



CHIEFLY PONTIAC

A Newsletter for the Hoosier Pontiac-Oakland Club

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

JUL-AUG-SEP 2024 issue, VOLUME 47 – NO. 3

Pontiacs Stand Out at the IGTOA/IFC HUGE Show



Carmel American Legion Car Show, June 8th (by Jim Casassa)

This is one of the shows I missed last year as we were in Minnesota for a high school graduation and a wedding. This year I was able to spend a couple of hours checking out the cars before I headed across town to the HMCA meeting. This open car show is jointly promoted and hosted by the Indy Firebird Club and the Indy GTO Association to help raise funds for HVAF, an organization that helps homeless veterans. From the street, the Carmel American Legion appears an unlikely location for a car show. However, there is a large L-shaped grassy field behind the building with an area roughly equal to a couple of football fields. Trees around the perimeter of the field provides some useful shade.

It seemed like half the show cars were either Firebirds or GTOs, which is not surprising since they were the host clubs and both organizations have active memberships. There were about a half dozen other Pontiacs there, but no street rod Pontiacs and no Overhead Cam 6's. The remainder of the attendees consisted of other muscle cars (including late model Mopars, Mustangs, and Corvettes), special interest cars and a few antiques and street rods. Surprising to me was the presence of at least 4 Studebaker Avantis. The rarest car there was a Bill Thomas Cheetah. According to the documentation displayed by the owner, no more than 27 Cheetahs were produced either as complete vehicles or as kits. JC

IGTOA/IFC "BIG SHOW", Carmel Indiana American Legion, June 8th (Chuck Graf)

On this day, my bud and I logged 200 miles on my old '70 GTO; back roads all the way to Carmel from Monticello utilizing "421". Super nice drive. Upon arrival, there were quite ... **(story cont'd on pg 2)**

Pontiacs Stand Out at the IGTOA/IFC HUGE Show (cont'd from page 1)**(Photos provided by Jim Casassa)**

a few "historics" on display. Lots of newer vehicles as well.

The owner of a '63 LeMans was educating ALL who came by to see it about how the drivetrain in that car was configured. He had a promo type model as a visual aid so you got the whole course even if you didn't register for it. A '67 or '68 silver Firebird has been with its present caretaker since his father purchased it new. It had a bench seat with a V-8 and a column shift 3-speed. The guy told a story about having six people in that car back in the '70s, going to Road America. An "Oldfolksmobile" pace car has traveled 325K miles so far (that's about 13 times around the world). An LS-powered Cadillac 'vert was an awesome ride but I did not agree with the owner's statement that the original 331 cu in V8 was "junk".

There were maybe 200 cars in attendance ... a great show! The ride back on I-65 would see the GTO clearing out the carbon at (hypothetically) 90+ plus MPH for miles and miles. It was good for the car and it was good for me. Get 'em out on the road! Go see a show! Cheers!! **CG**

**(Photos provided by Chuck Graf)****American Legion Post 155 IGTOA and IFC Car Show (Mike Gerdes)**

What makes a great car show? It's hard to define but I know for sure that the Indy GTO Association and the Indy Firebird Club found a way to do it right this year at the American Legion in Carmel. This show is typically scheduled for the second Saturday each June (note that the BPOC Show is always the first Saturday each June and that's no accident between clubs!). This is ... **(story cont'd on pg 3)**

Pontiacs Stand Out at the IGTOA/IFC HUGE Show (cont'd from page 2)



Mike Richards' GTO and Mike Gerdes' Tempest parked in between a cool Nash Metropolitan and VW camper van!

one of the nicest shows in town. It is very well organized, there are great prizes, parking is easy and there's lots of food and drink options!

I attended with Mike Richards and we found several other HPOC members there. It was great seeing and talking with you all! It was interesting that there were several Avanti's on tap this year, all very cool and nicely restored.

If you know me at all then you know that food options are always important. At this particular show, the Boy Scouts had a cookout going, the Legion Hall was open for lunch and there were restaurant choices right next to parking at the shopping center. Plenty of great food for those of us that like a nice meal!

The Top 50 Awards were very nice wood carved "license plates." Maybe an idea for the BPOC show next year?

Our day was topped off as Mike and I both received a Top 50 award, one for his GTO, one for my Tempest. Always a great way to finish the day at a show.



Thanks to the whole gang at the Indy GTO Association and Indy Firebird Club for always doing a great job! All the best, **Mike Gerdes**

Indy Firebird/GTO Club's HUGE Car Show Review (Bill Sanders, Prez Indy GTO Association)

Well, our club member Mr. Don Allen, whose sole job all year is to ensure good weather on our car show date, came through once again. The weather on "show day" June 8th was picture perfect!

The venue (Carmel American Legion Post #155) was awesome and the DJ (Geno Nemetz) was spinning excellent tunes the whole day. We had the local Boy Scout troop doing "car hop" duty at lunch time so if you wanted, you could hang out at your car and have the scouts bring you lunch. The day kicked off early at about 7am with the IFC/IGTOA team setting up things for the show. Coffee and doughnuts arrived early as well so all well right with the world!

Our raffle did well this year with lots of interesting items to bid on, including special food oils, die cast cars, restaurant gift cards and an opportunity for a nice tattoo from ... **(story cont'd on pg 4)**

Pontiacs Stand Out at IGTOA/IFC HUGE Show (cont'd from page 3)

a local Carmel shop. You just don't get that kind of variety at your basic run of the mill car show folks! LOL!!

At noon, the Indy Firebird Club's very own "Chrystal" sang our National Anthem acapella in a stunning rendition! Well done Chrystal!!

As for the real reason why we do this show, we raised over \$5,000 for our two charities, the Elysian Foundation and the HVAF (Helping Veterans and Families). As an added bonus, the Boy Scouts cleared over \$1300 in revenue and tips to help serve their needs. It was a very good day for everyone.

This year we attracted 200 show cars to our show. Based on feedback that we've received, we expect similar participation again next year. But speaking of 2025, our plans look a bit fluid at the moment as the Carmel American Legion may be sell a large portion of their property off and that will impact our show field. However, we will figure something out and get the word out as soon as possible.

