN 2023

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### Muscle Car and Corvette Nationals – Writeup #2

words and pics by Jim Stewart, Hammond, Indiana



The MCACN show has been going on now for many years now. I have been to 7 or 8 of these shows and every one has been amazing. After each event, I find myself wondering the same thing - how do they continue to put on such a great program AND have such strong participation across so many different car makes? There truly is something for every car fan from various car manufacturers, such as art and memorabilia, vintage magazines, car parts, vendors, even rare bicycles and a "barn find" section for cars recently found and some of which will undergo restoration. In addition, the show includes full size cars as well as modified cars, old race cars, and other great exhibits.

This show is a great way to network or seek out help if you have a project or a question. For those who may want to drive to this show, I would recommend parking at the train station about a half mile north of the convention site. There is a free shuttle bus that runs from the event to the train station for drop off and pick ups. A parking fee of \$7 will cover 12 hours of parking.

Scott Mancini is the current owner of the Liberty Blue 1969 Grand Prix SJ shown above, recently purchased from Dr. Keith Vrabec and previously restored by Bob Morris well over 30 years ago. This GP is a "1-of-94" version, built with the 428HO engine and a wide-ratio Muncie 4-speed transmission. Power is applied to the pavement through a 3:55 Safe-t-Track rear end. Dr. Vrabec also attended MCACN 2023 and brought his 1972 GP SSJ to display. That particular car was likewise restored by Bob Morris many years ago and its black and gold paint remains simply stunning.

I highly recommend MCACN to anyone looking for a "Muscle Car Extravaganza" to enjoy, especially around the holidays. All the best, **Jim Stewart** (*stories cont'd on page 22*)

## Bits and Pieces (con't)

Various Views Regarding MCACN 2023

### Muscle Car and Corvette Nationals – Writeup #3

words and photos by Scott Mancini, West Chester, Ohio

***Editor's note:*** *Jim Stewart, Scott Mancini and I all met thru the national 1969-72 Grand Prix Association, so if it sounds like we know each other (and our cars) a little, well then I have to admit we do. However, I did not know that Scott once owned a 13,000 mile GP in the same color scheme as mine. See below. Small world I guess. MH*

MCACN is a *HUGE* event. Cars from 41 different states and three different provinces attended the 2023 program. This was the third time that I've participated in the show and each time I've been a part of it, it's been an amazing experience for me personally.



This year we took my Liberty Blue 1969 Grand Prix SJ 428-HO 4-speed to the show (see Jim Stewart's submission on pg 13 for more info). The 4-speed SJ was a huge hit with the spectators. It was restored only once in 1990 (yep, over 30 years ago) by one of the best in the business (Bob Morris); I'm sure that's why it has held up so well over the years. Of course it didn't hurt that Keith Vrabec pampered the heck out of it all that time.

The Castilian Bronze GP sitting to the right of Keith's black and gold SSJ is another old car of mine. It is a 13k mile survivor car with a 428HO and an automatic. I bought that particular car from its original owner in 2019 and then sold it to a guy in Florida. That gentleman recently took it to Mecum in Indy and it sold for quite a bit of change. Luckily, it now belongs to a close friend of mine so I get to see it every now and again.

The exciting part of the show is meeting so many great people. The judging part is very intense since you have three to four guys who are experts ,, (***stories cont'd on pg 23***)



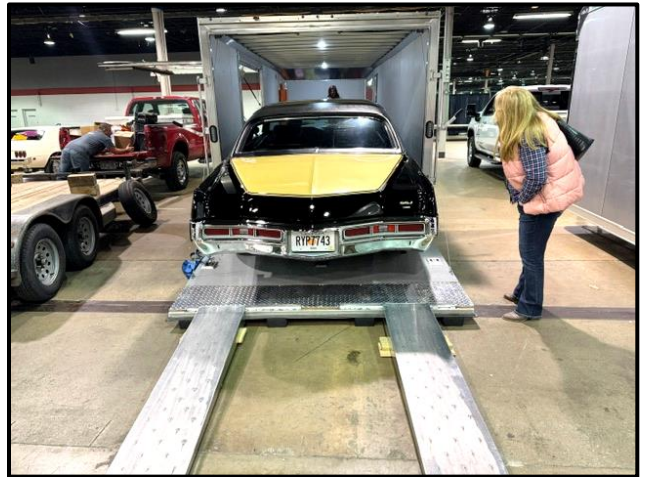
## Bits and Pieces (con't)

Various Views Regarding MCACN 2023

### Muscle Car and Corvette Nationals – Writeup #3 (cont'd from page 22)

with Pontiacs (or whatever make someone may be showing), going over every aspect of your car and looking for originality, correctness and workmanship quality. There are different classes of course, but I participated in the concours stock class. I'm proud to say we were awarded a gold level for the Liberty Blue car, scoring 975 out of a possible 1000 point. Not too bad, right!

