



CHIEFLY PONTIAC

A Newsletter for the Hoosier Pontiac-Oakland Club

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

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Jay Leno and Pontiacs Make for a Great Fall Mix

Story by Mark Henderson, VP and Editor, Hoosier Pontiac Oakland Club

Photos from Jay Leno's Garage, Jon Culver, Mike and Marilee Gerdes, Scott Scheel, and others



Photo courtesy of Jay Leno's Garage YouTube-based website, featuring Jay interviewing (friend of HPOC) Scott Mancini about his gorgeous 13,500 mile 1969 Pontiac Grand Prix SJ 4-speed car. The segment was filmed earlier this year and was later released in September 2025.

It's been a pretty good year in general for classic Pontiacs. Several (albeit in exquisite condition) have sold at auction as well as privately in the 6-figure range. Some (like the GP shown above) have set standards for originality as historic pieces of automobilia. This particular ride caught the eye of gazillionaire comedian Jay Leno and he invited the owner, Scott Mancini of Cincinnati, to bring the car to his Big Dog Garage in Burbank, California for a review and a drive.

Then lightning struck twice (you'd have to look back to our 2014 newsletters to understand what that really means). Several car addicts in Carmel, Indiana convinced Jay to return to the Hoosier State for a private laughfest in Brownsburg on Friday, 9/26. The trip was coordinated around a show presented by Jay at the Palladium on Carmel on the following evening. Your author is very grateful to have Jay for a friend, and since he had a little spare time that Saturday morning between shows, some members of HPOC got the chance to meet him "live" and then accompany him on a tour of the renewed IMS Museum. That was a very cool day indeed. ***(cont. on page 2)***

Jay Leno and Pontiacs Make for a Great Fall Mix - (cont'd from page 1)

As many of you may know, the Indianapolis Motor Speedway (IMS) Museum has recently wrapped up a complete renovation. It's a great conglomeration of race cars, advances in technology, equipment and safety, , driver bios and personal memorabilia, historic items presented in both physical and virtual forms and much, much more. One can easily label the makeover as "top shelf" and the money/donations invested seem to have been both generous well spent. Well done IMS!

The refreshed museum seemed like a nice place to take Jay for the day. He had been there before so we thought the before and after comparison might prove interesting, and just FYI, Jay has been a pace car driver for the Indy 500 as well. Truth be told, I was looking forward to putting some autumn miles on the GP and being Jay's taxi driver for the day, especially after Jon Culver completed the installation of the new Edelbrock AVS-2 carburetor.

I gave the GP a quick sprucing up (using Jay's personal brand of a "Quick Detailer" and his "Glass Cleaner" too) and headed down from Kokomo to The Hotel Carmichael in Carmel, located right next to The Palladium Theater. Normally I can make my way through the city's wild array of traffic circles pretty well, but all the many road closures and lots of new construction made the trip a little more challenging than the norm. Still, I arrived without putting any new scratches on the car, sent Jay a quick text that I'd arrived and he strolled out the lobby just a few moments later. Trust me, promptness is absolutely one of his virtues.



Let's consider this a shameless plug for some of Jay's car care products. Your author likes 'em!!!



The Carmichael Hotel in Carmel, IN. Photo courtesy of the hotel's promotional materials

We made it out of all the twists and turns of Carmel and headed south on US 31 toward the I-465 loop. I only got to run through the gears once while climbing onto 465. Traffic was pretty heavy overall and remained the same all the way down to the raceway. Not a big deal though, the GP is a very comfortable road car and the new carb felt very "trustworthy", especially after driving a rather quirky EFI setup for almost three years.