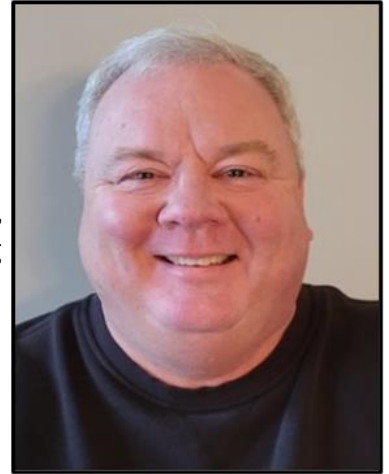
Attached are just a few of the many pictures taken on show day (especially see page 1). We enjoyed a nice variety of vehicles; it's an open show so we usually see a lot of diversity and people tell us that's one of the main reasons that they come. As mentioned above, our big goal is to raise \$\$\$s for our charities, ok and maybe to have a lot of fun in the process. As usual, this year was exceptional thanks to all those who attended. We look forward to doing it all again next year!!! **Bill Sanders**



From the Prez – Honorable Mentions

Greetings HPOC! The summer car season is in full swing and it's been great seeing many of you on the car show circuit this year.

Club News – I'd like to welcome **Mark Pataluch** as a new lifetime member of HPOC. Mark owns a number of classic Pontiac Grand Prix's, including a couple of rare 4-speed models. We look forward to hearing more about his cars and his Pontiac-related adventures.



We have a couple of points of club business to discuss. First, HPOC's bank account remains strong. Thanks to all of you who reupped with the club again this year and paid their dues once more. Thanks also to all those who became lifetime members this year! From an expense standpoint, we pay regular annual usage fees for our website (which are very reasonable) and our quarterly newsletter printing and mailing expenses are well managed. Please note ... with holidays coming and charitable needs ever on the rise, this is a time of year where "giving" can become very important for any number of good causes. Your suggestions (by 10/1/2024) for charities to consider would be most appreciated. Overall, we're in good shape for the rest of the year.

HPOC will be the official sponsor for the 2025 BOPC (Buick, Oldsmobile, Pontiac and Cadillac) Show to be held next June 7th in Lebanon, Indiana. I've reserved Memorial Park for the event so please mark your calendars! We are always in need of volunteers for the day of the show and to get donations for door prizes and awards. More details and planning info to follow later this year.

Car Update - As is typical with our hobby, I had our car all set for the big June and July shows but then the radiator sprung a leak! It's funny because I thought that I had replaced everything that could possibly break, but of course the radiator was not on that list. A local shop got it rebuilt in a couple of weeks, which was perfect because I needed the Tempest back in one piece for the Pontiac Nationals in Norwalk, Ohio. You may recall that I got halfway to the Nats in 2023 when my fuel pump broke and the car had to get towed home.

So, with the new radiator installed, off I went on the 5-hour drive from our home in Indianapolis toward Norwalk, Ohio. And guess what, I made it to within 60 miles of the show before my (newer) fuel pump conked out (again). At least this year, it failed at a Love's truck stop (when I stopped for gas) versus last year when it failed on a two-lane country road surrounded by corn fields.



The tow home was a 3.5 hour ride. Would somebody please remind me soon to upgrade to the premier version of AAA with extended towing mileage?

My local "car guy" determined that the pump's pickup sock was not staying sufficiently submerged when my fuel level drops. The Tempest's gas tank has a 20-gallon capacity but it's rather shallow in overall height. An in-tank fuel pump had to be custom designed and ... **(story cont'd on pg 6)**

From the Prez – Honorable Mentions (cont'd from page 3)

installed but apparently there just wasn't enough depth to maintain consistent coverage by fuel when gas in the tank got low. So guess what ... I'm going back to an external fuel pump once more! I guess we'll try one more run to Norwalk in 2025!

Thanks yet again for all your support of the club. Check your newsletter and your email and our website for upcoming activities, events and shows and we'll see you around the Hoosier State!

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



Droppin' the Clutch with the VP

Hi Gang – I've heard that the last couple of newsletters seemed to have some "weight" to them. **That's because the number of incoming articles from all of you, has been great!!!** In short, you guys rock!

This third-quarter issue may be just a little bit lighter because we're sort of in a lull regarding write-ups on BIG events. You may remember that the BOPC event in Lebanon suffered from a rain out, but it has now been rescheduled to run concurrently at the Stoops BOP show in Plainfield on 8/10. I'm waiting on a couple of articles regarding the GTO National Meet and the Hot Rod Power Tour (HRPT) from last June.

I also look forward to hearing from folks about the POCI Nats and the Tri-Power Nats this July, and then we have the Warbirds Show up in Peru and other neat events from August on. So stay tuned. We should have plenty of Poncho, Oakland and even some GMC writeups coming soon.



We have been trying to utilize our new Regional-tier Directors (RDIRs) organization to help meld HPOC together into more of a state-wide group. Gary Winters and Chuck Graf kicked things off by putting together a "**northern-tier**" cruise event last April to the ACD and NATMUS in Auburn. Weather may have held participation down but we still had a good time going through two top-notch car museum facilities and having a nice lunch together as a club. We'll try something again next year in our northern tier.

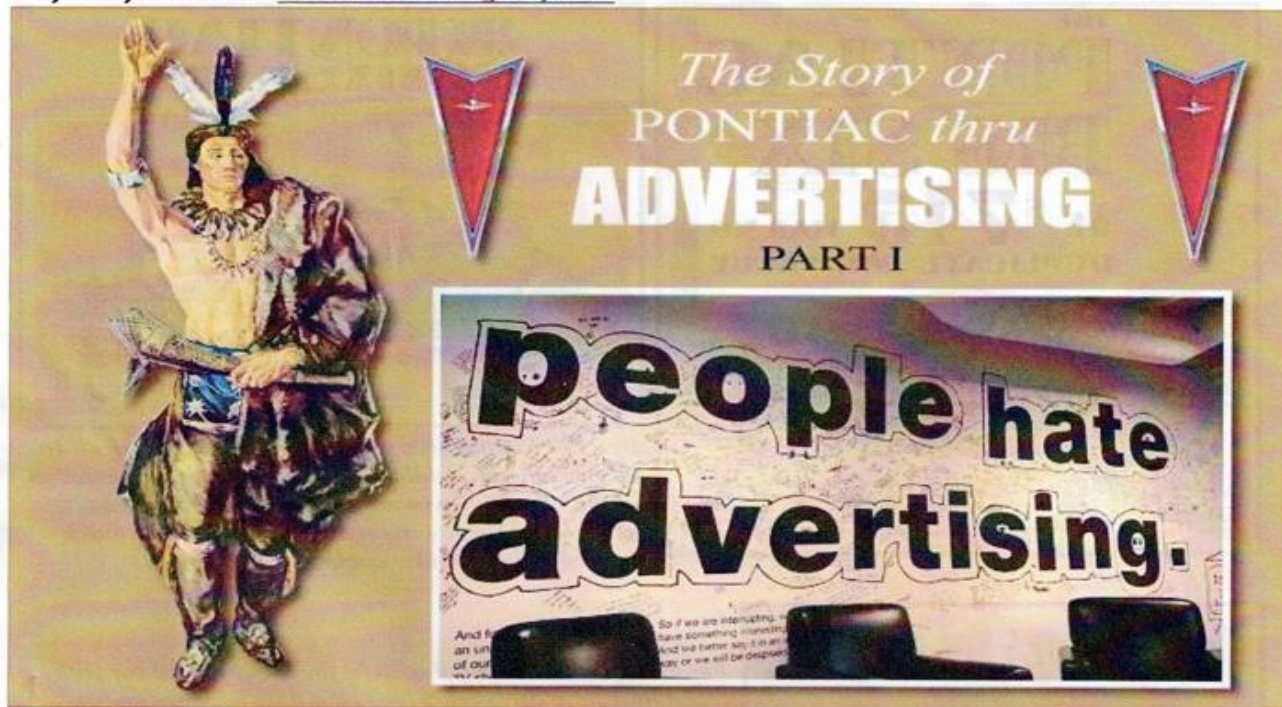
Our "**central-tier**" activity will likely center around the BOPC Show each year unless someone has a better idea. As mentioned before, the BOPC and the annual Stoops events will be merged in 2024 (see flyer). As a reminder to all, HPOC is in charge of organizing and running the BOPC program next year (2025), a responsibility we share every three years with the Buick and the Cadillac clubs. We're going to need some direct support from our gang to help make that show successful. More info to come soon. See you at Stoops in Plainfield on 8/10!