Anyone who has never experienced MCACN should go in 2024. Period. It's an awesome event and, as many people say, it's certainly the "Pebble Beach Of Muscle Cars." Hope you enjoy! Best regards, **Scott Mancini**



*(stories cont'd on pg 24)*



## Bits and Pieces (con't)

Various Views Regarding MCACN 2023

### Cabin Fever Visit to Chicago's MCACN Show

words and photos by Bill Sanders, Noblesville,, Indiana

On November 18<sup>th</sup> 2023 a buddy (Terry Davis) and I decided that we'd had enough lousy weather and were in dire need of a car show fix. Where to go, where to go... Well, it just so happened that the Chicago-area Muscle Car and Corvette Nationals was happening in Rosemont, Illinois on this particular date, so off to Chi-Town we went. Kind of a boring midwestern drive to Rosemont, but be sure you don't "accidentally" take a wrong turn and go to "Roseland" Indiana, cuz that's a totally different kind of show. 😊

If you have never been to this annual November event, it is well worth the effort! However, once you arrive and park in the huge parking garage, it's a good idea to take picture of the nearest column so after the show you can find your ride again.



They usually have several special guests from the Drag Racing world, Automotive TV-land personalities and of course some very interesting vehicles to look over. A few cars will have historical value, like Mr. Norm drag racers or other significant rides from the 60's & '70's. This year there were several nice Pontiacs on display, plus GTOAA had a nice booth and several of the GTOAA Concours judges were applying their knowledge by judging cars of all makes & models.

There was a section dedicated to "barn finds" as well. These were pretty much as advertised and we kept an eye out for wayward racoons, skunks or possums! Evidentially, there are a lot of Mopars still hiding in barns because that was what most of the "finds" were and they were in "as found" shape, pretty dusty and nasty.



I also found the bike I had as a kid! There was a section dedicated to bikes for our youth and this Forest Green jewel was what I roamed the streets of Castleton and Lawrence, Indiana with from about 1966 until around 1971 when I saved enough money for that elusive Schwinn 10-speed racer.

Some other very kool bikes were on display along with Captain Kangaroo hawking a nice orange 5-speed Schwinn Sting Ray. My best buddy from those days in Castleton had one of the famous "Orange Peeler" models. We put some miles of those Sting Rays!

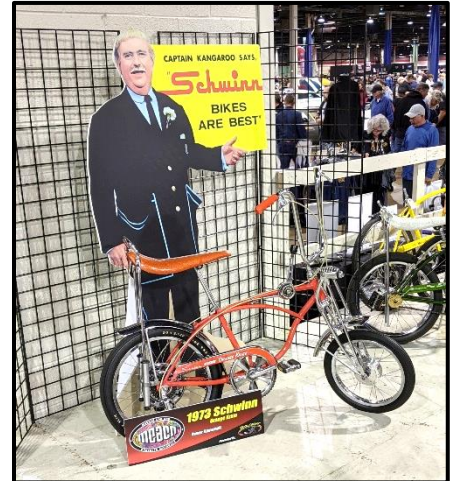
*(stories cont'd on page 25)*

## Bits and Pieces (con't)

Various Views Regarding MCACN 2023

### Cabin Fever Visit to Chicago's MCACN Show (cont'd from page 24)

As we wandered around the massive automotive displays, we saw the good, the bad ass and the ugly. In particular, there was a 1968 Old Cutlass was a little of all three. A real eye catcher in general with a very sweet paint job (the good) and it was a nice 4-speed car (the bad ass), but then there was the interior ... in my humble opinion it was just plain vomit-inducing (the ugly)! What do the readers think?



Toward the end of our visit, I stumbled across an all-time favorite muscle car of mine, the very rare and under-rated 1969 "Rambler/Scrambler" from AMC. These American Motors cars were just too Kool and pretty quick from the factory too!!



Oh and if you liked old Honda mini bikes from "back in the day?" They were out in force as well.



All in all, this was a really good trip to a really great venue. You won't be disappointed if you go to MCACN 2024. Maybe we'll see you there. Cheers! **Bill Sanders**



## From the Driver's Seat:

I'm just going to go over a couple of quick topics in my editor's column this time around since we're covering more specific club-related business in the Prez's and VP's columns. Let's begin with a really bright topic.

Have you ever heard the old adage that "I'm so bright, my father calls me "Sun" (or Son, depending on your personal phrasing.) In any case, a total eclipse of our SUN occurred over Hoosier soil on Tuesday afternoon, 4/8/2024. The photo on the left was taken and published by NASA (I'm not sure from what location). The photo on the right was taken from our own back porch in Kokomo, Indiana, using my Apple i15 cell phone camera on roughly "medium" zoom. This was a once in a lifetime experience for most of us and I can guarantee you that I'll never forget it. Wow!