We arrived safely at the raceway, pulling into the Gate 2 exit off 16th street, then drove through the track tunnel and came up for air on a rise that led directly to the museum. IMS personnel were there to meet us as were lots of great speedway fans who were a bit surprised to see who was riding in the passenger seat of the car. Four other special guests waited for us too; HPOC Prez Mike Gerdes and his wife Marilee, HPOC member/master mechanic Jon Culver, and friend of HPOC Scott Scheel (you'll be hearing more about Scotty soon, so stay tuned). **(cont. on pg 3)**

Jay Leno and Pontiacs Make for a Great Fall Mix - (cont'd from page 2)



So, was it the car that was garnering all the attention? Nah, probably not. Look in the passenger seat!

After our group had a chance to get acquainted, IMS Museum Director Jason Vansickle, Bridgette Sutton and a host of volunteers walked us into the building and gave us an excellent tour of the new facility. They covered the highlights well but thoughtfully allowed plenty of time for Jay to stroll through the exhibits at his own speed, to meet the people who worked there and to talk with other patrons who were simply paying a visit to the site just like we were.

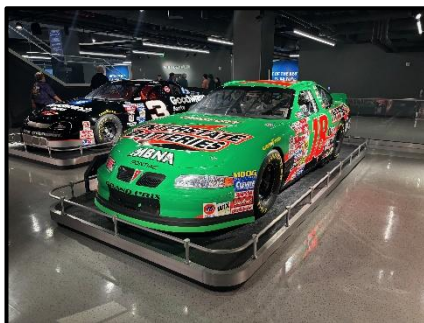
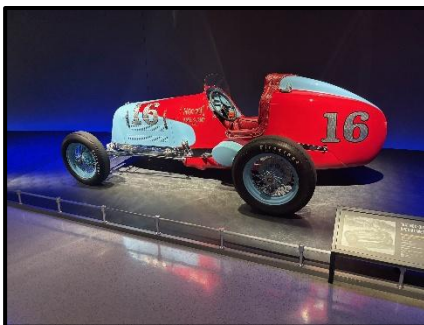


Jay enjoyed talking with IMS volunteers like Museum Gallery Attendant David Andrews

What a line up ... me, Scott Scheel. Bridget Sutton, Jay, Jason Vansickle, Prez Mike Gerdes, Marilee Gerdes and Jon Culver

(cont. on page 4)

Jay Leno and Pontiacs Make for a Great Fall Mix - (cont'd from page 3)



(above) Although some of the museum's racecars are considered iconic and ageless, the museum doesn't just feature "Indy" cars. There are many other vehicles of interest to get close and personal with.

(right) – Master Mechanic Jon Culver dreams about winning a "Best Auto Engineer" trophy at least as big as this Indy Race Win award!

We eventually brought our tour to a close and thanked the Museum staff for their time and care in showing us all around. Jay especially appreciated everyone's hospitality and commented that while the previous version of the Museum was great but the "new" Museum was spectacular! He felt that all the contributors, staff and volunteers should really be proud of what they have put together here. I think our Pontiac gang was in full agreement and we wanted to express our appreciation as well for the fantastic day that the IMS Museum provided!!!

Having said all that, we asked Jay if he would mind letting us take some pics of him with our rides (well and with us too). Apparently, it was a fairly easy sell ... he said "Sure." Some of our photos are included on the next page. They say a picture is worth a thousand words and that may be true, but I wish we could somehow convey even better how the day with Jay left us all feeling. I guess this word may have to suffice ... Awesome!!! *(cont. on page 5)*

Jay Leno and Pontiacs Make for a Great Fall Mix - (cont'd from page 4)



L-to-R: Jon Culver, Mark Henderson (Editor, HPOC), Jay Leno, Mike Gerdes (Prez, HPOC), and Scott Scheel



Jay with Mike and Marilee Gerdes and their 1963 Tempest Conv't



Hugs and Smiles All Around!



Same gang ... More Pontiacs!!



Jay with Scott Scheel and his 1988 T/A



Hey I'm a lucky dude!!!

Thanks!