Finally, our 2024 "**southern-tier**" get-together is being planned around the 46th Annual Carfest & Cruz-In which will be held in Washington, Indiana this coming September (see flyer). This is a LARGE program; it might be very fun for our HPOC folks to meet each other there. Drop Bob Harris an email or a text with any questions.

Hang on gang! 2024 is moving fast! We hope you have a great year!! All the best. **MH**

Editor's Note: I'd like to say thank you to Jim Black (editor of the "Overhead Cammers" newsletter), to Larry Kummer and to www.PontiacRegistry.com for allowing and supporting content exchanges among our Poncho-related submissions. Since I had the pleasure of meeting and talking with Jim Wangers on three different occasions, the topic of "advertising strategies for Pontiac" remains a topic of interest for me. Anyway, with permission, I'd like to share this first part (of two) regarding "The Story of PONTIAC thru Advertising". Hope you enjoy! Mark H.

By Larry Kummer - www.PontiacRegistry.com



There was a general manager of General Motors many years ago, whose name slips our memory, who said that when it came to advertising, 50% of it was very worthwhile and 50% of it was a complete waste of time and money. . . problem was— he didn't know which 50% was which. Thus has developed a sort of love-hate relationship between those who want to promote and sell something and those who claim to be the experts at accomplishing it, and often those who have to suffer through it all (especially today).

Don't get us wrong, there are many instances of where advertising has played a major role in the success of a product, and in our case— our favorite car: Pontiac.

Here we are taking a trip back in time to see how Pontiac's print advertising changed through the years. And you will see that the "style" of these ads were very indicative of the times and direction of our country and its people. Remember too, that print advertising in the beginning was the only form of advertising available. Radio, then television, followed, but still until our new digital era, print advertising was the predominant form of getting one's message to people be it magazines or newspapers. Don't we wish that was still the case, rather than the constant bombardment of advertising through all of television's zillions of channels, our computers, our phones, everywhere?

In 1926, with the birth of the first Pontiac automobile, it was only natural that they played on the Chief Pontiac name and image. After all, if you couldn't trust a noble Indian chief, who could you trust? Note the simpler outdoor life too. Probably all made possible by owning a low-priced Pontiac Six.




The Lowest Priced Six with Body by Fisher

825

PONTIAC SIX

THE
**PONTIAC
BIG SIX**
PRODUCT OF
GENERAL MOTORS

at **\$745** HAS NO
DUPLICATE FOR VALUE



This 4-door Sedan, Built in Fisher Plant, Flint, Mich.

This matchless value offered by the Pontiac Big Six constitutes the real reason for the tremendous popularity of this car among rural buyers. For, outstanding on each preceding model has been, not even Pontiac has ever before achieved such an impressive array of big car qualities as it offers today at a small car price.

THE NEW **PONTIAC
BIG SIX** **\$745**
PRODUCT OF GENERAL MOTORS



By 1929 Pontiac was still all in with the American Indian art theme. Additionally, the consistent promotion of the "Big Six" was actually a big deal too because at that time the lower-priced cars were pretty much exclusively 4-cylinder engines.

Smooth riding . .



NEW PONTIAC 6 and V8

Pontiac wasn't always going to be the lower priced car with just a little bit more quality for just a little bit more money. By 1931, Pontiac was looking like an expensive car and with that came the new claims of beauty and smooth riding—what the high dollar cars professed to be. And for this one year only the Pontiac flathead six was accompanied by a V-8 engine for the first time (and then gone for many years). These were the things Big Car lovers dreamed of.

But things, there were a changing in 1933. While the above referenced V-8 was simply a left over from the now defunct parent car, the Oakland, lasting only that one year, it appears that big engines were now on the Pontiac list of things other lower-priced cars did not offer.

It was quite a gamble, taking the chance that they could convince the buyers that a big eight would actually be an "economy straight 8." With a roll of the dice, they eliminated the previous economy six.

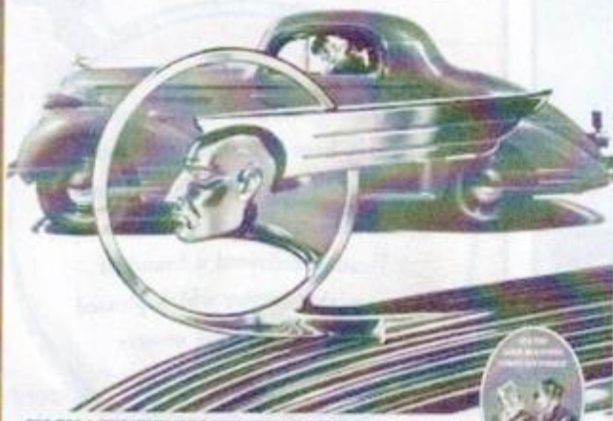
SOUNDS UNBELIEVABLE—BUT IT'S TRUE
*there is a big straight 8
in the low price field*



**PONTIAC
THE
ECONOMY STRAIGHT 8**
115-INCH WHEELBASE
3265* POUNDS OF WEIGHT
78 actual MILES PER HOUR
77 HORSEPOWER
\$585
NEW 1933
PONTIAC
ECONOMY

Only the price tag tells you

this is a Low-priced car



BUT FROM A GREAT MARCH PLANT COULD COME A LOW-PRICED CAR TO RIDE

NEW PONTIAC SIXES AND EIGHTS **'615**

Everything points to PONTIAC for 1937



A bigger car... A better value



and even Greater Economy!