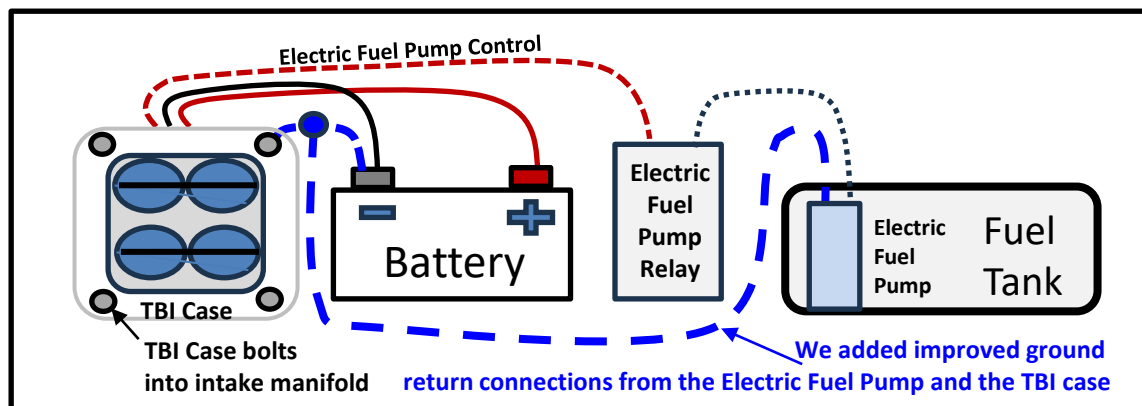


Nasa supplied photo, location unknown



An "ordinary" view of the total eclipse from our own back yard

HPOC member Jon Culver has providing a great little article elsewhere in this newsletter regarding some approaches for creating a "tune" for aftermarket electronic fuel injection kits. There's one important piece of "tribal knowledge" that we've learned (sort of the hard way) over the past several months ... **properly ground your system components!!!!** This was not something that the instructions called out very well but the forums out there and other advisors really emphasized this point. The directions may say to "connect 'X' to ground", but in real life, the more robust the electrical connection back to "battery ground" is, then the better performance will be overall.



You cannot simply assume that the chassis and/or the body is well connected to battery ground electrically. In our original installation, the electric fuel pump return was connected to a "body bolt", and we assumed that mechanical connection had a solid path back to battery ground, ... but not so. In addition, we assumed that the case of the throttle body was well grounded through the intake manifold bolts, the engine block and the engine ground straps. Nope, not so again. Therefore we added a couple of fat 8-gauge cables (see the thicker bright blue dashed lines in drawing) directly from the fuel pump return straight to battery ground, and we also strapped the TBI case through a similar gauge cable straight back to battery ground as well. The result? Much more stable and consistent electrical performance. And now the software, sensors and injectors can do a much better job working as they should. :>)

It was really nice to take the GP on a 210 mile round trip to Auburn for our first HPOC cruise of the season. Admittedly I was a bit nervous because that's the longest distance I've driven the Prix since the EFI has been installed and finally debugged. Phew! Now it's your turn, go pull your own big boy (or girl) pants on, then **Go Exercise the Go Pedal!** MH



# THE Hoosier

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**2024**

Our **10<sup>TH</sup>** Year

**May**      **September**

**17-18**

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**2024**

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Proceeds will go to St. Jude Children's Research Hospital

[www.pontiacsinpigeonforge.com](http://www.pontiacsinpigeonforge.com)



## CENTRAL INDIANA CHAPTER BUICK CLUB OF AMERICA

PRESENTS THE

## 36<sup>th</sup> Annual Buick·Olds·Pontiac·Cadillac Car Show



**Memorial Park, Lebanon, IN**

**Saturday, June 1, 2024**

**A-Pre-War**  
**B-1946-1959**  
**C-1960-1969**  
**D-1970-1979**

**CLASSES**

**E-1980-1994**  
**F-1995-Present**  
**G-All Modified**

All Buick, Marquette, Oldsmobile, Viking, Pontiac, Oakland, Cadillac and LaSalle owners are invited to the 36th Annual BOPC Show at Memorial Park in Lebanon, Indiana on June 1, 2024. 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Place Awards in each class, Best of Show, plus:

- Best Buick or Marquette
- Best Oldsmobile or Viking
- Best Pontiac or Oakland
- Best Cadillac or LaSalle

**\$20** advance entry, **\$15** each additional car until May 25. **\$25** per car day of show.

**REGISTRATION** 9:00 – 11:30

**JUDGING** 12:00 – 1:30

**AWARDS** @ 3:00

Contact: **Jim Smith** at 317-847-5565 or at [jjsmith3739@gmail.com](mailto:jjsmith3739@gmail.com)

Memorial Park is located just off of SR 39 at 130 East Ulen Drive, Lebanon, IN, 46052

### ENTRY FORM

Make checks payable to Central Indiana Chapter Buick Club of America

Send check and entry form to **Jim Smith, 14072 Staghorn Drive, Carmel, IN 46032**

Name \_\_\_\_\_

Address \_\_\_\_\_ Phone \_\_\_\_\_

Email address \_\_\_\_\_

Car Year \_\_\_\_\_ Make/Model \_\_\_\_\_ Style \_\_\_\_\_ Class \_\_\_\_\_



# Sunday in the Park



Highland Park in Kokomo, Indiana

June 16, 2024

Dash plaques to the first 100 entries! DJ music, door prizes, and food vendors! Plenty of shade and open parking. Entrants judged by the hosts. Drive-thru judging. Show sponsored by the Kokomo Automotive Museum.