But Wait ... There's Even More Where Jay's Concerned

Several weeks ago, well before his latest trip to Indiana, Jay let me know that he had acquired a very nice 1965 Pontiac Grand Prix. A stock '65 GP features a wide-track stance and comes with either 14x6 inch or 15x6 inch wheels (5x5 inch bolt circle) and a fairly narrow set of bias belt tires. Although the original rolling stock already fit pretty snugly inside the wheel wells, Jay wanted to add some newer "day 2" wheels and radial tires to modernize the look a little and improve the handling of the car. However, he didn't anticipate that wish would ever turn into a full-up project.

Jay likes the car because it's a comfortable cruiser that glides smoothly and predictably on the road. Still, some improvements like custom 4-wheel disc brakes and perhaps a couple of tidbits from Hotchkis may be needed to accommodate updated wheels and tires. Meanwhile, the shop is cleaning everything up and making sure that the Poncho motor runs properly. More to come ...

Surprise! Just a couple of weeks ago, I got an email from Jay that included a bunch of pictures of a triple black 1967 Pontiac Catalina 2+2 Convertible. The Poncho had a 428 4bbl 4-speed combo and was mostly "stock" so far as anyone knew. Fifteen minutes later, he called me on my cell; apparently Jay actually bought the 2+2 out east at Bonham's Auction House and was driving it to the Audrain Newport Concours program on October 5, 2025. The car has now been shipped out to his Big Dog Garage in Burbank, California. Once it arrives, it will likely go receive a thorough inspection and undergo a refresh of some sort for starters. My guess is that Jay will be taking it out on the southern Cal streets very soon. *So that's four Pontiacs in his stable now, including the '68 Firebird and the '02 T/A.* Stay tuned guys – we may hear more about these cars very soon.

From the Prez – Honorable Mentions

Happy Fall and Happy Holidays! We had a wonderful year for the club, with one highlight being HPOC's sponsorship of the annual Buick Olds Pontiac Cadillac (BOPC) Show in Lebanon, Indiana in June. We had beautiful weather, cool cars and great people attended the event, which received excellent reviews. In addition, we raised over \$2200 for Indy Honor Flight!

Special thanks go out to the Car Vault in Brownsburg for sponsoring our awards for the show. A personal thanks to Marilee Gerdes from getting the door prizes, including a Hoosier Lottery Gift basket that was raffled off for over \$400. Mike and Tiffany Richards were the hosts with the most, Mark Henderson, Jim Casassa, Hank and Linda Hankins, Pete Hollenhorst and others volunteered their time and efforts to make the show a success. Many thanks y'all!



It was great seeing so many of you at shows all around Indiana this year. We had a great time at "Wine and Wheels" and the Tempest actually got a Top 10 award, which was a first for Marilee and me. Great seeing Mike Richards and Chuck Graf there as well.

We made it to the Ames Pontiac Nationals in Norwalk Ohio. If you haven't been, put it on your list of great car shows to go to. Hundreds of Pontiacs, a huge swap meet, drag racing and many vendors make it a fun weekend. As a Tempest owner, the Little Indians Club of the POCI has our national meeting at Norwalk each year, so you'll see some excellent 1961-1963 Tempests, Lemans and wagons along with racers. They have camping on site and hotels are available in nearby Milan Ohio. Bring the family and include a visit to Sandusky and Cedar Point Amusement Park. Book early as rooms tend to sell out fast!

We had an outstanding visit to the newly redesigned Indianapolis Speedway Museum, which also included a special tour with a friend of a friend – Jay Leno! He was in town for a performance in Carmel and spent the afternoon at the museum. Jay was a pleasure to meet! We were impressed with his friendliness to everyone, taking time for pictures and to talk to everyone. Many thanks to Jay for a great afternoon, and oh yeah, the museum was excellent too!

It's election time for the HPOC and we need your support to fill club officer roles. All positions are open and we need at least three folks to step up to help lead the club. Please consider giving some support back to the club. It's actually a pretty fun deal and not very time consuming (if I can do it, anyone can). Please, we really need people to volunteer. Please email HoosierPontiac@gmail.com to sign up and/or nominate.

