



CHIEFLY PONTIAC

A Newsletter for the Hoosier Pontiac-Oakland Club

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

JAN-FEB-MAR 2024 issue, VOLUME 47 – NO. 1

Rolling with the “Big Dog”

Photos and story by Jon Culver

Editor’s Note: Jon Culver, who recently joined HPOC, likes to “dabble” in professional competitive automotive racing with members of Tim Wilkerson’s funny car team. During a late-2023 outing in California, Jon and a few of his buddies got the chance of a lifetime to go visit HPOC’s lil’ buddy, Jay Leno at his Big Dog Garage in Burbank, California. But Jon tells his story the best ... see below. MH

Visiting Jay Leno's garage has been on my bucket list ever since I've been going to California for the Pomona drag races over the past 15 years, but I wasn't sure that I might ever get the chance. One day while I was helping Mark Henderson get a fuel injection conversion sorted out on his 1969 Grand Prix, I mentioned the nitro funny car team that I work with part time and my upcoming travel plans to Las Vegas and then Pomona to support the final two national-level drag races of the season. I planned to stay out West for a bit over two weeks, combining periods of professional focus with some much-needed vacation time. I also mentioned that I would be flying into Burbank and at that point Mark perked up and said that if I would like to visit the Big Dog Garage and (an even bigger 'IF') maybe meet Jay Leno, then he could try to help arrange it.

The stars apparently aligned because everything worked out perfectly. I and several other car/drag race buddies were able to get a tour led by none other than Mr. Leno himself. We had a really special guest with us too ... Ed Iskenderian, the “King of Camshafts”. He is 102 years old and is still very sharp, but he admits to learning more each and every day. We met Isky about 13 years ago at the NHRA museum and we try to take him wherever he wants to go while we are in town. Ed has had a very interesting career. He is a rock star in hot rod land; everybody wants to talk to him and take pictures with him wherever he goes. FYI, here is a link to his story: <https://iskycams.com/the-legend.html>

Jay's shop holds an huge number of cars and motorcycles. The walls are packed with beautiful and unique artwork and automobilia. And make no mistake, Jay knows every nook and cranny of the space. He is truly the master of all he surveys. As he pointed out so many highlights of his collection, he easily proved that he is a walking encyclopedia about every vehicle within his purview ... **(story cont. on page 2)**



2024 HPOC Dues

Hi Folks - if you have already received this info or if you've already paid your 2024 dues for HPOC, then please ignore this notice.

However, if you still owe HPOC dues for 2024 then please use the application/renewal form (see page 35 of this newsletter) to send your check (made out to HPOC) to Mike Gerdes, Prez/Treasurer of the club.

Thanks Gang!! Happy 2024! Mark Henderson, VP/Editor, HPOC

Rolling with the “Big Dog” ... *(story cont’d from page 1)*

One historical item Jay wanted us to see was a portable record player from the '20s. He unfolded it and cranked it up (like a miniature Victrola) and played a 78 record for us. He pointed out his Duesenbergs along with several other cars with Merlin engines under the hood (the Rolls Royce V12, like the P51 Mustangs and other warbirds used). Each of his vehicles has a story; I think Jay appreciates each tale as much as he respects the technologies of the time that made these unique vehicles what they were, for example the 4-valves-per-cylinder setups and the overhead cams in the 1910s and 1920s.

A more modern OHC engine was represented by the Pontiac OHC in his '69 Firebird convertible, which also had the 4-barrel high-output inline 6. Jay also likes steam power; he has a room full of steam driven vehicles and even some stationary-base steam engines. He had his folks fire up one of the steam cars and also got several of the stationary engines going while we were there.

His collection is wide ranging: from million dollar plus cars down to ones that even most of us might still afford. Honestly, I think he values all of them equally. His restoration shop is large and extremely impressive. It seems to be geared up to handle just about anything; paint, metal forming, fabrication, engine work and mechanical jobs can all taken care of within his four walls. They also do 3D printing to make parts and/or molds to cast needed components. Many of his vehicles are rare enough that new parts are either impossible to find or cost a fortune to obtain.

Jay is the same in person as he is on TV. He's very down to earth and a true car guy, although admittedly at a completely different level than most of the rest of us. I (along with probably everybody else who visits) asked what his favorite vehicle was. Jay said he likes them all (of course) and drives them all (wow!). The folks in the shop confirmed that.

I'd love to go back and visit again, but only after watching all of Jay's YouTube shows on his website so I could better understand more details regarding his collection. Heck, I want to go back again just because there was so much to take in. It was impossible to truly absorb the grandeur of the entire place in just one visit. I could easily spend days there.

I have to say that I have done some interesting things in my travels but our visit with Jay has gotten the most reaction from my friends. This trip definitely checked off a bucket list item! My thanks to Mark again for helping make the arrangements and to Jay for letting us in! WOW!!! JC

(see more pics from the Jon's “Big Dog Garage” visit story on page 3)

Rolling with the “Big Dog” ... (story cont’d from page 2)



Beyond the “Big Dog” himself, racing team guests on the tour included Ed Iskenderian of Isky Cams fame (in the center, talking with Jay), Don Krenzer (on the left) and Jim Morgrette (on the right). Photos by HPOC member Jon Culver.



Ed “Isky” Iskenderian has probably been to Jay’s garage on many occasions. He might be 102 years old but he still strolled all around the garage unassisted and seemed to take everything in like it was the first time he’d seen this stuff.

HPOC Member Business Update – 1Q2024

By this time, we hope all of our new, returning and existing members have received their paper copy of the 2024 HPOC Directory in the mail. If not, please contact Mark Henderson at phone: 765-438-3322 or email: doodle1701@gmail.com and we'll correct that oversight right away. We know it wasn't a perfect first run because there were a couple of typos, phone number changes, address changes, etc, but our folks are doing a great job of getting corrected information back to us and we'll send out an updated addendum very soon. Thanks for your help and understanding.

You're going to see and hear several reminders that it's time to update your annual membership for 2024. This requirement does not apply to folks who are already registered and paid up as "lifetime" members in HPOC. Please be responsive to these requests. If you have any questions here then please contact Prez/Treasurer Mike Gerdes.

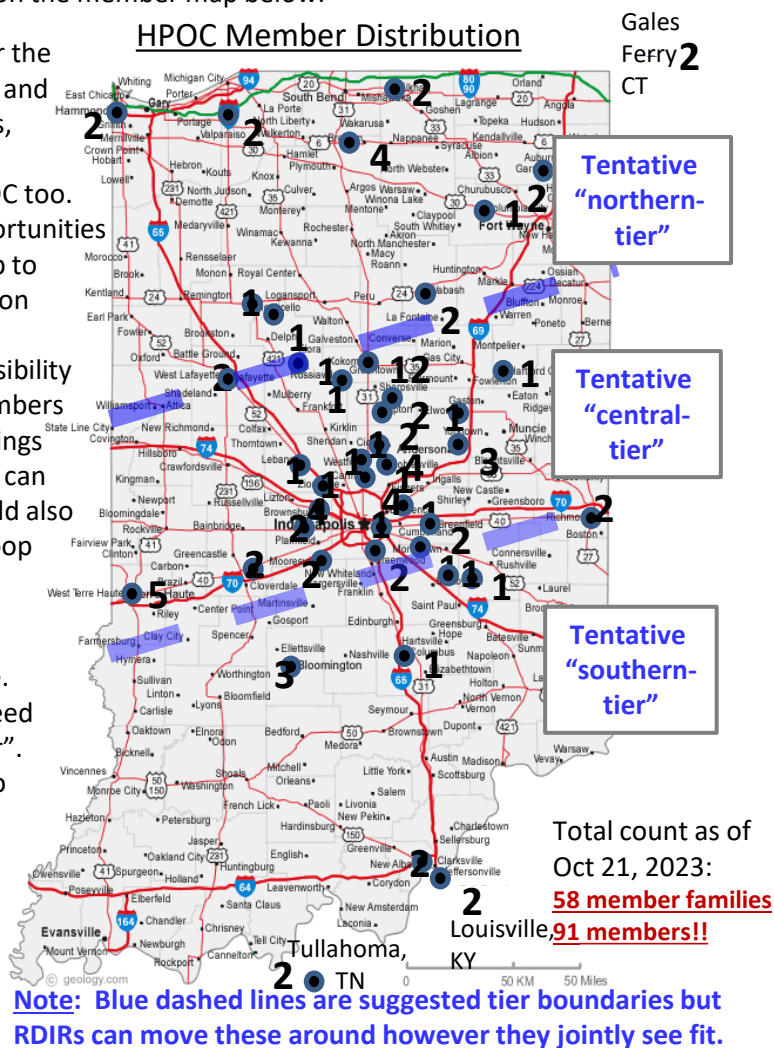
One significant new change is coming up ... Since the Hoosier Pontiac Oakland Club covers the entire state of Indiana from a membership standpoint, it can be difficult to try to keep up with our entire group at times. HPOC's leadership has decided to appoint some **Regional Directors** (or RDIRs) to help make this task easier. Two club members help cover the northern "tier" of the state and another club member has been assigned to help oversee our southern "tier". No hard boundaries have been established but a sketch of the general idea has been provided on the member map below.