## Stock Classes

Modern (2007-present)  
GM Late (1972-2006)  
GM Early (To 1971)  
FoMoCo Late (1972-2006)  
FoMoCo Early (To 1971)  
Mopar Late (1972-2006)  
Mopar Early (To 1971)  
Independent (all years)  
VW (all years)  
Import (all years)

## Modified Classes

Modern (2007-present)  
GM Late (1972-2006)  
GM Early (To 1971)  
FoMoCo Late (1972-2006)  
FoMoCo Early (To 1971)  
Mopar Late (1972-2006)  
Mopar Early (To 1971)  
Independent (all years)  
VW (all years)  
Import (all years)

REGISTRATION 9:00 a.m. to noon

Awards at 3:00 p.m.

**MUST BE PRESENT TO WIN**

**Entry Fee \$20**

**NEW FOR 2024!**

Awards for Best Survivor and  
Best Rat Rod!

**Waiver:** Signature on this form constitutes a release of liability from the Kokomo Automotive Museum, the City of Kokomo, WWKI, Erik's Chevrolet, all event sponsors, all event vendors, and all participants involved in the car show. Not responsible for loss, theft, or accidents. No drugs or alcohol. **No refunds.** No rain date.

Signature \_\_\_\_\_ Date \_\_\_\_\_



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Car placard with pre-registration

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(\$2 extra for XL, XXL, XXXL)

REGISTRATION 9:00 a.m. to noon

Awards at 3:00 p.m.

**MUST BE PRESENT TO WIN**

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Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_

\*Please provide contact information for use in case of weather- related venue changes or show cancellation.  
**NO RAIN DATE!**

### Make checks payable to

Kokomo Automotive Museum

P.O. Box 1273

Kokomo, IN 46903

For more information, please call

Dan Fawcett at 765-860-6411

**Deadline for Pre-entry is June 12, 2024**

*Hosted by the Kokomo Automotive Museum. Funds raised are used to maintain the permanent collection.*



# GTOAA

## 45th Nationals

University Plaza & Convention Center  
Springfield, Missouri

Reserve: (417) 864-7333

Mention GTOAA Meet

JUNE 18 - 22, 2024



Use the QR Code to  
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[www.gtoaameet.org](http://www.gtoaameet.org)

Any Questions - Please call:

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Tom Oiler	636-288-1426





## 2024 GTOAA Convention Registration Form June 18 - June 22, Springfield, Missouri



Register online at [www.gtoameet.org](http://www.gtoameet.org) (preferred) or Register by mail using this application and the selection form on next page.  
 > **All participants must register** even if not entering a vehicle. No exceptions.  
 All cars must be registered by **June 10, 2024**.  
 Cars registered after June 10, 2024 will be entered as Street Legends, a display only class.

Name \_\_\_\_\_  
 Street Address \_\_\_\_\_ Email address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Home Phone \_\_\_\_\_ Cell Phone \_\_\_\_\_  
 Names of others attending for badges \_\_\_\_\_  
 GTOAA Membership Number \_\_\_\_\_ (must be current)  
 Chapter Affiliation \_\_\_\_\_

Everyone attending MUST be a GTOAA member (\$45 to join) unless you are entering non-GTO or non-A-body car in Popular Vote or Street Legends or as a vendor. See the Fee Schedule for member & non-member registration fees.

**Vehicle Information** (Complete this section for each vehicle entering any of the shows.)  
 Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_ Color \_\_\_\_\_  
 Show Car VIN number \_\_\_\_\_ (will be checked to verify authenticity)  
 Show Car License Plate # \_\_\_\_\_ State \_\_\_\_\_ Trailer License# \_\_\_\_\_ State \_\_\_\_\_  
 Tow Vehicle License Plate # \_\_\_\_\_ State \_\_\_\_\_ Color \_\_\_\_\_ Trailer length \_\_\_\_\_

**Car Show Class** (circle one -- the same car cannot enter both judged and Popular Vote classes)

**Judged Classes**  
 Concours Stock Restored      GTOAA Performance Modified      Factory Original Unrestored  
 Documentation required, VINs checked for authenticity. Only GTOs, GT-37s, and 1964-1972 A-bodies may enter judging classes. All other Pontiacs enter Popular Vote.

**Popular Vote Classes:**      Stock      Modified      Street Legends (display only)  
 Any Pontiac, any model, any year may enter Popular Vote. Street Legends is a non-voting class.

**Original Owner Display** (1964-74 GTO, GT-37, and 1964-72 A-Bodies (Tempest or LeMans)  
 Cars that have received Original Owner recognition awards at previous conventions or those receiving the award this year may choose to park in a special space reserved for such vehicles. To apply for Original Owner certification this year, contact Tom Oxler [toxler@prodigy.net](mailto:toxler@prodigy.net) by May 1, 2024.