Pontiac
SIXES AND EIGHTS

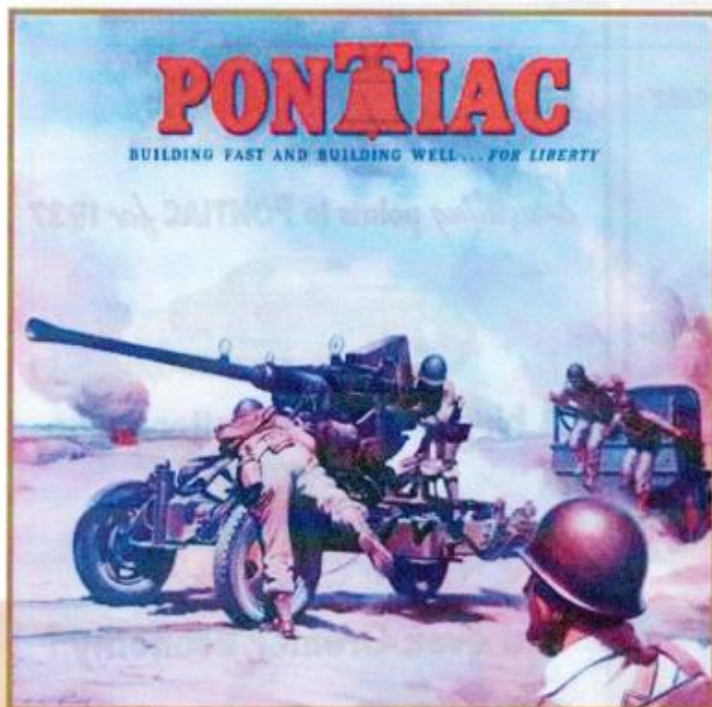
So, how did that "only a straight-8 engine" work out? Guess. Here in 1935, after just two years of offering only an eight cylinder engine, we find the six cylinder back again. As if by accident, they (PMD) had learned quickly that the public wanted their beauty and reliability AND economy. So suddenly the six cylinder engine was back, and if you didn't know what to look for you wouldn't even know which engine a particular car had. In most cases, the Indian head hood ornament was the only way to spot a 6 from an 8 for a long time. And with this foray into the bigger car field in 1933, Pontiac was able to dial it back again to the lower-priced arena by 1935 BUT with things like a 8-cylinder engine to add if wanted— still at only peanuts above the lowest price car fields.

By 1937 (right ad) you see Pontiac promoting itself as a Big Car, but with "Better Value" and "even Greater Economy." Pontiac had discovered how to play both sides of the fence in their attempt to offer more to many at little more cost. And the Indian theme was still alive— they loved their arrows.

If you think Pontiac was riding high in 1937 promoting itself as a big car, wait until 1940 when they dropped a bomb— well actually a "Torpedo"— with the all new offering of a CADILLAC-bodied Pontiac. From the cowl back, this Model 29 Pontiac, offered as a coupe and the four-door sedan shown here, was Pure Cadillac (at least sheet metal-wise). But no excuses were made with all the other appointments; it was top tier all the way. This "lower-priced" car was tickling the ranks of GM's top of the line cars.



Stunning the Pontiac "Torpedo" Eight a Door Touring Sedan \$2075
Style Setter of Cars to Come!



The war clouds had been building over Europe and the Pacific for some time already. It was only a matter of time before the U.S. would be drawn into conflict too. And when it happened, by February 1941 all automobile production had halted in favor of equipment and supplies for the two war fronts.

Pontiac played a big part in a number of pieces of equipment that helped win the wars. And since there were no cars to advertise, and since nobody wanted to be forgotten once production post-war would start up again, PMD ran ads of very patriotic nature to keep the Pontiac name front and center. They almost all were also designed to drum up contributions to buy War Bonds to help support the fighting.

Going even further, we have seen a number of ads similar to the 1945 one on the upper right that reminds people of how reliable their older Pontiacs had been during this war period and the quality of service their local dealers were able to provide during this no buy time of new cars. Don't forget Pontiac when automobile production starts up again.

When WWII ended, automobile manufacturers scrambled to get new cars ready for the returning GIs (many who had been saving a lot of money) and the car-hungry public who not only made good money during defense contract employment, but had more than likely nursed an old car along for years. If you had bought a 1942 Pontiac before production stopped, you were probably OK. But if you had a 1935 or '36 when production stopped, it was probably rather worn out by now.

This ad is a little confusing to us though. While there was no time for a new design, why would PMD produce an ad illustrating how the new 1946 Pontiac was not much different than anything that came before? That doesn't seem like such a good selling point. But then again—people were buying anything at this time.



The Great **PONTIAC** Line for 1949

The Most Beautiful Thing on Wheels



Pontiac Chieftain DeLuxe 4-Door Sedan



Pontiac Secondary DeLuxe 4-Door Sedan



Pontiac Chieftain DeLuxe Sedan Coupe



Pontiac Chieftain DeLuxe 2-Door Sedan



Pontiac Secondary DeLuxe Sedan Coupe



Pontiac Chieftain Business Coupe



Pontiac DeLuxe Stream Wagon



Pontiac Chieftain DeLuxe Convertible Coupe

PONTIAC MOTOR DIVISION, GENERAL MOTORS CORPORATION, PONTIAC, MICHIGAN

Welcome 1949! What a great year (and not just because it's your author's birth year)—the automobile industry as a whole had finally caught up with new designs and production change-overs. General Motors (obviously including Pontiac), Ford, and Chrysler all introduced what they believed would reignite the car demand that had been slowing down since the initial post-war rush. Certainly, from the looks of this 1949 Pontiac new car line-up, there was a lot to be excited about. While it would be another year before the even newer style hardtop arrived, these Pontiacs did live up to the claim of "The Most Beautiful Thing on Wheels."



Dollar for Dollar you can't beat a
Pontiac

None Better—Few Lower Priced!

But the gauntlet had been thrown down. The race was now on like never before seen in the auto industry. Pontiac responded with all new styling in 1953 and its "Dollar for Dollar you can't beat a Pontiac." And

by 1954 the Star Chief "Bigger Pontiac" made even more inroads into the luxury car field— and still offering the best value!



Dollar for Dollar
You Can't Beat a

PONTIAC

PONTIAC
800
No car so **BIG**
at a price
so **LOW!**

BIG 160 HP V8 ENGINE
BIG 122 INCH WHEELBASE
BIG CAR LUXURY
BIG 203 OVERALL LENGTH




\$2098 Complete
LESS TAX, LICENSE, AND FEES
AMERICA'S OUTSTANDING BIG VALUE

Pontiac Reinvents Itself!