Each RDIR is being asked to do three things for the club. 1) They are tasked with seeking out info and suggestions regarding activities, shows, events, cruises, etc within their region of Indiana that might be attractive for other members of HPOC too. If they hear about some neat and unique opportunities then they will help work with HPOC leadership to get the word out in real time, within their region and across our entire membership. 2) We are assuming that each RDIR will also take responsibility for occasionally touching base with HPOC members within their particular region, to make sure things are OK in general and to determine if our club can be of some assistance. 3) And finally, we would also ask our RDIRs to keep club leadership in the loop as appropriate.

We are pleased to say that no arm twisting seemed to be required to get a little help here. Robert (Bob) Harris from New Albany has agreed to serve as the RDIR for HPOC's "southern-tier". Charles Graf is from the Hammond/Monticello part of the state and Gary Winters resides in the Ft. Wayne area; together they will share RDIR tasks across the "northern-tier" of the Hoosier State. Finally, Mark Henderson will continue to provide RDIR coverage for our club's "central-tier".

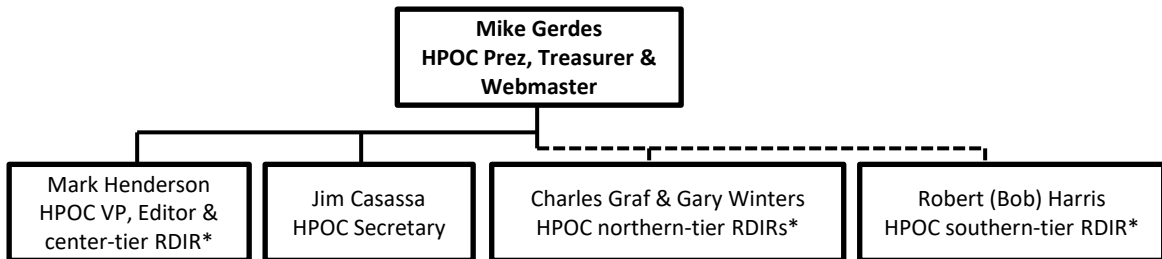
(story cont. on page 5)

HPOC Member Distribution



HPOC Member Business Update ... (story cont'd from page 4)

So the really short story (that you probably all wish I had led off with in the first place) looks pretty much like this ... The main goals of the new RDIRs are to help keep in touch with regional members and regional opportunities, to act as an open club interface and to encourage club communication across the state. In general, the organization would look like this:



Regional-tier Director (RDIR*) jobs 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.

From the Prez – Honorable Mentions

It's 2024 and time to start getting excited about this year and the HPOC! First, thanks to everyone who became lifetime members of the club recently. Your generous support really helps us plan for exciting events for the future knowing that we have your backing.

We had an officers' meeting in December and conducted our standard business. Mark and Jim may have some other information to share but I will say that we received feedback from the our members regarding ideas for future events and we will look into those and try to plan accordingly.

Of note, I know we would like to plan a cruise soon and meet at the ACD Museum in Auburn. I'm looking at dates but generally think a Spring event makes sense. As always, please mark your calendars for the first week of June for the annual BPOC show that HPOC helps support and also sponsors on a tri-annual basis. If you haven't been to the Lebanon Park for the show, it's a fantastic location with lots of shade, **(story cont. on page 6)**



From the Prez – Honorable Mentions ... (story cont'd from page 5)

clean restrooms and a snack bar! Heads up ... It will be HPOC's turn to host the 2025 BOPC event. Please attend the 2024 show, both to enjoy the program and to observe. I want to hold a short club meeting while we're all there to discuss some initial thoughts regarding next year.

Our treasury is in great shape as well. If you missed it, we donated \$500 to the Wheeler Mission Indiana to support those in need for the Holidays. Thanks to the generous contribution by one of our members, the club treasury portion was reduced.

On the car side, our Tempest had a Fall tune up and is all set to go. The fuel injection system is running well. We finally concluded that our 4-cylinder engine simply needs a couple of extra minutes to warm up and then everything seems to work OK. Meanwhile, I hope everyone is enjoying their winter projects and staying warm until spring.

I look forward to seeing everyone in the Spring at our HPOC events and cruises! Mike

Droppin' the Clutch with the VP

I feel like we're starting to make a dent. We're beginning to create an interesting mix of "old" vs "new". We have experts in flatheads and we're developing fresh expertise in modern methods of spark control and fuel delivery. We're recognizing the importance of history while we're learning how to set a path for the future. There's an encouraging energy within our gang once more. It's almost like when Elwood and Jake (in ***The Blues Brothers*** movie) exclaim "We're putting the band back together again!" while they aim toward a lofty goal. Can you sense the spirit that's growing once more?



2024 is a brand new year. HPOC has taken a good first step from a growth standpoint. Now we're trying to enhance our ability to communicate with each other and to act together like an entire club, rather than just as individual groups. Here's something to consider; perhaps each of us can add some "POWER" to our efforts thru some very simple steps:

**PONTIAC
POWER**

- Participate** – Pick a show, event or cruise and go!!!
- Open Up** – Let people know that you're going to be there, and then ask them to join you
- Wander** – Unless you're down for repairs, some driven miles are good for both you and your ride(s), so get out there and enjoy 'em
- Excitement** – Let people see how exciting classic Pontiacs look in real life
- Repeat** – Self explanatory ... do it all again!!!

Let's try to congregate several times this year to enjoy the view and appreciate our people. It doesn't need to be a formal occasion, it just needs to be fun. Let's show folks what "Pontiac Excitement" is all about! MH

Bits and Pieces

Various Shows in 2023 and Photos recorded by HPOC club members, in order of date of event

Early Times Chapter Reunion 2023 (07Sep – 09Sep2023)

- The write-up below is from our roving reporter Bill Harris. Photos are from various sources.
- The scanned story immediately following on pages 8-11 is an excerpt created by Maryellen Myers for a recent ETC newsletter.

Show Day for this Flathead Reunion was held in the parking lot of the First Christian Church in Crawfordsville, Indiana. There were at least three cars from HPOC participating; Harold and Linda Hankins with their 1940 Pontiac Coupe, Gary Winters' and Pam Harris' 1946 Pontiac Streamliner, and Bill and Wanda Harris with their 1948 Pontiac Torpedo 8 convertible. Tim Lloyd, a good Pontiac and Hudson friend drove our car to the show for us. All the best, Bill Harris



Ron Thomas's 1948 Pontiac Convertible



Bill Harris and his prized '48 Torpedo Convertible



Gary Winters and spouse Pam Harris and their sleek 1946 Pontiac Streamliner



Tim, Hank and Paul Prinzing pose with Hank's awesome '41 Pontiac (story cont. on page 8)



A great "new-tech" drone shot of classic vintage Pontiacs

Bits and Pieces - *(story cont'd from page 7)*

ETC Reunion 2023 (continued)

ETC REUNION

September 2023

by Maryellen Myers

Well we just concluded ETC Reunion #18 in Crawfordsville, IN!!!! Another great one for our scrapbook! The weather cooperated too...an occasional sprinkle but it didn't dampen the spirits of the group at all! We all look forward to this event every year and nothing was going to rain on our parade!