**Convention Contacts**  
 Convention Chairmen – Tom Oxler 636-288-1426, [toxler@prodigy.net](mailto:toxler@prodigy.net)  
 Chris Hooten 317-694-6187, [convention@gtoaa.org](mailto:convention@gtoaa.org)  
 Bob Alexander 970-214-4234, [bob06gto@LPbroadband.net](mailto:bob06gto@LPbroadband.net)  
 Registration – Bob Alexander 970-214-4234, [registration@gtoaa.org](mailto:registration@gtoaa.org)  
 Hotel, Trailer Parking – Tom Oxler 636-288-1426, [toxler@prodigy.net](mailto:toxler@prodigy.net)  
 Concours – Bill Markowski 716-652-1911, [wmarkowski@gtoaa.org](mailto:wmarkowski@gtoaa.org)  
 Popular Vote – Tom Szymczyk 856-524-2588, [goatguytom@aol.com](mailto:goatguytom@aol.com)  
 Outdoor Vendors / Swap Meet – Vic Schreck 717-945-3308, [president@gtoaa.org](mailto:president@gtoaa.org)  
 Indoor Vendors – Tom Oxler 636-288-1426, [toxler@prodigy.net](mailto:toxler@prodigy.net)  
 Sponsors – Vic Schreck 717-945-3308, [president@gtoaa.org](mailto:president@gtoaa.org)  
 Activities – John Johnson 573-473-4928, [rphjohn@hotmail.com](mailto:rphjohn@hotmail.com)  
 Drag Racing – Chris Hooten 317-694-6187, [convention@gtoaa.org](mailto:convention@gtoaa.org)

### 2024 Convention Fee Schedule & Activity Selection Form

Meet Registration (required, not refundable)	GTOAA member	\$75 per family	\$ _____
Meet Registration (required, not refundable)	non-GTOAA member	\$85 per family	\$ _____
GTOAA Membership (if entering a GTO or A-body) and dues not current		\$45 per member	\$ _____
Vendor Spaces outdoors 10 x 20 (convention registration not required)		QTY _____ x \$ 25	\$ _____
Vendor Table indoors (per 8-foot table) (convention registration not required)		QTY _____ x \$ 100	\$ _____
Judged class entry indoor parking		QTY _____ x \$ 200	\$ _____
Judged class entry outdoor parking		QTY _____ x \$ 100	\$ _____
Popular Vote or Street Legends entry		QTY _____ x \$ 30	\$ _____
Original Owner car entry (see Car Show Info page)	QTY Indoor _____ QTY outdoor _____		\$ FREE
Trailer Parking -- open trailer	QTY _____ x \$ 30 enclosed trailer QTY _____ x \$ 40		\$ _____
Official Event T-shirt	# _____ S # _____ M # _____ L # _____ XL # _____ 2XL # _____ 3XL # _____ 4XL	\$25 each	\$ _____

**Wednesday, June 19 Activities**  
 9 am – 3 pm Route 66 Cruise Northeast to Devil's Elbow (lunch included) QTY \_\_\_\_\_ x \$ 25 \$ \_\_\_\_\_  
 1 pm – 3:30 pm Fantastic Caverns tour (bring a jacket) no meal provided  
 Adults bus \_\_\_\_\_ x \$ 50 Kids (12 & under) bus \_\_\_\_\_ x \$ 30 Adults self-drive \_\_\_\_\_ \$25 Kids self-drive \_\_\_\_\_ \$7 \$ \_\_\_\_\_  
 6 pm -- 11:30 pm Branson Belle Sunset Dinner Cruise (dinner included)  
 Adults bus \_\_\_\_\_ x \$ 105 Kids (12 & under) bus \_\_\_\_\_ x \$ 80 Adults self-drive \_\_\_\_\_ \$70 Kids self-drive \_\_\_\_\_ \$40 \$ \_\_\_\_\_

**Thursday, June 20 Activities**  
 9 am – 3 pm Route 66 Cruise to Baxter Springs, Kansas (lunch included) QTY \_\_\_\_\_ x \$ 25 \$ \_\_\_\_\_  
 12 noon – 9:30 pm Titanic Museum / Dolly Parton Stampede Dinner (dinner served 5:30 pm)  
 Adults bus \_\_\_\_\_ x \$155 Kids (12 & under) bus \_\_\_\_\_ x \$95 Adults self-drive \_\_\_\_\_ \$120 Kids self-drive \_\_\_\_\_ \$60 \$ \_\_\_\_\_  
 Please indicate if vegetarian meal required \_\_\_\_\_  
 4 pm – 6 pm Ladies' flip-flop beading workshop (limit 25)  
 # \_\_\_\_\_ size 6 # \_\_\_\_\_ size 7-8 # \_\_\_\_\_ size 9-10 QTY \_\_\_\_\_ x \$ 30 \$ \_\_\_\_\_  
 4:00 pm – 5:00 pm Kids Make & Take model building (limit 20) QTY \_\_\_\_\_ \$ FREE