As if the post-war automotive era wasn't exciting enough, Pontiac comes along and totally reinvents itself. The 1955 introduction of the all new Strato Streak overhead valve V-8 took Pontiac from the sedate, but dependable, good value car (read: grandpa's car) to a high performance road car that would outperform all lower-priced offerings, and run side-by-side with the bigger more expensive offerings. Then, as if that wasn't enough, in 1957 Pontiac shows the world that it was a contender for all things performance and styling with the limited edition fuel injected Bonneville convertible— still one of Pontiac's most famous cars today. No longer would anyone doubt that Pontiac had visions of being America's finest car, and with prices that most all Americans could afford.

THE BREATH-TAKING
BONNEVILLE



Should you drive the 1957 Pontiac Bonneville? Yes, it's worth it!

ANOTHER *Pontiac First!*



PONTIAC IS THE ONLY CAR WITH WIDE-TRACK WHEELS



**28 CARS WANTED IT!
TEMPEST WON IT!**

(Motor Trend's CAR OF THE YEAR Award goes to Pontiac's Tempest!)

Nothing was going to stop Pontiac now from doing things "their way" and capturing the journalistic and general population spotlight. How about doing

something nobody has ever done before and then marketing the heck out of it— who ever heard of "Wide-Track Wheels" before 1959? Well, there was no place to hide from it when Pontiac proclaimed it as the newest and best thing to ever hit the automotive world. And why sit still? People looking for a small economical car were treated in 1961 to an all new version— the '61 Tempest with its flatter floor, transaxle rear end, and unique "rope drive" driveshaft. Motor Trend sure took notice— and so did 100,783 new buyers.

Bits and Pieces

Various Writeups Regarding Father's Day 2024

Pontiacs Shine at Regional Father's Day Shows

CIVV Father's Day Car Show (Jim Casassa)

The Central Indiana Vintage Vehicle club sponsored this show at Forest Park in Noblesville. Proceeds from the show went to The Elysian Foundation to benefit the residents of Normal Life of Sheridan, a home-based care program for the severely brain injured. Forest Park is a great place for a car show. There are lots of trees and grass, so no one has to park on hot asphalt unless they really want to. There is a large picnic shelter with picnic tables, The Lions Club was busy grilling up eats. They had music and giveaways all day long. Plenty of parking was available for spectators.

This show had a good mix of different types of cars and trucks. Muscle cars and street machines seemed to be the most numerous. There were several streetable gassers and some neat vintage style hot rods and a few traditional customs. One of the more popular displays was a group of Model T speedsters. They drew enough spectators that I was only able to get a photograph of one of them; and that was only from the rear. Periodically during the show, they were taking one apart and reassembling it. This is an event I want to attend with my car next year. **JC**

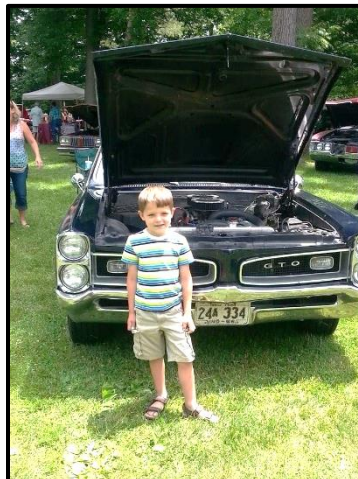


Noblesville Father's Day Car Show (Bill Sanders)

Celebrating Father's Day with my grandson Caleb Sanders:

1st pic - Age 5 (2014) and

2nd pic - Age 15 (2024)



(More stories cont'd on pg 16)

Bits and Pieces (con't)

Various Writeups Regarding Father's Day 2024

"Sunday in the Park" - Kokomo Father's Day Event (Mark Henderson)

Father's Day 2024 was a nice sunny day in Kokomo, mostly cloud free and perhaps a bit on the warm side but an occasional light breeze helped to keep things fairly comfortable. Sandy and I did not take the Grand Prix to Highland Park because we had some other stops to make that day, but we did drive over just to stroll around and see what cars (and trucks) were on display. According to show organizers Dan Fawcett and Jeff Shively, there were **406** vehicles registered and parked out on the grounds, or maybe I should use the word "packed" rather than parked because Highland Park was virtually full. Wow!

Proceeds from the car show will directly benefit the operating fund for the new Kokomo Automotive Museum, which will be part of the upcoming Hilton Garden Inn and Conference Center. The complex is planned to be built in downtown Kokomo, opening circa 2026 or soon thereafter. An opening date for the museum remains TBD with more details yet to come.

Rendering of a brand new Hilton Garden Inn and Conference Center which will include a brand new Automotive Museum (opens circa 2026)



Perhaps HPOC could consider a good showing at this event next year. I'm certain the Kokomo Automotive Museum planners would appreciate the effort and the donations. **MH**



From the Driver's Seat:

Hi Gang – July is over, August is next, and then comes autumn, my favorite season. My hope is that will GP will hold together well enough to make it to the Stoops BOP show and back on 8/10. I'm looking forward to seeing a bunch of you there too since this show is meant to replace the BOPC program that was rained out on 6/1. Let's all keep our fingers crossed, and would someone out there please bribe the weatherman? If anyone from the Kokomo area or nearby would like to convoy down to Plainfield with me on 8/10, then please get in touch ... my contact info is on the last page of this newsletter.



HPOC has another new member!! **Mark Pataluch** from Rolling Prairie, Indiana, has joined the club. He owns 3 different Grand Prixs, a black 1970 4-speed, a silver 1977 automatic, and black over red 1977 that he converted into a 4-speed bullet. He just took his '70 4-speed car to Norwalk and came back with a well earned trophy. By the way, Mark is also a member of the Grand Prix Chapter of POCI. I don't know where or how he got that banner but I want one just like it that says "Hoosier Pontiac Oakland Club".



PONTIAC



Grand Prix



Our '69 GP still has some minor but annoying "bugs" remaining ... c'est la vie. You've probably heard more than enough grouching from me regarding challenges we've faced while trying to get the EFI up and running properly, but then the power windows were an issue due to bad (new) motors and in-car grounding, and the power lines to the A/C compressor had bad contacts and poor ground returns, and now we're fighting a blower motor that doesn't want to run reliably (we've already addressed a grounding issue there too). Other than installing and calibrating the new EFI, these other issues plaguing our 55 year old car seem to have a common theme, i.e. *degraded electrical systems, aged connections and poor electrical returns to battery ground*. So if your vehicle seems to have a few electrical gremlins of its own, you might take some extra time initially to investigate all relevant electrical wires, cables, connectors, contacts and especially any related grounds or return paths that the schematics say should exist. However, if no electricity seems to be involved and it's only "plumbing" that moves some needed pneumatic or hydraulic materials around or purely mechanical stuff needed to make the car pounce, then don't worry; just find somebody else much more knowledgeable than I am to talk about those kinds of things to help you get the job done right.