Thanks goes out to Linda & Harold Hankins for all their hard work in organizing this event. They did a superb job and everyone appreciated all their efforts! Thanks also to the Lukens', the Woodruffs' & the Thomas' for all their hard work and support also. Together they all got this event to come off without a hitch. The hotel staff at the Hampton couldn't have been nicer...they gave us all such a warm welcome and made our stay so memorable.

We also got to see Wanda & Bill Harris who haven't been able to attend for awhile, but did make it to the show on Saturday thanks to a friend who drove them up from Mooresville, IN...everyone enjoyed seeing them!!!



Peter Heydon from Ann Arbor, MI hadn't been to a reunion for quite awhile but decided to get in his big box truck and make the trip all by himself with his 1953 Catalina! He was quite the hit with the group!!!

We had one new members join us this year and some old members who participated for the 1st time:

New Member:
Jim Weber (OH)



Myron & Katherine
Slykerman (OH)



... (story cont. on page 9)

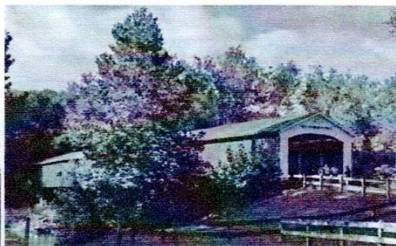
Bits and Pieces - (story cont'd from page 8)

ETC Reunion 2023 (continued)

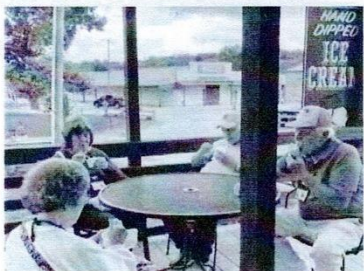
MORE ETC REUNION PICS

Friday was our traditional road trip day where we get to take all our cars out for a day on local roads, which takes a lot of planning as we try to avoid highways & high speed limits! As you all know it can be quite a challenge to organize as road conditions change everyday! We caravanned to two different covered bridges during the trip.

Of course there was a quick pit stop at the Crostata Walk Winery to cool off!



Then onto Rockville, IN for some antiquing and shopping followed by lunch at the "Thirty-Six Saloon for a superb BBQ buffet arranged just for us! Some of us had seconds of the bbq but I won't mention names, but I have to admit I was one of them as the food was so so good!



But our ETC trip would not be complete without a stop for ice cream, etc. at a local mill that had a covered bridge for photo ops & demonstrations & local artisans. The ice cream helped us cool off (a great excuse for those extra calories!), but well worth the stop.



Our car show on Saturday was a great success. Here's some of the pics:



... (story cont. on page 10)

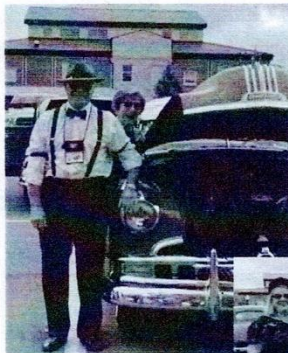
Bits and Pieces - (story cont'd from page 9)

ETC Reunion 2023 (continued)

ETC REUNION CAR SHOW & AWARDS NIGHT



Lisa Lynch, Mahlon McDill,
Ellen Hamilton (above)



Don Kirkwood & Judy Szor
(above)



Peggy Packer (above left) from Wisconsin attended her 4th ETC Reunion as a guest of Huck & Sally Mundell & Peggy says she is looking forward to ETC Reunion 2024 (above)

Dave & Betty Tollner (right)

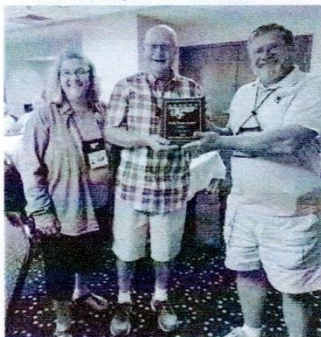
Saturday evening the awards dinner was held at the hotel which actually worked out great I am told. No one had to drive, so they could party hardy. Besides great food there was also musical entertainment. All in all the last night was enjoyed by all. Check out our Early Times Chapter on Facebook for even more pics.

The ETC Awards Dinner was hosted by David Luken & Pete Woodruff who gave out the awards below.

Huck & Sally Mundell (VT) won "Furthest Trailered" & also received their 13th year plaque.



Dave & Betty Tollner (NY) won "Best Post War"



Dick & Lois Preston (NY) won "Furthest Driven"



Jay & Mary (MN) won "Best Display Pre-War"



... (story cont. on page 11)

Bits and Pieces - (story cont'd from page 10)

ETC Reunion 2023 (continued)

OUR ETC REUNION 2023, CRAWFORDSVILLE, INDIANA

For those of us who arrived early in Crawfordsville we got taken to jail!!! The Montgomery County Rotary Jail was built in 1882 & was the first rotary jail built in the U.S. and was in use until 1973. It was then opened as a museum & restoration began in 1975 & it is listed in the National Register of Historic Places 1975. The circular cell block has 16 wedge shaped cells on a two story turntable around a central shaft. The cell block was immobilized in the 1930s as a hazard to prisoners. It was a very interesting place and the curator demonstrated how the cells actually rotated.



As usual one of our group misbehaved and almost got locked up!

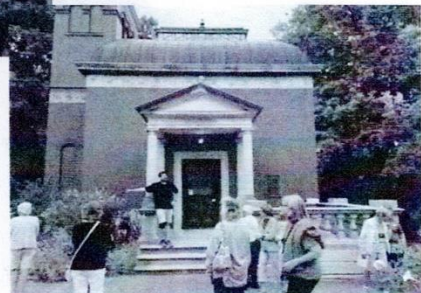


On Wednesday most of rest of our group arrived. We had our usual "Meet & Greet" at The Creekside Inn where everyone got to get the party started. We had 22 members participate, but Ohio had the strongest showing with 7 members! Members came from as far away as Vermont & Kansas. Unfortunately, Mark & Laura Stiles' flight from Oregon got cancelled or they would have been the furthest away. They were truly missed!

Thursday was tech day at the hotel where the group got to talk cars and problems and then after lunch they literally worked on some of the car problems in the parking lot. It was a great opportunity to get so many opinions and hopefully fix someone's issues. The ladies spent the day sightseeing & shopping & enjoying lunch out. They visited the LANE PLACE MUSEUM where the curator gave the history of the Lane Family



and then onto the General Lew Wallace Study & Museum for another guided tour. Such interesting history of the family dynamics of the Lanes & Wallaces. Well worth the experience.



... (story cont. on page 12)

Bits and Pieces - (story cont'd from page 11)

James Dean Festival and Ducktail Run (September 2023)

These are two of the biggest car, rod and custom shows in Indiana!!

The James Dean Museum & 9th Street Gang Car Club Present:



**September
22, 23, 24,
2023**

**PlayAcres
Park**
300 E Madison St
Fairmount, IN

the 44th Annual
**JAMES
DEAN
Run**

**1979 and OLDER or Radical
Awards Each Day**

\$500 Cash Drawing on Saturday
For ALL Entries (Must be present to win)
Dash Plaques to 1st 1600 Entries

Kustom Korral
Kooooo Kustoms!!