**Friday, June 21 Activities**  
 1:30 pm – 5:30 pm Bass Pro Shops Wonders of Wildlife Tour (self-drive) adults \_\_\_\_\_ x \$40 kids \_\_\_\_\_ x \$25 \$ \_\_\_\_\_  
 2:30 pm – 6:00 pm Craft Beer Bus Tour (food and beverage on your own) QTY \_\_\_\_\_ x \$ 40 \$ \_\_\_\_\_  
 3 pm – 5 pm Ladies make & take July 4 décor (limit 25) QTY \_\_\_\_\_ x \$ 25 \$ \_\_\_\_\_  
 7 pm – 10 pm Ames/Gateway Groovy Ballroom Bash (live band, cash bar, cash food) QTY \_\_\_\_\_ \$ FREE

**Saturday, June 22 Activities**  
 10 am - 2:30 pm Drag Racing, Ozark Raceway Park #racers \_\_\_\_\_ \$30 #spectators \_\_\_\_\_ \$15 (for head count) \$ Pay at track  
 Awards Banquet: Happy Hour 5 pm, Dinner 6 pm, Awards 7 pm (cash bar)  
 # \_\_\_\_\_ New York Strip Steak \$50 # \_\_\_\_\_ Lemon Dill Chicken \$50 \$ \_\_\_\_\_  
 # \_\_\_\_\_ Salmon Piccata \$50 # \_\_\_\_\_ Vegetarian Lasagna \$50 \$ \_\_\_\_\_  
**Total** \_\_\_\_\_ \$ \_\_\_\_\_

Pay by check: make payable to GTOAA  
 Pay by Credit Card: \_\_\_\_\_ Visa \_\_\_\_\_ Master Card \_\_\_\_\_ Discover  
 Name on Card: \_\_\_\_\_  
 Card Number: \_\_\_\_\_  
 Expiration Date: \_\_\_\_\_ Security Code: \_\_\_\_\_  
 Signature: \_\_\_\_\_

Mail To:  
 GTOAA Meet  
 PO Box 213  
 Timmath, CO  
 80547-0455



[2024 Reg Form Combined.pdf](https://www.gtoameet.org/Imag es/Documents/2024%20Reg%20F orm%20Combined.pdf)  
[\(gtoameet.org\)](https://www.gtoameet.org/Imag es/Documents/2024%20Reg%20F orm%20Combined.pdf)

<https://www.gtoameet.org/Imag es/Documents/2024%20Reg%20F orm%20Combined.pdf>



*The Natural State*

**52ND ANNUAL**

**POCI**

*International Convention*



*Springdale,  
Arkansas*

**JULY 15-20**

**2024**

**Proudly hosted by the Arkansas River Chapter,  
the 53rd chapter of the  
Pontiac - Oakland Club International**



## 2024 POCI CONVENTION REGISTRATION FORM



### 52<sup>nd</sup> Annual Pontiac Oakland Club International Convention July 15 – July 20, 2024

Host Hotel: Holiday Inn Springdale/Fayetteville Area

1500 South 48th Street, Springdale, AR, 72764

Front Desk, Reservations (479) 751-8300

*"Mention the POCI Convention"*

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

MEMBER REGISTRATION FEE: \$65.00 ~ AFTER JULY 1, 2024: \$85.00  
(REGISTRATION FEE INCLUDES MEMBER, SPOUSE AND CHILDREN)

MAIL THIS FORM TO:



POCI 2024 CONVENTION  
PO Box 421  
LONG LAKE, MN 55356

Convention Activity Packets with detailed car show registration and activity sign up information are planned to be mailed on 3/15/24.

CONVENTION UPDATES ARE POSTED AT WWW.POCI.ORG  
FOR CONVENTION QUESTIONS, CALL THE POCI CLUB OFFICE (763) 479-2111

Convention Coordinators: Art Barrett (417) 737-1469 [artbarrett@centurytel.net](mailto:artbarrett@centurytel.net)  
 Larry Crider (918) 798-2765 [pontiacfun@gmail.com](mailto:pontiacfun@gmail.com)  
 Host Chapter Contact: Richie Lovan (479) 899-3437 [nwapontiacclub@gmail.com](mailto:nwapontiacclub@gmail.com)

THE CONVENTION REGISTRATION FEE IS NON-REFUNDABLE.

PAY BY CREDIT CARD, CHECK OR MONEY ORDER MADE PAYABLE TO:  
"2024 POCI CONVENTION". YOU MAY REGISTER ON LINE AT: WWW.POCI.ORG

NAME \_\_\_\_\_ POCI # \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

HOME PHONE \_\_\_\_\_ CELL # \_\_\_\_\_

E-MAIL: \_\_\_\_\_

CREDIT CARD # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

(VISA, MC OR DISCOVER) EXP. DATE \_\_\_\_\_ / \_\_\_\_\_ SECURITY CODE: \_\_\_\_\_



Rain or ShineRain or Shine

# 39th Annual TRANS AM NATIONALS

## August 23-25, 2024

Held at the Holiday Inn Dayton/Fairborn, OH

ALL FIREBIRD MODELS ARE WELCOME: SPRINT, H.O., ESPRIT, FORMULA, TRANS AM, S/E, GTA & FIREHAWKS



Photo taken by Duane Van Duser

Hosted by the Trans Am Club of America, Dayton Chapter, Inc.  
Show website: <http://www.tanationals.org>

- First 450 entrants receive Dash Plaque, Hat Pin, Koozie & Pen
- 505 Total entries in 2023
- Appearances & seminars by GM/Pontiac Designers, Engineers, Executives & Historians
- Vendors for Hats, Shirts, Car parts, Car care items and MORE!!!!
- Music, food & FUN!
- Work-in-Progress/Driver class
- Concours Classes 1967-1992
- Judging - Sat. & Sun.
- Mini-Nationals
- 50/50 Drawing, Silent & Live auctions

Proceeds go to A Special Wish Foundation, Inc.