Anyway, I hope your vehicle is running perfectly, but if not then check all your grounds and enjoy some summer fun. **Go Exercise your Go Pedal!** MH

Old School Stuff: Compression Testing

I went thru some of our old newsletter records and came up with this little article. It was apparently printed in a past issue of "Chiefly Pontiac", long, long ago. Still this is pertinent stuff for anyone who wants to explore the inner health of their internal combustion engine (or ICE).

I enjoyed reading thru it and a copy is now in my "how to fix it" notebook. The writeup is only a couple of pages long. And yes I now have a compression tester. Maybe I'll get to use it someday. Enjoy. **Mark H.**

The Shade Tree Mechanic

By Mike Johnston
VMCCA Technical Vice President



Compression Testing

After running well all summer, our 1940 Ford convertible recently developed a misfire condition. The symptoms of this misfire seemed to be ignition related and felt very similar to a cracked rotor that I had chased a couple of years ago. I was probably also inclined to suspect the source of the issue was ignition related as I have had a number of ignition issues with the car.

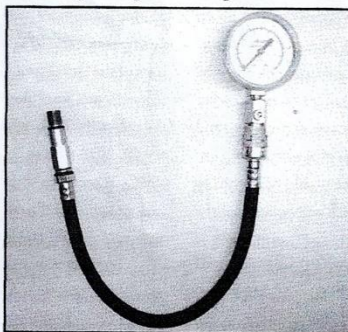
Believing the misfire to be ignition related the first thing I tried was a known good coil and condenser. These parts can be swapped quickly and easily, but as I expected they didn't cure the misfire. The next step was to replace the suspect rotor, but as I had a known good distributor, I swapped the complete assembly. This eliminated the need to fully disassemble the distributor to replace the rotor. To my dismay this didn't correct the misfire condition.

Now knowing that the condition was not ignition related it was time to go a little further with diagnosis. When the engine was idling, I could hear a slight "huffing" noise in the exhaust, this made me suspect that the issue might be exhaust valve related. Possibly one or more exhaust valves were not completely sealing.

The next step was a compression test of the engine. This test will help to determine if each individual cylinder

produces a specified pressure and, if not, can help to determine why not. If compression pressure is lower than specified it may be the result of leakage past the valves, leakage past the rings, leakage past the head gasket or simply low cranking speed.

Manufacturers typically provide a cranking compression specification al-



A typical compression tester. The threaded portion on the left screws into a spark plug hole after removing the spark plug.

though it may be difficult to locate for older vehicles, especially when service information is not available. In the case of this engine the specification is 113 pounds of pressure at cranking speed.

Equally as important to reaching a specified pressure is obtaining similar pressures between all cylinders. If the

pressures are not similar the low-pressure cylinder(s) will produce less power than the others and the engine will not pull smoothly. This could also feel like a misfire which is the symptom I am trying to correct.

In order to properly complete a compression test the following steps should be taken:

1. The battery must be fully charged and the cranking system in good condition.
2. The engine should be at operating temperature.
3. All spark plugs should be removed.
4. Choke and carburetor throttle plate should be fully open.
5. While cranking, disconnect the coil primary lead (or if possible, turn the ignition off).

Starting with the number one cylinder, install the compression tester and crank the engine through approximately five cycles to obtain the highest pressure reading. Note the number of cranking cycles used and crank all other cylinders the same number of cycles. Record the compression pressure reached on the cylinder and then move on to the next cylinder.

All cylinders should reach the specified pressure and should be approximately equal. Some sources state

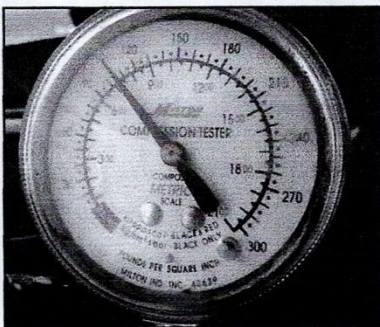
that all cylinder pressures should be equal within 10%, other sources are more liberal stating equal within 20%.

If all pressures are low but equal it may be the result of slow cranking speed or poor ring sealing. If the pressure is low on one cylinder it may be caused by a leaking valve or stuck or broken piston rings. Low pressure on two adjacent cylinders may be caused by a leaking head gasket between the cylinders.

If pressure is low on a cylinder a small amount of 30 weight engine oil can be added through the spark plug hole. If the oil causes a considerable rise in cylinder pressure, it indicates that the low pressure is caused by leaking rings. If pressure does not rise it tends to indicate a leaking valve issue.

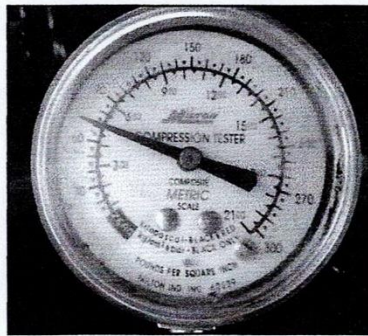
By now you may be wondering what I found during the compression test. All cylinders reached 100 – 105 psi except one that only produced 70 psi. The remaining cylinders are no more than approximately 10% below specified pressure and more importantly within 5% of each other.

The addition of oil to the low-pressure cylinder only raised pressure by approximately 5 psi, not significant



Pressure reading of 105 psi found on a most cylinders.

in my opinion. As the addition of oil to the cylinder didn't raise pressure, this low-pressure seems to be the result of a valve leak issue. This same low pressure also may be the cause of the misfire feeling as this one cylinder pro-

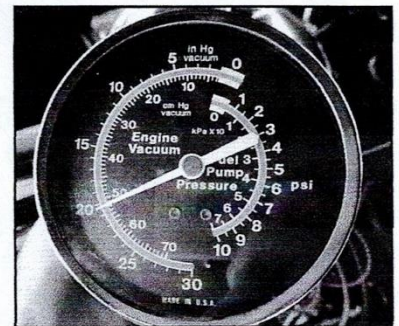


Pressure reading of approximately 70 psi found on one cylinder.

duces less power than the others.