Registration:
Friday
9:00 am to 5:45 pm
Saturday
8:00 am to 5:45 pm
Sunday
8:00 am to noon

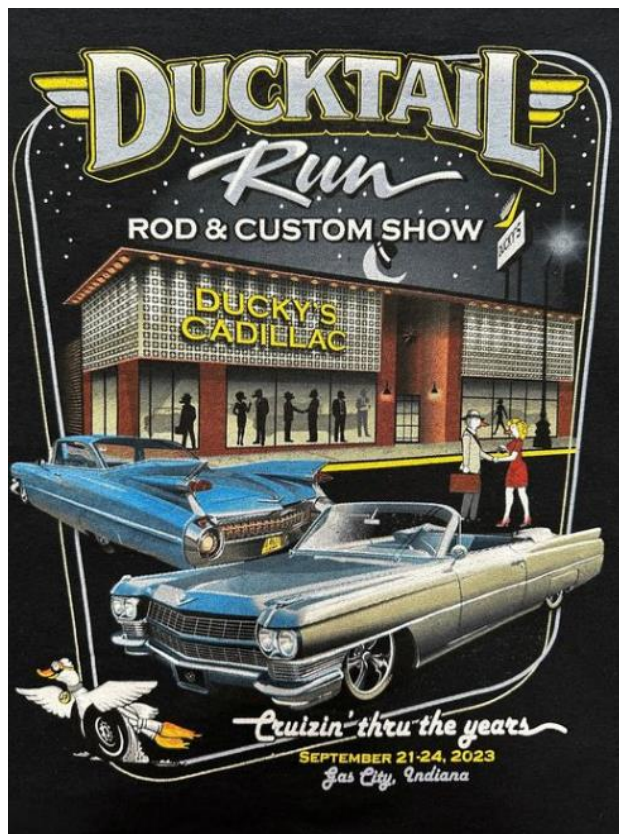
Friday
Biff and the Cruisers

Saturday
The Moon Cats

Mr. D.J. & Company-Francis Simmons

MERC Corral
Top 20 Merc Awards and 3-\$100.00 Cash Drawings
Entry Info: 765-243-1274 shoman4000@yahoo.com
Online pre-entry at www.thejamesdeanmuseum.com
Pre-Entry Confirmations mailed after 8/01/2023

**11th Annual
Mopar Corral**
By **MIKE ANDERSON**
MARION

(story cont. on pg 13)

Bits and Pieces - (story cont'd from page 12)

Various Shows in 2023 and Photos recorded by HPOC club members, in order of date of event

Ducktail Run (21Sep – 24Sep2023)

Photos provided by Jon Culver and Scott Pavey

This annual car event is held just outside of Gas City, Indiana and features cars, trucks and motorcycles of all kinds. Attendance in 2023 was listed at 2388 vehicles according to the website. Photos provided focus on just some of the fantastic Pontiacs participating.



... (story cont. on page 14)

Bits and Pieces - (story cont'd from page 13)

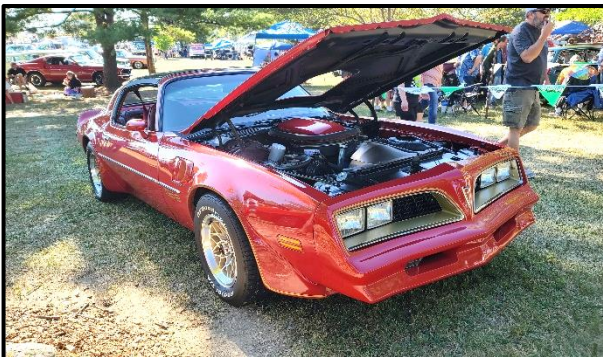
James Dean Festival (22Sep – 24Sep2023)

Photos provided by Jon Culver and Scott Pavey

This annual car event almost always runs concurrently with the Ducktail Run, although “James Dean” is held just outside of Fairmount, Indiana, where the star (James Dean) once lived and is buried. This show focuses on vehicles prior to a particular model year (in this case pre-1980). While show vehicle count can average somewhere north of 1500-2500, the event’s visitor count can frequently exceed 25,000-30,000 people.



James Dean statue photo source from: <https://rove.me/to/indiana/james-dean-festival?gallery>



... (story cont. on page 15)

Bits and Pieces - *(story cont'd from page 14)*

Various Shows in 2023 and Photos recorded by HPOC club members, in order of date of event

Arcadia Fall Market on Main (21Oct2023)

Story and photos provided by Mark and Sandy Henderson

This show represented small town USA, literally. Arcadia, Indiana hosted a nice little fall festival event with booths situated all along Main Street and through the middle of downtown. Everything was decorated with hay bales, fall flowers, balloons, pumpkins and gourds. There were apple cider stops, food stands and eateries and even a kids play area, i.e. the works. Adding to the small town feel, there was even a train track that evenly split the east and west sides of the city.

October 21st was a cool and misty autumn day. Word spread that a classic car show was included in the festivities and no doubt the old school muscle and some cool vintage rides helped bring the people in. Participants enjoyed a cozy grass roots cruise-in, uncomplicated without any extra pomp, circumstance, trophies or awards. Autumn scents and dry leaves skittering across streets and lawns added to ambiance of the event. Bright fall colors coyly invited some trailer queens out of their garages and out for a drive. It was great to see the folks from the Indy GTO Association bring out some of their 4-wheeled metal. Maybe HPOC and others can join the fun next year. **MH**



IGTO came to Arcadia to help promote their autumn event festivities



Bill Sanders (IGTOA, HPOC) and Jeff Cleland (IGTOA) seemed to approve of the choice of available brews

Louisville Pontiac Club Shares Christmas with the Tribe

Story and photos by Mark Henderson

While HPOC begins to spread it's wings a bit, our club is lucky to start becoming better associated and even somewhat integrated with other like-minded car groups. For example, the Louisville Pontiac Club (aka LPC, website: louisvillepontiacclub.com) is chapter #100 within POCI, and we have several HPOC members (Gib Vance, Rick Kaiser and Robert Harris) living in southern Indiana and/or in northern Kentucky) who are also members of the Louisville clan. LPC's broad focus of owned Pontiacs, Oaklands and GMCs is quite similar of the spread that HPOC owners have in their garages and storage facilities. We may live in different states but we seem to have a lot in common.

I was honored to be invited by Bob Harris to the Louisville Club's Christmas feast, held on December 10th at the Central Christian Church in New Albany, Indiana. The great food and wonderful company more than made up for the traffic and construction on the way down. In fact, it was a cool little celebration and a good example of what we leaders in HPOC want to figure out how to provide better for our own members.

I want to thank the good folks of the Louisville Pontiac Club for the invitation and for the fun. These are the people who are going to help lead the planning for the POCI National Event to be held in Louisville in 2025! HPOC may get asked to lend a hand there, so it might be a good idea to get a little more acquainted beforehand. Just sayin' ... All the best! **Mark H.**



Almost 30 members of the Louisville Pontiac Club attended their Christmas gathering. Your VP/Editor (behind the camera) was honored to have been invited to join them.

Four members of HPOC took part in LPC's holiday celebration down in New Albany, Indiana. Mark Henderson stands on the far left, new member Robert (Bob) Harris is next, then LPC President Rick Kaiser follows to the right, and past HPOC Prez Gib Vance stands at the far right.



Another “Christmas Story”

By Robert Harris and Gib Vance

Editor’s Note: This little writeup utilizes information provided by Bob Harris and Gib Vance. It is a great human interest item with a solid foundation in the spirit of Christmas. There weren’t any BB Guns or pink bunny pajamas involved, but there was something even more heartfelt and sentimental here. It was my privilege to get to sit with the Louisville Club to watch these proceedings. MH

Mary Godby was honored for 20 years of wonderful service by the Louisville Pontiac Club members. Her late husband, Jim, was a big Trans Am guy. As an expression of the club’s love and appreciation for all her donated time and efforts over the years, Mary was presented with a quilt made from Pontiac T/A Nats t-shirts once worn by Jim. Very cool!!! RH, GV



More “Newbies” and Now Some of the Existing Crew As Well

By Mark Henderson

As many of you may know by now, HPOC’s leadership had a growing concern because our membership numbers had been trending lower over time. We recognized many general reasons; member age and health, waning public interest in older vehicles, expense of the hobby, cost of fuel to attend events, comparative costs to do other fun things instead, etc. However, we refused to accept the phrase “dying out”. It was time that we did something different!

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 take part in a free trial membership for the balance of 2023. We are very pleased with the response. The club is back on a strong positive trend once more.