**Pre-Entry Fee \$55.00 & \$57.00** (Includes T-Shirt & Hat Pin)\* ...MUST be postmarked by 7/31/2024  
**Weekend of Show \$55.00** (No T-Shirt) **Sunday Only \$45.00** (No Pre-Entry for Sunday Only entrants)  
\*\$55.00 Pre-Entry fee covers T-shirt sizes S to XL. For 2XL to 5XL shirts, Pre-Entry fee is \$57.00

### 2024 Trans Am Nationals Car Show Registration Form

Mail Check or Money Order payable to: Trans Am Club of America - Cheryl Minor, 8909 Tripoli Dr. Cincinnati, OH 45251

Name: \_\_\_\_\_ Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Vehicle Year: \_\_\_\_\_ Color: \_\_\_\_\_ Model: \_\_\_\_\_ Club Affiliation: \_\_\_\_\_

Car License #: \_\_\_\_\_ Trailer License #: \_\_\_\_\_ FREE T-shirt (check one) \$55 S  M  L  XL  \$ \_\_\_\_\_

Do Not Judge (optional for the 30 judged classes) Check box for DNI  \$57 2X  3X  4X  5X  \$ \_\_\_\_\_

Work In Progress/Driver Class (separate non-judged) Check box for WIP

Extra Participant T-shirts \$20.00 each sizes: S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ \$ \_\_\_\_\_

\$22.00 each sizes: 2XL \_\_\_ 3XL \_\_\_ 4XL \_\_\_ 5XL \_\_\_ \$ \_\_\_\_\_

Enter total from Tipp City registration form: \$ \_\_\_\_\_

Trans Am Club of America, Dayton Chapter, Inc., Holiday Inn, State of Ohio and the City of Fairborn are not responsible for accidents or loss as a result of this car show and/or associated events & activities.

TOTAL ENCLOSED \$ \_\_\_\_\_

SIGNATURE (required): \_\_\_\_\_ U.S. Currency Only, Please

Last Revised 11/23



## Bob Battin has these items for sale Louisville, KY):

- 1966 Pontiac cylinder heads For Sale: Casting 093 for 389 cu in 335hp and 360hp GTO and 356hp and 376hp 421 cu in full size Pontiac. Heads are reconditioned with new stainless steel Ferrea intake and exhaust valves, Crower springs, retainers, keepers, ARP screw-in studs, and Isky adjustable push rod guide plates. Ready to bolt on. \$1500.
- 1965 Pontiac cylinder heads casting number 75. These heads are from a 389 two-barrel low compression engine. 1.88 intake, 1.60 exhaust, 8.6 compression. Good used condition. \$150 Bob Battin 812-374-2486.
- Pickup in Southern IN, will deliver within 100 miles of Louisville, can arrange shipping but costly due to weight. Payment via cash, check, MO, or PayPal. R. A. Battin (812) 374-2486 email rbrtbattin@yahoo.com .

## Mark Henderson has these items for sale (Kokomo, IN):



Four 15" x 7" Pontiac Rally II Wheels, including OEM style trim rings and clip-on, black PMD centers. Very Good condition. Great stock to restore or proudly drive them as is. \$150 for all four ... sold as a set only. Mark Henderson, cell: 765-438-3322 email: doodle1701@gmail.com

**Wanted and/or For Sale:** Don't forget – Ads in *Chiefly Pontiac* are a free benefit for HPOC members

## **For Sale: 1932 Pontiac V8 Sport Coupe**



- Fully restored, professionally maintained
- Lovingly driven and enjoyed
- Multiple award-winner including national level recognition
- Multiple wins in class at annual Newport Hill Climb events
- Asking \$120K OBO, Sale includes enclosed trailer and 60+ years of documentation
- Offered by Larry Shepherd, Lebanon, IN. Please call 765-482-1452 with any questions

## **For Sale: 1970 Pontiac Bonneville Convertible**

- *I'm going to put my yellow '70' Pontiac Bonneville Convertible up for sale, many reasons, including our age and commitments to family.*
- *The car runs great, drives great, and has 4 new tires and shocks*
- *The top is very good and works well.*
- *It was a one owner and has 91,000 miles or so.*
- *I knew the original owners.*
- *It needs the A/C worked on (we never use it) and the fuel gauge does not work.*
- *I'm thinking a firm \$10,500. Please call 812-243-1932 if you are interested or have any questions. Thanks, Bill Thiel*
- *Email is Poetranger234@hotmail.com*





## New Members:

Please mail your registration form and dues check (made out to HPOC) to: Mike Gerdes, 923 Nature Lake Circle, Brownsburg, IN 46112

## Membership Application/Renewal Form – HPOC

The Hoosier Pontiac-Oakland Club, or HPOC, is an official chapter of the Pontiac-Oakland Club International (POCI). Chartered in January 1977, today we are truly a “Hoosier” based organization with members residing all around the state of Indiana as well as in other states as well.