As a further diagnostic aid, I tried connecting a vacuum gauge to the running engine. I hoped that this might provide a clue as to the cause of the low cranking pressure on the one cylinder. A leaking valve should cause a drop in the vacuum reading once per engine cycle but the vacuum reading was strong and stable. Unfortunately, this test didn't provide any further diagnostic clues.

As of now I haven't gotten into the engine to see what I might find. The next step will be to inspect the valve stems and springs of the low-pressure cylinder to see if anything appears abnormal. If not, I'll need to pull the head of the problematic cylinder to see what I might find. Stay tuned for further updates.



The vacuum gauge reading was strong and stable.

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Pontiac - Oakland Museum and Resource Center
205 N. Mill Street - Pontiac, IL 61764

Email: info@pontiaoaklandmuseum.org

Phone: 815-842-2345

Suggested Donation: Adults - \$5 Children - Free

Open Daily

10:00AM - 4:00PM

CLOSED: New Years Day, Easter Day, Thanksgiving Day, Christmas Day

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SUNDAY: NOON - 5 PM

THE *Hoosier*

SWAP MEET • CAR SHOW

\$5 Admission
KIDS & PARKING
ARE FREE!



2024

Our **10TH** Year

May *September*
17-18 **20-21**

JOHNSON COUNTY FAIRGROUNDS - FRANKLIN, IN

Warbird Car Show

2024 Warbird Cruise-In and Annual Car Show

Saturday, August 3rd. The Warbird Cruise-In will let vehicles in the airpark starting at 7:30am. Cost is \$15.00/vehicle registration at the door (includes the driver). \$5/each person additional with car. Gates will open to the public at 9am. Cost is \$5/person. Ages 5 and under are free.

There will be food trucks, music, and plenty of cars and airplanes to check out. There will be a number of "Best Of" class awards along with 6 top award categories:

Commander, Chief's, Fivecoate, Riggs, Volunteer, Warbird! See you there!

List of Sponsors & Food Vendors information coming soon!

Grissom Air Museum

1000 W Hoosier Blvd, Peru, IN 46970 | (765) 689-8011

director@grissomairmuseum.com



CENTRAL INDIANA CHAPTER BUICK CLUB OF AMERICA

PRESENTS THE 19th Annual Stoops Buick/GMC Car Show

1251 Quaker Boulevard, Plainfield, IN, 46158

Saturday, August 10th, 2024

REGISTRATION 9:00 – 11:30 JUDGING 12:00 – 1:30 AWARDS @ 3:00

Stoops Buick/GMC and the Central Indiana Chapter of the Buick Club of America invites you to attend our 19th Annual Car Show at Stoops Buick/GMC in Plainfield, IN.

The dealership has requested that this year's show will include all of GM's premier divisions—Buick, Oldsmobile, Pontiac, and Cadillac as well as GMC trucks. If you own a Buick, Olds, Pontiac, Cadillac, or GMC, this is the opportunity to be on display with some of the finest automobiles ever manufactured by General Motors. We anticipate that this will be a highly attended show with some magnificent cars on display

CLASSES

A--Pre-War

B--1946-1959

C--1960-1969

D--1970-1979

E--1980-1994

F--1995-Present

G--All Modified

H--GMC 1912-1970

All Buick, Marquette, Oldsmobile, Viking, Pontiac, Oakland, Cadillac and LaSalle Models

All GMC Trucks 1912-1970

1st, 2nd, 3rd 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

Contact: Jim Smith at 317-847-5565 or at jjsmith3739@gmail.com

ENTRY FORM

Make checks payable to Central Indiana B.C.A.

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

\$20 advance entry, \$15 each additional car until August 2, \$25 per car day of show.



Name _____

Address _____ Phone _____

Email address _____

Car Year _____ Make/Model _____ Style _____ Class _____

Car Year _____ Make/Model _____ Style _____ Class _____

Car Year _____ Make/Model _____ Style _____ Class _____

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

46TH ANNUAL CARFEST & CRUIZ-IN

PRESENTED BY 20TH CENTURY CHEVY, INC. - IN OUR 54TH YEAR

SATURDAY & SUNDAY
SEPTEMBER 14 & 15, 2024
WASHINGTON, INDIANA
EASTSIDE PARK

SATURDAY NIGHT CRUIZ-IN

Featuring Andy's Pot Stickin' Chili

REGISTRATION 2:30 P.M. to 5:00 p.m.

Participants' Dinner Starts at 2:30 p.m.
with serving cut-off time at 5:15 p.m.

CRUIZ-IN BEGINS PROMPTLY AT 5:30 P.M.

Sorry, due to the length of the Cruz-In, we
regret that we must limit it to vehicles **2000**
or older in the Cruz-In or show.

-NO OPEN HEADERS-

The club reserves the right to reject any vehicle

SATURDAY NIGHT

BE SURE TO JOIN US AFTER THE CRUIZ FOR LIVE
ENTERTAINMENT ON THE BANDSTAND

Enjoy the music of a top Tribute Band to John Mellencamp:



Be sure to visit their website at:
www.mellencamptribute.com
for videos and more information

This year's Brotherhood Charities, Inc. Raffle will be for a 2019 EZGO RXV Gas Golf Cart and a 2024 Corn Pro 12' trailer to haul it on. This cart is completely Street Legal, and has a rear folding seat, extended top, windshield, custom wheels and tires, custom steering wheel, and new seat covers.



Will be given away Sunday, September 15, 2024

You do not have to be present to win!

TICKETS ARE \$5.00 EACH, OR 5 TICKETS FOR \$20.00
License No. 14527

BROTHERHOOD CHARITIES SPONSORS MANY
CHARITABLE PROJECTS THROUGHOUT THE YEAR

JOIN US ON SUNDAY FOR THE SHOW!

DASH PLAQUES TO ALL CAR SHOW ENTRANTS ON SUNDAY
JACK ASHBY MEMORIAL MODEL CAR CONTEST
PUBLIC ADMITTED FREE

VENDOR & SWAP MEET SPACES AVAILABLE - \$25 EACH
AWARDS PRESENTED TO THE TOP 100 VEHICLES
PLUS 20 SPECIAL AWARDS!

SILENT AUCTION

Don't miss our Silent Auction on Sunday at the
Community Building at Eastside Park

The auction is made possible by generous donations from
businesses and people in the community.

All proceeds from the auction are donated back to the
community. Over the past 20 years, we have been able
to give back over \$72,000 to help support our Annual
Christmas Project, Eastside Park, Scholarships, etc.