We are now beginning to address “Phase 2” of our master plan; i.e. improve participation and communication within club. We needed to grow first but now we need to get to know each other better. Please note a special write-up earlier in this newsletter regarding assignments **of Regional Directors** (RDIRs) from north to south across the height of the state. In addition, please also note that 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/>

So please review the following pages of this issue of “Chiefly Pontiac” for another “newbie” submission plus several additional pieces from folks who are already members. And look to your new HPOC Directories (sent only in hardcopy form) and start making some new friends across the club. All the best! MH

Newbies ... Clint & Cyndy Erickson – Russiaville, Indiana



Hi everyone ... Clint Erickson here. We're looking forward to meeting all the members of HPOC! I am originally from Nebraska and I graduated from the University of Nebraska. My wife Cyndy is from Missouri; she was working at the University Medical Center and went to the same church that I attended, so that's how we first met. Fate brought us together for the long term and today we have four children (all married) and six grandchildren.

I purchased my '72 Luxury LeMans in 1974 when I was 16 years old. She was my first car; the car I dated my wife in, the car we drove away from our wedding in and the car we brought some of our children home in after they were born. However, in 1997, the LeMans was at the point where she needed a lot of work and general maintenance to be OK. At that same point in time, we had a ton of family responsibilities and obligations, so I (temporarily) stopped driving the Pontiac and stored her away in the garage. Now we all know what that word "temporary" usually means, right? Finally in 2022, I pulled the LeMans out of the garage to see what kind of shape she was in and I started bringing her back to life. By the end of 2023, the majority of mechanical work is complete and bodywork/paint is next on the list. I need to repair the rust, replace the vinyl top and then finish her off with a shiny new coat of Brasilia Gold paint. I can hardly wait to see her back in one piece again and ready to drive.

Recalling a different path from the past, when the Lemans was both alive and well back in 1978, I joined a local Pontiac Club in the Omaha, Nebraska. That year, several of our members, including me, entered in a popular annual car show in Omaha. My car was parked a few spots down from a '53 5-window first series Chevy truck that was painted in a combo of cinnamon brown and metal flake burnt orange. Ever since then, I have wanted a '50s truck.

Our family eventually moved to Indiana in 1989, and of course, we brought the LeMans along as well. In 2016, I found a '55 GMC second series pickup for sale over in Missouri. It needed a decent amount of work but it also seemed to have great potential. Of course, it was not the '53 Chevy that I originally drooled over but I liked the newer lines and original color of the '55 GMC even better. I bought the truck and trailered it back home to Indiana ... **(story cont. on page 19)**

Newbies ... Clint & Cyndy Erickson – Russiaville, Indiana (con't)

and spent quite a bit of effort (and \$\$s) bringing it back to mostly original. The interior and exterior of the cab were “total redos”. I did take a few liberties while painting it to update the cab’s interior to a white and green color scheme that was not available on original ‘55s but seemed to match the exterior quite well. I also included a subtle pearlescent green tint to the clear coat that covers the white interior sections and the white roof. Most everything else on the GMC is original equipment and/or uses original replacement parts. I still have a lot of work left to do but it is slowly coming together, and the grandkids love to ride in the truck whenever they come to visit so that helps make it all worth it.

It really helps that my wife is very supportive of my “habit” and enjoys riding in both the LeMans and GMC whenever we can. All the best, **Clint Erickson**

Existing Members ... Dale & Marilyn Dutoi – Bremen, Indiana



One day in 1969, I came home from church, picked up the day’s copy of the “South Bend Tribune” and scanned through the ‘Cars for Sale’ section of the paper. There was an interesting advertisement for two cars in Wakarusa, Indiana, a 1929 Model A Ford and a 1929 Pontiac. I drove over and talked to the owner who happened to be an old car dealer. He took me to a farm near by and the cars were sitting outside.

I bought the 1929 Pontiac for \$250.00. It did not run at the time so he hauled it home for me and then I eventually got it started by pulling it backwards. Over the ... **(story cont. on page 20)**

Dale & Marilyn Dutoi – Bremen, Indiana (con't)

next 6 months I cleaned it up, got it into good running condition and had it painted, then I started taking it to local car shows. We eventually stepped up into going to national meets, starting with one in Michigan and then another in Ohio.

This is when things began moving along a little quickly; hopefully you can all follow along. At the Ohio show, I bought a green 1954 Pontiac Sedan 4-door and started taking it to many shows. Later on, my neighbor was visiting his son in Colorado and he saw a 1953 Pontiac Custom Catalina hardtop with a Continental kit on a car lot. He called me, I called the owner, and we worked out a deal. My friend's son trailered the car home for me and it arrived home on Christmas Eve. I sold the 1954 to a young man in Indiana and sometime later the 1929 was damaged in a barn fire, burning the paint and damaging the radiator. I couldn't find another radiator so I sold that car to another friend who turned it into a hotrod. Sounds almost like a game of musical chairs, doesn't it. Today, I still have the 1953 Catalina. It continues to run quite well and the chrome has all been refinished. I've driven it to national meets in Iowa, Michigan, and around Indiana. Our grandson still takes it out once in a while to local shows.

I joined the national Pontiac Oakland Club near the time of its humble beginnings in 1972 (my POCI member number is very low ... #41.) I have also been involved in the Hoosier Pontiac Oakland Club (HPOC) for a very long time. We're very lucky to have been caretakers of several of these wonderful cars and we always look forward to every ride we can get in a Pontiac. All the best, **Dale and Marilyn Dutoi**.

Existing Members ... "Corky" & Jane Cordell – Sharpsville, Indiana



In 1967 I was ready for my first new car. Unfortunately, a 'Vette was out of the question. The next best thing was the new Pontiac Firebird and in May of '67 I was driving one. In fact, I dated and married a great looking girl while driving that car. We loved that bird and drove the wheels off it.

Fast forward to 1994. The kids were grown and on their own. I was ready for another big boy toy. I decided that if I was going to spend the time and money necessary to turn a car into my dream then I should at least start with something sound. My son-in-law found a '68 Bird that had been a home to several generations of mice. The car was nothing special and it wasn't necessarily pretty but it was essentially in one piece. My wife (Jane) did not find any humor when I nicknamed that bird "Plain Jane". Five years and a lot of blood, sweat and beers ... **(story cont. on page 21)**

"Corky" & Jane Cordell – Sharpsville, Indiana (con't)

later, we had another perfect Pontiac Firebird to love and drive.

After driving the '68 on lots of trips with many other bird-owning friends, I developed a yearning to have one of the latest models. In the fall of 2016, our son was driving the '68 when he met a man that owned a '02 TA WS6. The fellow told our son he might sell it soon so our son gave him my contact info and asked him to give me a call. In the spring of 2017, I received a call from the original owner of a flawless '02 with 18k miles. Like any grown man, I went to Jane on my knees! She finally agreed to drive to Bloomington with me to look at the TA. The owner and I came to an agreement that Jane was happy with; however, she will not ride in the car unless the T-tops are out. Now, when we travel with the birds, our son drives the '68 and I drive the '02. The WS6 has air conditioning, the '68 does not! I'm very happy to have "one of the first and last of the breed". E.J. "Cork" Cordell

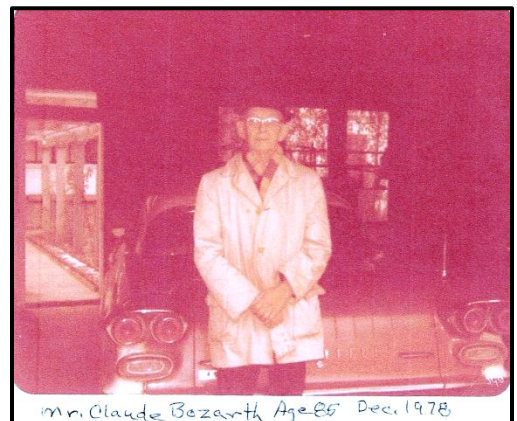
Existing Members ... Roger & Joyce Smith – Richmond, Indiana

In November 1958, my dad bought a new Pontiac Bonneville coupe from Wells Pontiac in Richmond, Indiana. It was White with a Redwood Copper top and side trim. I had just turned 12 years old a few days beforehand but I knew what love was and I felt it for that car. But my dad was a restless car owner and a few months later, he traded in "my" Bonneville for something else. I was heartbroken. I cried for a whole day and pouted for an entire week but I made up my mind that I would buy my own car like that one day.