The purpose of HPOC is to encourage the preservation and appreciation of Pontiac and Oakland automobiles. We also recognize the GMC brand and invite their owners to become a part of our group. Our goal is to provide and support activities aimed toward enjoyment of all of these fine vehicles.

HPOC generally holds semi-annual business meetings in the spring and in the fall (meeting locations may vary). Here we solicit ideas and try to plan lots of fun events. One example is an annual Buick-Olds-Pontiac-Cadillac (BOPC) show that takes place each June, which we co-sponsor with other car clubs. We always appreciate good ideas aimed at enjoyment of our cars, especially family activities and getting to know more great people within the hobby. We strive to make our association better and our club ever stronger over time.

Annual membership fees are due January 1<sup>st</sup> of each new year. Dues are just \$15.00\* per year **OR you may pay a special “one-time and-you’re-done” lifetime rate of \$100.00 and never pay HPOC dues again.** This covers all members of your family and all of your Pontiacs, Oaklands, or GMCs.

- Membership includes a *free color electronic copy* of HPOC’s bi-monthly newsletter “Chiefly Pontiac”, sent to your email address. **NOTE:** Be sure to include your email address on the application form when you submit it.
- For those preferring their newsletters in hardcopy form, a black & white paper version is available to be mailed directly to your home. **However, there is an extra \$5.00 annual charge for receiving hardcopies** so please add the \$5.00 extra fee to your annual dues.
- As an added benefit, all HPOC members may advertise free in our newsletter, for whole cars, parts, services, etc.

We encourage new members to also become affiliated with POCI, but to join HPOC, just fill out the membership form below and mail it along with the necessary dues to HPOC’s interim treasurer (Mike Gerdes, 923 Nature Lake Circle, Brownsburg, Indiana 46112). [Please make all dues checks payable to HPOC or Hoosier Pontiac-Oakland Club.](#)



### 2024 MEMBERSHIP APPLICATION or RENEWAL: HOOSIER PONTIAC-OAKLAND CLUB

Check which category applies:  Annual membership with electronic newsletters (\$15), or  
 Annual membership with USPS-mailed newsletters (\$20), or  
 Lifetime membership (\$100) – one time payment

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

What Pontiacs, Oaklands and/or GMCs do you own?

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

\_\_\_\_\_

CITY: \_\_\_\_\_

\_\_\_\_\_

STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

\_\_\_\_\_

HOME PHONE: \_\_\_\_\_

\_\_\_\_\_

CELL PHONE: \_\_\_\_\_

\_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

POCI # (if avail) \_\_\_\_\_

Mail your registration form & dues check (made out to HPOC) to: Mike Gerdes, 923 Nature Lake Circle, Brownsburg, IN 46112

## EVENT ANNOUNCEMENTS:

- 2024 Noblesville Weekly Cruise-In on the Square – every Saturday in May thru ???
- 2024 Danville “First Friday” Cruise-In on the Square – first Friday of each month, May thru October
- 2024 Avon Weekly Saturday Cruise-ins at Lowes on US 36. Starting date TBD.
- 2024 Pontiacs at Pidgeon Forge, 5/29-6/1/.2024 Pidgeon Forge, TN
- 2024 Buick-Olds-Pontiac-Cadillac Show – 6/1/2024, Memorial Park, Lebanon, IN
- Sunday in the Park Show, 6/16/2024 (Father’s Day), Kokomo, IN
- 2024 GTOAA Nationals, 6/18-6/22/2024, Springfield, MO
- 52<sup>nd</sup> Annual POCI Convention, 7/15-7/20/2024, Springdale, AR
- 2024 Ames Tri-Power Nationals, 7/19-7/21/2024 Norwalk, OH
- 2024 Trans Am Nationals, 8/23-8/25/2024, Fairborn, OH

## To contact your club officers:

PREZ: MIKE GERDES 317-250-0722  
[mgerdes737@gmail.com](mailto:mgerdes737@gmail.com)

V. PREZ: MARK HENDERSON, 765-438-3322  
[doodle1701@gmail.com](mailto:doodle1701@gmail.com)

SECRETARY: JIM CASASSA. 317-445-8000  
[jacasassa@att.net](mailto:jacasassa@att.net)

TREAS: MIKE GERDES 317-250-0722  
[mgerdes737@gmail.com](mailto:mgerdes737@gmail.com)

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[doodle1701@gmail.com](mailto:doodle1701@gmail.com)

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[mgerdes737@gmail.com](mailto:mgerdes737@gmail.com)

HPOC WEBSITE: [Hoosier Pontiac Oakland Club \(hoosierpontiac-oaklandclub.com\)](http://Hoosier Pontiac Oakland Club (hoosierpontiac-oaklandclub.com))