CRUIZ ALONG WITH MEMORIES WAMW 107.9 OUR OFFICIAL RADIO STATION
For Carfest & Cruz-In info visit www.wamwfm.com

NOTE: THE LIMIT ON YEAR OF VEHICLE IS 2000 OR OLDER TO ENTER THE CRUIZ-IN AND SHOW

AWARDS PRESENTED AT 4:00 P.M. OR EARLIER ON SUNDAY

Visit us at www.20thcenturychevy.com

20 SPECIAL AWARDS

PRESIDENT'S CHOICE

LADIES' CHOICE

MAYOR'S CHOICE

BEST ENGINEERED

MEMORIAL AWARD

LONG DISTANCE

BEST ENGINE

BEST CRUISER SAT. NITE

BEST PAINT

BEST INTERIOR

BEST NON-BIG THREE

ROSS LOVETT MEMORIAL

MEMORIES 107.9 CLASSIC CRUISER

BEST CHEVY

BEST FORD/MERCURY

BEST MOPAR

BEST OLDSMOBILE

BEST PONTIAC/BUICK

CLUB PARTICIPATION

THE JAMES PIRKLE AWARD OF EXCELLENCE

CAKLEFEST

SEE AND HEAR TOP FUEL DRAGSTERS AND
NOSTALGIA DRAG CARS AT THIS YEAR'S
CAKLEFEST

Cacklefest Times:
12:30 PM & 3:00 PM

"THE JACK ASHBY MEMORIAL MODEL CAR CONTEST"

In memory of Jack, a great Carfest supporter

For more info on the contest contact Rick Powers 812-698-2770

Chairman - Shane Matthews 812-617-1197

Cruiz Director - Shane Matthews 812-617-1197

Event T-Shirt - Dan Dinkins 931-478-0794

Raffle - Clint Morgan 812-259-1831

Concession Vendors - Bill Breeden 812-698-3281

Vendor & Swap Info - John Evans 812-774-0848

Silent Auction - Justin Conolly 812-486-7882

Registration - Bill McLin 812-787-3036

GATES ARE OPEN FROM 8:00 A.M. UNTIL 12:00 NOON
WE ARE IN THE EASTERN TIME ZONE

NO LATE ENTRIES
NO REFUNDS

REGISTRATION - SUNDAY 8:00 A.M. TO 12:00 P.M.

PRE-REGISTRATION \$20.00 (cut-off date Sept. 12)

REGISTRATION DAY OF SHOW \$20.00

MAIL PRE-REGISTRATION TO: Bill McLin

1359 N 300 W, WASHINGTON, IN 47501

Please make checks payable to: 20th Century Chevy, Inc.

AREA MOTELS

Please call for rate info

GASTHOF VILLAGE INN 486-2600

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CHECK ONE

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CRUISE ONLY

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SHOW ONLY

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CRUISE & SHOW

NOTE: THE LIMIT ON YEAR OF VEHICLE IS 2000 OR OLDER TO ENTER THE CRUIZ-IN AND SHOW
PLEASE PRINT PLAINLY SO WE CAN SEND YOU A FLYER NEXT YEAR

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ YOUR CLUB NAME _____

YEAR OF CAR _____ MAKE _____ BODY STYLE _____

TELEPHONE _____

PRE-REGISTRATION CUT-OFF DATE IS SEPT. 12, 2024

PLEASE ENCLOSE \$20.00 IN CASH, CHECK, OR MONEY ORDER

Fall Event
Washington, Indiana
Saturday and Sunday, September 14 and 15

This car show is not like your traditional show. It would be a great fall event for the entire family. Come early and have lunch in an Amish style restaurant. Visit all the Amish shops including a blacksmith shop, that makes leather goods, belts, purses, carrying bags, and lots more. There are also quilt shops. They have material for dresses, shirts, etc. There are wooden products for Christmas gifts. Many shops are on large farms.

There is an Amish operated hotel for \$102.07 with taxes per night night included is a hot breakfast. Use code- POCI24 when making your reservation. On Saturday evening, September 14, there is a cruiz-in beginning at 5:00 p.m., limited to 2000 vehicles. A free dinner is included at the city park.

Registration is \$25.00 for the cruiz-in, dinner, and music entertainment, and car show. Be sure to visit www.mellencamp.com for a short video and more information.

Club members may come for Saturday or Sunday or both. Registration is \$25. Everyone receives a dash plaque. There is also a silent auction on Sunday. Proceeds go to Brotherhood Charities. Pre-registration is \$20.00 until September 12, or you may pay \$25.00 when you arrive. See the flyer 46th Annual Carfest an Cruiz-in which will be in Washington, Saturday.

Where is Washington, Indiana?

From Louisville – 2 hours west, Highway 150, 50

From Bloomington – 58 minutes, I-69, 150, 50

From Evansville – 55 minutes, North I-69, 150, 50

Indianapolis – 2 hours 18 minutes, GPS will guide you

The Amish community is only 12 minutes away in Montgomery, Indiana.

There is plenty of trailer parking at the Gasthof Hotel in Montgomery. Hotel telephone 812-486-2600, address 6659 E. Gasthof Village Rd. Contact, Robert Harris by e-mail to let him know you are coming. Romaharris70@aol.com. We have 10 rooms available until Sept. 4th.

CHECK ONE ☐ CRUISE ONLY

☐ SHOW ONLY

☐ CRUISE & SHOW

NOTE: THE LIMIT ON YEAR OF VEHICLE IS 2000 OR OLDER TO ENTER THE CRUIZ-IN AND SHOW

PLEASE PRINT PLAINLY SO WE CAN SEND YOU A FLYER NEXT YEAR

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ YOUR CLUB NAME _____

YEAR OF CAR _____ MAKE _____ BODY STYLE _____

TELEPHONE _____

REGISTRATION - SUNDAY 8:00 A.M. TO 12:00 P.M.
PRE-REGISTRATION \$20.00 (cut-off date Sept. 12)
REGISTRATION DAY OF SHOW \$20.00
MAIL PRE-REGISTRATION TO: Bill McLin
1359 N 300 W, WASHINGTON, IN 47501
Please make checks payable to: 20th Century Chevvy. Inc.

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 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.
- 2024 Warbird Cruise-In and Annual Car Show, 8/3/2024 Grissom Air Force Museum, Peru, IN
- 36th annual 2024 Stoops Buick/GMC Car Show, 8/10/2024 Plainfield, Indiana. **NOTE!!!** Since “BOPC” got rained out, all BOPC folks are invited to this show as well. **See flyer in the newsletter or more details. This could be a great activity for HPOC to support en masse!**
- 2024 Trans Am Nationals, 8/23-8/25/2024, Fairborn, OH (see flyer included for more information)
- 2024 46th Annual Carfest & Cruz-In, 9/14-9/15/2024, Washington, IN (see flyer included for more information). This could be a great activity for central and southern HPOC members to attend en masse!

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. 317-445-8000
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)