Through my early years of driving, there were a number of opportunities to purchase a car but they never fully panned out. Then in 1978, I found my own Bonneville, right here in Richmond, just a few blocks away from where I lived.

Mr. Claude Bozarth was 65 years old when he bought his Bonneville on December 7th, 1957 (coincidentally also from Wells Pontiac). It had a factory tri-power and was painted Redwood Copper with an Ivory roof and rear inserts. He had nicknamed the car "Nancy" and told me that she had only spent 3 nights out of the garage in over 21 years.

I purchased the Bonneville from Mr. Bozarth on December 26th, 1978. She had some minor damage that was sustained over the past couple of years but nothing too severe. I happily drove it for 3-4 years just like it was, but she eventually started having a few issues. At that point, I decided to put her in storage until I could afford to tend to her needs properly. Years flew by, our kids grew up, I retired and my wife retired, and I still had not gotten back to working on my Bonneville. **(story cont. on page 22)**



Roger & Joyce Smith – Richmond, Indiana (con't)



It turns out that my uncle in London, Kentucky has a good friend, Gill Russell, who has restored cars for many years. My wife (Joyce) suggested having Gill take a look and see if he could restore my '58. I contacted him to inquire and he said that 1958 Bonneville's were one of his favorite cars. Gill agreed to do the job for me; in preparation, I removed the interior, engine and tranny and sent the rest of the car down to Kentucky so he could begin his work.

I had the chrome work done at CMF in Cambridge, Indiana (they are very good). I disassembled the engine and had the milling work done at Waterfield in Muncie, Indiana. The transmission was reworked at Bryon Crist Transmission, also located in Muncie. I ordered new glass from The Vintage Glass Man in Chickasha, Oklahoma. The next step is the interior. Once she's all put back together again and done, she will be my personal driver.

I have the original title and owner's manual for the car. I have the 1958 license plate that were on my dad's '58; that will go on mine. I have the Wells Pontiac plate ring that was on my dad's car too, plus the shop and the body reports, brochures, the dealer options book and much, much more. And to answer your unasked question ... yes, after 65 years, I still love '58 Bonneville's. They are still as beautiful today as the first day that I laid eyes on one of them. All the best! **Roger Smith**

Existing Members ... Gary Winters & Pam Harris – Ft Wayne, IN

I bought my 1946 Pontiac 8 Sedan in 1972 when I was 15 (and 1/2) with my paper route money. It was an old car in our neighbor's garage that a couple of us kids "found" and we used to pretend to drive it when we were 8 or 9 or 10 years old.

This particular Pontiac had sat for 23 years. It was backed in on the left side of a 2-bay detached garage, with ladders stacked on its roof and along the driver's side, tarps tossed on top, and all kinds of other stuff laying around it as well. Only us kids were small ... *(story cont. on page 23)*

Gary Winters & Pam Harris – Ft Wayne, Indiana (con't)

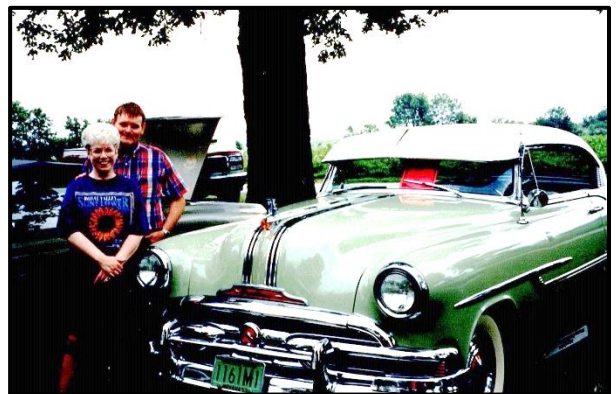


enough to squeeze in between the garage wall and the car. The Pontiac's door only opened part way but it was just enough to allow us to get inside the interior.

Fast forward to 1972 and I was looking to buy my first car when I remembered this old beauty. The Pontiac was (and still is) my very first car and I am its 2nd owner. The original owner purchased it in 1946 after serving his country, drove it a bit and then simply parked it. It only had 16,722 miles on the clock when I got it and the license plate (still on it) was from 1949.

At present, the odometer reads 49,820 miles, and that includes the 950-mile round trip to Murfreesboro, Tennessee (for the POCI Nationals) and then back to Ft Wayne, Indiana in July, 2023. The rest, as they might say, is yet to come. Best regards, **Gary Winters and Pam Harris**

Existing Member ... Sandy (& Jack) Fetty – Westfield, Indiana



Jack and I were originally dance partners in competitive rolling skating. When we reached the ages of 40 and 30 (I was the "30"), we decided that we were getting too old to continue, so we hung up our skates and decided to move on to other things. That was when Jack brought home his first antique car, a 1948 Silver Streak fastback. I thought it was a hopeless ... **(story cont. on page 24)**

Sandy (& Jack) Fetty – Westfield, Indiana (con't)

case but he managed to restore it nicely over time. After that, we owned a succession of classic cars, a 1936, a 1940 and then a 1953 Custom Catalina. I thought the Catalina was going to be our last one, but we ended up selling it to Butch Glatz so that Jack could buy a 1950 Sedan Delivery that had been converted into a flower car for a funeral home. It was obvious that this car was the one he had “always been looking for”, but of course it needed to be restored as well. For whatever reason, Jack never seemed able to purchase a car that was drivable from day one.

Jack was an ad man for a newspaper and he was really interested to get his hands on the Hoosier Pontiac Oakland Club newsletter. He volunteered for the role of editor for HPOC’s “Chiefly Pontiac” in 1982. This soon became his other baby and he produced the newsletter for 25 years, from 1982 through 2007. Jack’s last issue was published in December, 2007, the same month and year that he passed away.

Jack was a loyal member of HPOC since the mid-1970s and he even served as president for a term. He enjoyed attending car shows and swap meets with his friends from the club. He also appreciated meeting new people at these events and of course getting to see the cars. Jack is missed and our past Pontiacs all have other caretakers now but our family is grateful for the lasting friendships we’ve made within and because of HPOC. Best regards, **Sandy Fetty**

Existing Member ... Jim Richardson – Sharpsville, Indiana

Editor’s Note: If this bio looks somewhat familiar, it’s based on an article written about Jim for “Chiefly Pontiac” back in 2014 with a couple of suitable updates. Hope you enjoy. MH

“I’ve always loved cars and the freedom they give you to travel”.

Indiana holds a prolific position in the history of the automobile. Over 150 brands of cars have, at some point, been assembled within the Hoosier State. Then there is the region’s penchant for racing, including dirt track, banked oval, and quarter mile contests as well as the venerable Indianapolis Speedway. In a state full of car fanatics, Jim Richardson of Sharpsville stands out as a genuine enthusiast, preservationist and philanthropist.

Jim was infatuated with automobiles from an early age. “The first sound I made was the sound of an engine” he recalls, from which he earned the nickname “motor”. Those interests continued to build into his teenage years and he fondly shares one tale in particular. After World War II, Jim’s family was traveling to Michigan looking for a job when their 1929 Essex broke down. His uncle tried to repair their car but it tumbled from the jack and fell on top of him. Jim’s family had to live in a barn during his uncle’s recuperation and picked tomatoes to pay the hospital bills. Every weekend, the local farmers would have large gatherings and the roads alongside the tomato fields would become lined with long, lean and powerful cars. Jim and his brother would go search out their favorites, always looking for “the really fast ones” of course.