Hey ... so what do you think of our new logo for the club? I thought it was probably time for an update so keep an eye out for it in future newsletters and on the website.

Be sure to send in any interesting information and tidbits for the newsletter to Mark for inclusion in upcoming issues, including car stories, show reviews, flyers and any other info that you would like to share with the club.

Thanks to all our new members who joined this year and as always, thank you to our lifetime and monthly members who continue to stick with us through thick and thin. And please consider volunteering for an officer position; we could really use your leadership and experience. Here's looking forward to another great year for HPOC in 2026!



All the best! **Mike Gerdes, President/Treasurer/Webmaster for HPOC.**

HPOC's "Chiefly Pontiac" Newsletter Recognized

I wanted to take a moment to thank the officers of POCI (i.e. Pontiac Oakland Club International) for recognizing our club's humble lil' newsletter each year. It's a pleasure and an honor to research and print stories that deal with Pontiac-land, but it's even more fun to share accounts about real Pontiac people.

15 years has sort of flown by. We'll try to keep the trend going a while longer. All the best! **Mark H.**



Droppin' the Clutch with the VP

Hi Gang – Hey, guess what ... the holidays are almost upon us once more. When this newsletter goes out (web and snail mail versions), Halloween should have already past us by. Next come the “Big Ones”, including Thanksgiving, Hannukah, Christmas and New Years. We hope you all get to enjoy many wonderful family traditions together while keeping the reasons and the spirit of each holiday close in your hearts. If there is a feast involved then please be appreciative for its sources. If gifts are shared then please be thankful and remember to say “thank you”. If there are football games on TV, well be aware that any creative phrases that get tossed around can be mimicked by younger people nearby. Use this time to care about each other and to seek peace, for yourselves, for your family, for your friends and relatives, and especially for the world that we live in.



I need to tell you guys something that is hard for me to say, something that I don't take lightly, especially since I care for HPOC, its members and its future. However, **as of 11/1/2025, I am going to step down as Vice-President of the Hoosier Pontiac Oakland Club.** I can't even tell you how long I've been in HPOC but I sort of remember taking over the newsletter 15-ish years ago and I almost recall when Mike Gerdes took over as President and I stepped into the VP role. I am staying on as the editor of “Chiefly Pontiac” (you can tell me later if that's good or not so good) and I did volunteer to serve as the Secretary for awhile since a lot of the info the editor tracks overlaps with data and duties of the club secretary. In short, I'm not going away yet but I am going to switch hats for awhile. Besides, that means I have one less column to write (YEAH!)

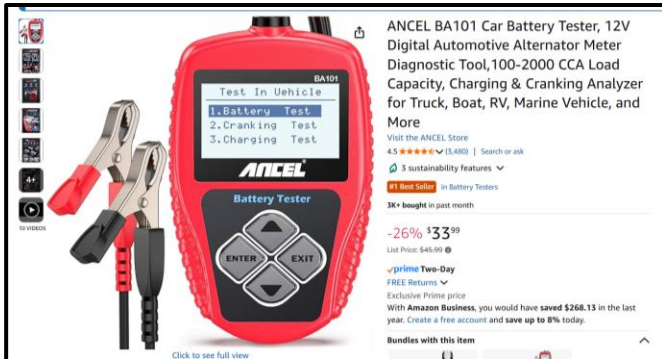
I want to encourage each of you to step up your communications within the club. Please drop Mike Gerdes and I a line when you know something neat to share (about projects, shows, tech, trips, parts, etc) so we can help spread the word. Honestly, our club members need to hear more from each other, to keep learning and to show caring. *Having said that, thank you so much for all your support!* ***My family hopes you all have a HAPPY THANKSGIVING, a HAPPY HANNAKAH, a MERRY CHRISTMAS & a HAPPY 2026. All the best, Mark H.***

Nuts and Bolts

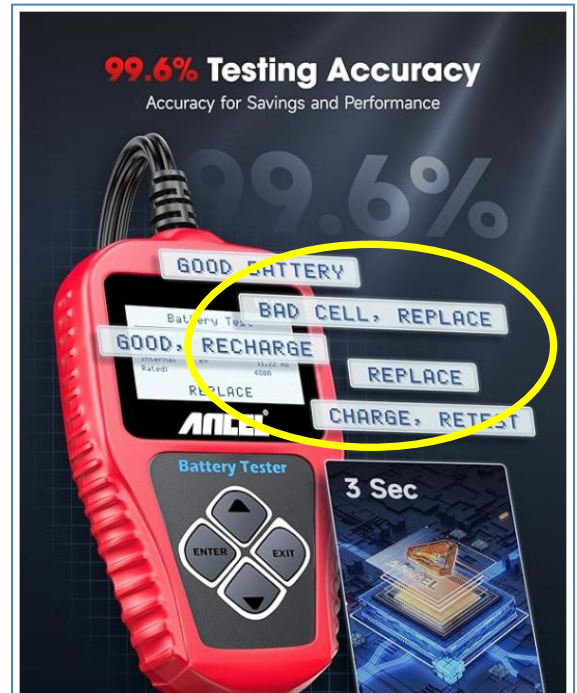
Various Subjects, Stories & Write-ups Covered by Members and Friends of HPOC

Testing and Keeping Track, by Mark Henderson

Not long ago, Jon Culver was helping me with a task in the GP's engine compartment. We had a quirky electrical issue going on, so Jon brought out his handy-dandy battery tester, very similar to the one shown below. Once connected



to a car's battery, the tester has a number of useful features, including the ability to detect the near term "viability" of said battery. In our case, the tester said that my (9-year-old) battery was near death, but of course I chose to ignore that prediction at the time. Two weeks later the Grand Prix's battery refused to start the car and refused to hold a charge.



The result ... I had to head off to NAPA and buy a new battery when I least expected to.

Technology - 1, Mark - 0. But there is a second part to this story. As a suggestion to our Pontiac car buffs, it's almost always a good idea to record a date and mileage when you make a change or perform a repair to your vehicle. An easy way to do so is to use your cell phone or digital camera to record the event. The digital picture has two benefits. With a first photo, you can record an image of what you physically worked on and with a second photo, you can record the car's mileage (on the odometer) vs. when the repair was made. In addition, the date-code property of a digital photo captures of the date and time the pictures were taken; i.e. when the repair was physically completed. Now you can store the date, time, mileage and type of repair all in one convenient file; in your computer, in your hard drive, in the cloud, etc, for easy future access.

I picked up one of these on sale from Amazon for \$22.94. Christmas is coming ... Might make a great stocking stuffer!
MH



New battery installation, Date code: 9/1/2025, 9:57 AM, 113,381 miles on the car

4-Post Vehicle Lift Selection, by Gib Vance

Editor's note: Speaking of potential Christmas presents, if your garage or barn is big enough (and TALL enough) then here's another toy that we might all drool over! Keep your dreams alive! MH

So, you'd like to purchase a vehicle lift? Maybe now you finally have the space and the resources and you're ready to experience working on the underside of your vehicle while standing up rather than laying back on a cold hard concrete floor. You might be looking forward to performing brake jobs while working from a vertical position instead of on your knees. You might consider that changing fluids, rotating wheels, swapping mufflers, making general repairs and even cleaning up afterwards will be much less stressful and easier on your back muscles. Prepping a vehicle for a show or even for a casual tour might become a piece of cake in comparison. Yep, I was right there with you and for far longer than I would have preferred, simply because a lift was not in my personal budget nor did I have the space to put one.