Jim remembers that in the 1950s, everyone wanted to have their ... **(story cont. on page 25)**

Jim Richardson – Sharpsville, Indiana (con't)

own business or a good job so they could afford one of those beautiful cars with long tail fins and one of those little houses with a white picket fence. He worked tirelessly to help his family but also began to save a little toward buying his dream car one day. Jim's motto became "Dream so big that people make fun of you, then work hard to make it happen". This was the time when his entrepreneurial spirits began to engage.



Better paying factory jobs eventually came along in the 1960s. Jim began building automotive components for a living, accelerating his passion for fast and fancy vehicles. His very first car was a used 1949 Chevy Styleline 2-door, but his stable eventually grew to include a '57 Ford convertible, a '57 Chevy convertible, a '55 Chevy Gasser, two '58 Ford Police Interceptors, and many other fine automobiles. Jim's first new car was a triple-black 1964 Pontiac 2+2 convertible "with gorgeous 8-lug wheels". "Of course, none of those cars were ever raced on the street" says Jim with a sly smile. Occasionally, he may have taken a gentlemanly sprint down a secluded stretch of highway just to "blow the carbon out". He might have even exceeded the speed limit marginally with a friend in the adjacent lane, but only to verify that all his mechanicals were in good working order and that his alignment was straight and true.

Big dreams and personal determination ultimately drove Jim away from the grind of large factories and into the realm of independent entrepreneurship. One business grew into two and then into more, while Jim's ideas continued to multiply. He acted on one brainstorm in particular. As Jim tells the story, "I've always loved cars and the freedom they give you to travel. My wife and I would take summer drives into the rural countryside. We would crest a hill or round a curve and see a town in the distance that would stir a remembrance of where I grew up. But sometimes when entering the town, the nostalgia would evaporate as there were no General Stores or Wizzer motor bikes running around." So in 1989, Jim decided to build his own "ideal memory" and created a sketch of a small Indiana town nestled right in his own back yard.

A Summer Place began construction in 1992, flourishing to include a diner, a post office, a barber shop, a firehouse, a gas station, a Ferris wheel, a railroad station, and a recreation of an iconic local movie theatre. The town provided an additional benefit; ... **(story cont. on page 26)**

Jim Richardson – Sharpsville, Indiana (con't)

it included plenty of garage and storage space for Jim's cars and projects. The backyard property became a wonderful spot for family, friends and fellow motor heads to gather and relax. Over time it evolved into a lucrative venture, serving as a site for reunions, weddings and other social gatherings. *A Summer Place* also grew to support charitable purposes near and dear to Jim's heart.

During the 1990s, Jim and his wife Tricia made the personal decision to adopt children. Their experiences gave Jim inspiration to help create "A Home for Every Child", a foundation geared to provide support, advice and monetary assistance for parents hoping to adopt but not easily able to do so. His relationships within the automotive hobby and his appealing property became important elements in his overall plan.

"Dream so big that people make fun of you, then work hard to make it happen".

A Summer Place has often served as the host site for a very special automotive get-together held every Memorial Day weekend with all proceeds benefitting "A Home for Every Child". This annual gathering transformed into a substantial event where over 400 participants have driven in from all over the lower forty-eight and Canada. Factory originals, concours restorations, restomods, full-up racing machines, drivers and projects-in-pieces are all on display. The public was always invited. They could wander the grounds to admire the rows of magnificent machines and look in on any works-in-progress Jim has tucked away in his garages. Plentiful shade, great eats, and pleasant music helped ensure that folks will want to return the following year. *A Summer Place* has provided a haven where cars and charity have been able to blend, and Jim Richardson has set high standards for how the collector car hobby can have a positive impact on the community and those in need.

Jim's dream town got a big surprise in October 2014 when a "special guest" came to Kokomo for a visit. Jay Leno dropped in by invitation and one of his stops had to be *A Summer Place*. It goes without saying that Jay was very impressed with Jim's lil' Hoosier burg in his own back yard.

Unfortunately, COVID took its toll and *A Summer Place's* programs sort of came to a screeching halt for a while. Finally, in fall of 2023, Jim invited the world once more to visit *A Summer Place*, this time for a Labor Day event. The weather was gorgeous, the field was full of shiny metal, the food was delicious and the people were happy. Hopefully that will be the start of another great trend. In the meantime, we wish Jim and Tricia and their family every best wish. **JR, MH**



PONTIAC

From the Driver's Seat:

Before I do any formal writing here (like when have I ever written formally?) I want to take a minute to welcome **Roger Plummer** into HPOC. Roger lives in Bargersville, IN and owns a 1938 Pontiac 2-door sedan. Of particular interest to our gang; his car was once a prop vehicle in *A Christmas Story*; an excellent holiday movie that takes place in a northern Indiana town and features 'Ralphie' plus all the antics he has to go through to get a 'Red Ryder BB Gun' from Santa Claus for Christmas. Oh yeah, and don't forget the iconic "leg lamp"!!! In any case, Roger said that his car is in a slight state of some disassembly at the moment and we're sure that he would appreciate contact from members in the club who may be familiar with 30s-era Pontiacs. Roger's email address is: wranglinrog@yahoo.com. Please say "Hi" from HPOC.



I usually try to utilize my editor's column as an "objective" forum. You believe that, right? Yes, I have been known to "vent" here on occasion, but this column has never been intended to serve as a platform for giving much voice to my frustrations, mechanical or otherwise. My apologies if I've ever made you feel different. From now on, if I get bent out of shape, I may just go back to tossing wrenches across the garage or down the driveway. Sheesh.

However, it's no secret to anyone who knows me that I have been a little perplexed (I'm keeping it clean here) with the EFI conversion for my '69 GP. I won't focus on the brand of the EFI system because at this level of product, I'll bet they are all similarly "hobby" capable with unique sets of pros and cons. I'm guessing that some amount of learning curve and tweaking is likely necessary across the board to make everything work. OK ... fine.

However, I am finding out that a trick is to try to electrically and mechanically install any new automotive stuff, whether OEM or aftermarket, as correctly as possible. Programming and/or calibrating can take a different skill set altogether (i.e. a different brain) and perhaps unique tools that the typical weekend mechanic may not yet have. The assumption is that people are still smart enough to learn what to do. Yes, I do keep trying to improve!

Today, let's talk about a the general process of getting such things done. Next time we'll talk more tech-ish.

- First and foremost, don't be "that guy". Whether it's a really complex installation or something you just aren't familiar with, read the instructions first. If you've done "something similar to that before" and don't read the instructions, then we wish you luck but don't say we didn't warn you.
- If your repair or installation involves related electrical connections, it may be wise to disconnect the battery first before moving forward with any other tasks at hand.
- Try to determine what extra parts and pieces are going to be handy to do the job properly. At the very least, make your preliminary list early. You might even do some local and/or catalog shopping ahead of time to have most everything ready and at your disposal.
- A great tool available via the web is the forum. By typing "how do I install X" into your browser, you may get any number of instructions, opinions, pictures, drawings, and/or general wisdom from people out there who have done "X" before. You can also research available forums before the work begins or wait until you're knee deep in some kind of trouble. The "when" is kind of up to you.
- Before you start, test fit parts and pieces, LOOK at how things should fit, READ how much torque to apply, and so on. Become familiar with how "X" should go together and function when done.
- Consider what best practices ought to be applied. THINK ahead about necessary electrical connections, especially grounds. What mechanical features should to be lubricated and with what? When you bolt things together, should lock-tite be used or not? Etc.
- To summarize – to avoid unnecessary and frustrating issues and errors, review the job BEFORE you begin, work carefully and methodically, and try to do things properly the first time through.

Unless you break something thoroughly, it may be possible to redo it again to make it right. You'll lose some time and maybe some money, but you'll learn and gain some wisdom. Try to be patient (*I need to work on this part A LOT!*) You'll get there, and then you can enjoy the ride. Now Go Exercise the Go Pedal !!! All the best, MH

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Vendor fee : \$45 per indoor space (chairs, tables extra) - Jan 31st Deadline!

\$50 Fee STARTING FEBRUARY 1st - so reserve early !!