When Cindy and I moved back to Kentucky, we suddenly found ourselves with a brand-new pole barn that had all the space we needed for a vehicle lift; now the question became "which one"? I started my research in the usual places like websites for vehicle lift manufacturers that I knew of, internet searches using general criteria such as "vehicle lift". This led to watching YouTube videos from manufactures and from people that had purchased their own lift and wanted to share their newfound knowledge. I also asked people that already had a lift for their experience and recommendations. I had a contractor show up to provide a quote for some work we needed, and our conversation eventually led to our mutual love of all things automotive. I explained my mission to now have a lift, and he showed me pictures of his lift and how it worked for his situation. My education continued. Some of you may have watched an automotive show called "Road Worthy Rescues", that I believe aired for 3-seasons and you can now watch on YouTube. It was on this show that I was introduced to Wildfire Lifts. We did ultimately purchase our lift from Wildfire, but let me take a few steps back to describe how we got there.

I spent a considerable amount of time researching different brands, watching videos of their lifts and watching owner's videos posted on YouTube. The first thing that I had decided is that I wanted a four-post lift as opposed to a two-post lift. Like anything, there are pros and cons to both, so you really must decide how you will be using the lift. Personally, the four-post was going to provide greater flexibility for us than a 2-post. For example, four-post lifts today can be movable by using the included castors. With the cantilever castor assemblies in place and the lift lowered, the posts are raised a couple of inches allowing one person to move the entire lift. Typically, two-post designs must be anchored, and you do have to ensure you have an area rated for this. I also learned that there are really two different ways that four-post lifts are constructed. There are the ones that use a C-channel post and ones that use a Square-tube post. In the photos, you will be able to see that the Wildfire lifts use the Square-tube for their lifts. I know that many folks have lifts using the C-channel posts, but it is my opinion that the Square-tube is more stable and safer. Watch enough videos comparing the two and make your own conclusion. ... **(cont. on page 11)**

Four-Post Vehicle Lift Selection - (cont'd from page 10)

Now, how the heck was I going to get it here and into our pole barn? I called Wildfire Lifts and discussed this over with them. There are just three options (this holds true for just about all lift manufacturers).

1) Wildfire ships to a trucking hub and then you go retrieve it from there. This requires a means to be able to pick up and transport a very heavy package that is 16 feet long. 2) They ship it to your location and unload it where they can and then you must figure out how to get it from where it's been dropped off to where it will be assembled. Keep in mind, this is HEAVY. Even if you break it down, you will need plenty of assistance to move the posts and ramps. 3) In some areas, you can hire a crew to deliver and assemble, but this is added cost. We chose option #1 and I borrowed an open car trailer. Once back at the pole barn, we had to get the "package" off the trailer with just myself and Cindy. I only wish I had taken some pictures but the short story is that it involved several straps, an engine hoist and a lot of patience.



As shown in the picture above, this thing is packaged up neatly with the ramps making up the top and bottom and everything else in between. The ends of the package will be discarded. Since my buddy Rick and the Louisville Pontiac Club President and all-around good guy had set up lifts previously, I asked for his help, and he graciously accepted. ***I want to note here that the front of the instruction manual states in bold lettering that you should read the entire instructions first. You have been warned.***



Lift power unit



Lift assembly



Lift cantilever caster

... (cont. on page 12)

Four-Post Vehicle Lift Selection - (cont'd from page 11)

Assembly is straight forward but you must position the posts a certain way, so pay attention to that detail. The ramps are too heavy even with two people to lift manually, so we used the engine hoist to lift and maneuver them into place. The Wildfire lifts come with all the cables already in place and the only connections you make are where the ends of each cable connect to each post. This is something not all manufactures do. This unit also comes with safeties; in the event of a cable break, safeties will engage at each post to keep the lift from falling. The power unit can be mounted on either the front left post or the rear right post depending on your needs, space, and where your electrical is. A 20-amp service is required, and this can be hard-wired, but you would lose the ability to move it around. I just use an extension cord when I need to operate the lift. ***It only took about 4-5 hours to put everything together.***

The lift comes with 3 large drip trays and one jack tray. During my research, I did discover that relying on the jack tray to lift the car for any reason and then also support it was not a great solution. The answer is a jack that has rollers that ride on tracks built into the ramps, this way it can be moved anywhere under the vehicle. It comes with several different sized padded pieces to provide options as to use of lifting points under the vehicle. Wildfire only offers a pneumatic over hydraulic jack. This does add a significant amount to the total costs, but I believe this is a must if you are going to do any work to a vehicle while on the lift. You will need help getting this out of the crate and into position as it weighs approximately 380 lbs.