\$30 for LARGE Outdoor Spot

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QUESTIONS: call **Tony at 847-521-3130**

Call before 9pm central time

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RETURNING VENDORS - Vendor reservations must be received by January 1st or you will be assigned a new space

CANCELLATIONS - There will be **no refund** for cancellations **after February 1**

Registration Chairman: Tony at 847-521-3130

Email : bopcswap@gmail.com

Call before 9pm central time, please

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PHONE _____ **EMAIL** _____

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	10 ft by 10 ft indoor vendor space - for inside trailer or vehicle space, please call	\$45 \$50 starting FEB 1	
	8 ft Table rental	\$8	
	Chair rental, metal, folding	\$2	
	OUTDOOR vendor spot / Car corral spot - space for car or pickup plus trailer. Paved area. Sell a car or parts or both. Includes admission for 1 only. Spot at front entrance - highly visible to public	\$30	
TOTAL ENCLOSED			

Make all checks payable to: IVOC
mail to: BOPC SWAP
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WAIVER (required): I understand that neither the Illinois Chapter of POCI, nor the Illinois Valley Olds Chapter, nor the Chicagoland Chapter of the Buick Club of America, nor the Kane County Fair Association will be responsible in any way for loss or damage to personal property or injury to myself or any person in my party

Signature _____



GTOAA

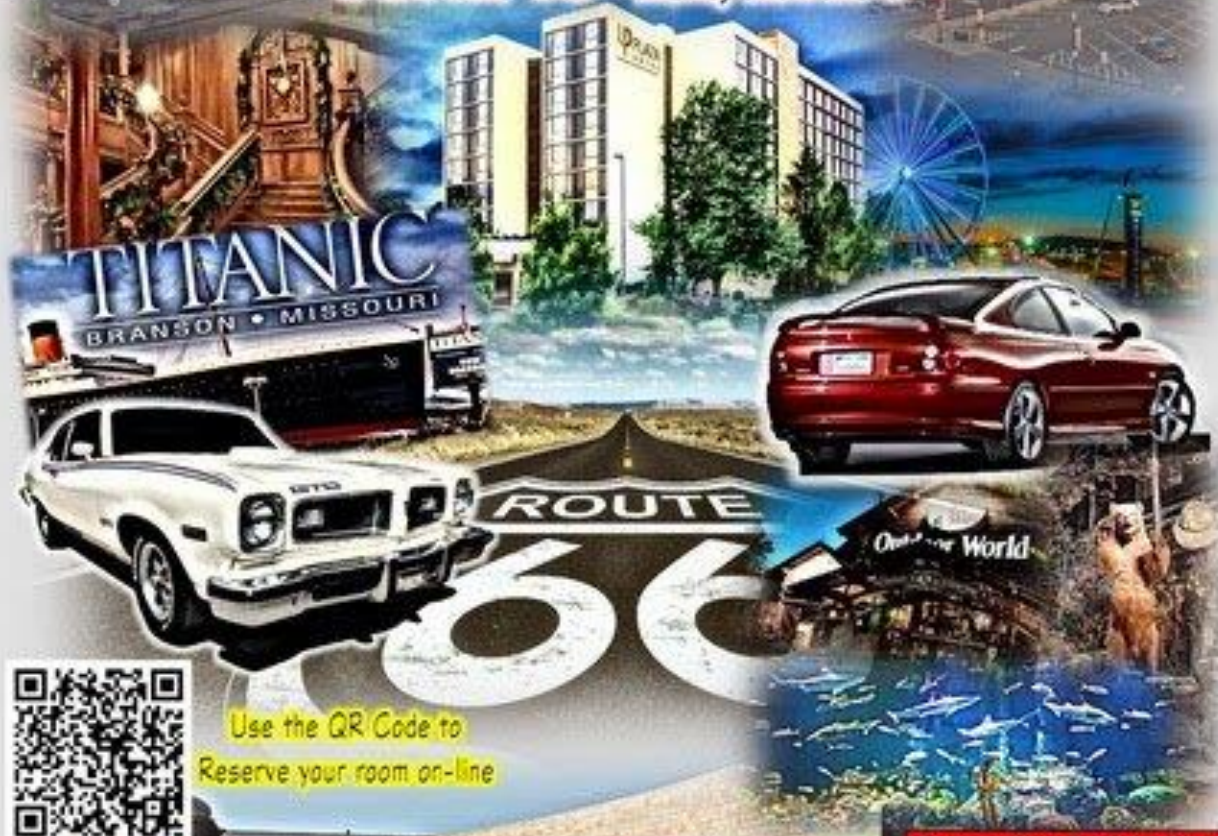
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Any Questions - Please call:

Chris Hooten	317-694-6187
Bob Alexander	970-214-4234
Tom Oiler	636-288-1426



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



Register online at 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 by May 1, 2024.

Convention Contacts

Convention Chairmen – Tom Oxler 636-288-1426, toxler@prodigy.net
Chris Hooten 317-694-6187, convention@gtoaa.org
Bob Alexander 970-214-4234, bob06gto@LPbroadband.net
Registration – Bob Alexander 970-214-4234, registration@gtoaa.org
Hotel, Trailer Parking – Tom Oxler 636-288-1426, toxler@prodigy.net
Concours – Bill Markowski 716-652-1911, wmarkowski@gtoaa.org
Popular Vote – Tom Szymczyk 856-524-2588, goatguytom@aol.com
Outdoor Vendors / Swap Meet – Vic Schreck 717-945-3308, president@gtoaa.org
Indoor Vendors – Tom Oxler 636-288-1426, toxler@prodigy.net
Sponsors – Vic Schreck 717-945-3308, president@gtoaa.org
Activities – John Johnson 573-473-4928, rphjohn@hotmail.com
Drag Racing – Chris Hooten 317-694-6187, 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 does 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 _____	x \$ 25	Kids self-drive _____	x \$ 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 _____	x \$ 70	Kids self-drive _____	x \$ 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 _____	x \$ 120	Kids self-drive _____	x \$ 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 _____	x \$ _____	\$ 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 _____	x \$ _____	\$ 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
Timnath, CO
80547-0455



[2024 Reg Form Combined.pdf](https://www.gtoameet.org/Images/Documents/2024%20Reg%20Form%20Combined.pdf)
(gtoameet.org)

<https://www.gtoameet.org/Images/Documents/2024%20Reg%20Form%20Combined.pdf>



PONTIAC

The Natural State

52ND ANNUAL

POCI

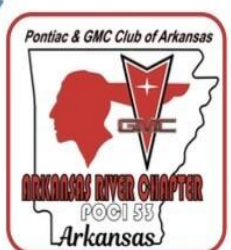
International Convention

JULY 15-20

2024

Springdale, Arkansas

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



2024 POCI CONVENTION REGISTRATION FORM



52nd 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
Larry Crider (918) 798-2765 pontiacfun@gmail.com
Host Chapter Contact: Richie Lovan (479) 899-3437 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: _____

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 at 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 1st 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.
- **BOPC Swap Meet and Car Corral, 2/18/2024,**
Kane County Fairgrounds, 525 S. Randall Rd, St Charles, IL
- **2024 Buick-Olds-Pontiac-Cadillac Show – 6/1/2024,**
Memorial Park, Lebanon, IN
- **52nd Annual POCI Convention, 7/15-7/20/2024,**
Springdale, AR
- **2024 GTOAA Nationals, 6/18-6/22/2024,**
Springfield, MO
- **2024 Ames Tri-Power Nationals, 7/19-7/21/2024**
Norwalk, OH
- **Happy 2024 !!!!**
- **Happy Valentines Day !!!**
- **Happy St Patrick’s Day !!!!**

To contact your club officers:

PREZ: MIKE GERDES 317-250-0722
mgerdes737@gmail.com

V. PREZ: MARK HENDERSON, 765-438-3322
doodle1701@gmail.com

SECRETARY: JIM CASASSA
jacasassa@att.net

TREAS: MIKE GERDES 317-250-0722
mgerdes737@gmail.com

EDITOR: MARK HENDERSON, 765-438-3322
doodle1701@gmail.com

WEBMASTER: MIKE GERDES 317-250-0722
mgerdes737@gmail.com

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



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