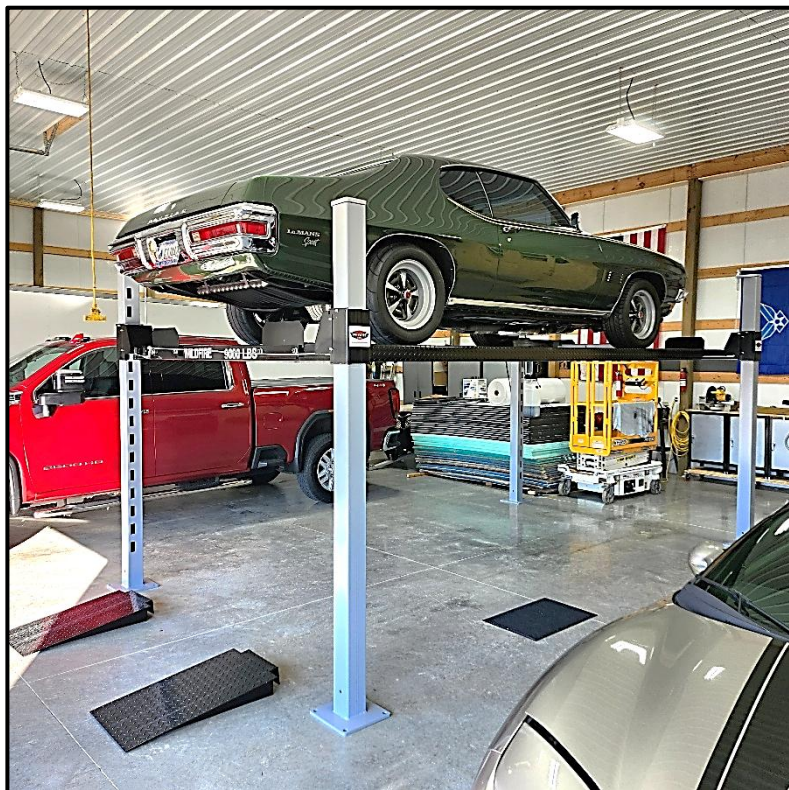
In conclusion, you can get less expensive lifts and if using only for storage, may be the best fit, but if you might perform some work to a vehicle while on the lift, I do believe this style would be the safest option. I am no expert, so do your own research. ***All the best!, GV***



Lift Jack – Side View



Lift Jack – Full Profile View



A “Professional Working Man’s” View

Editor's note: One of the many 'positives' that result from each annual POCI 'Nationals' event is recognition of exceptional Newsletters and significant Social Media support from individual chapters and club leaders. The summary below of this year's recipients was provided by Peggy Cox, Secretary of POCI.



Congratulations to all the 2025 award recipients. MH

2025 Newsletter and Social Media Awards:

Non-Monthly Newsletter Awards:

Award of Merit	Little Indians Chapter #78	Gary Stoiber, Editor
Award of Distinction	Pontiac Commercial & Professional Vehicles Chapter #79	Paul Bergstrom, Editor
Award of Excellence	Street Rods & Modified Chapter #7	Dan Marsh, Editor

Monthly Newsletter Awards:

Award of Merit	Yankee Chapter #32	Andy Epstein, Editor
Award of Distinction	Early Times Chapter #49	Maryellen Myers, Editor
Award of Excellence	San Diego Chapter #58	Jim Thompson, Editor

Social Media Awards

Award of Merit	Tomahawk Chapter #13	Mary Van Altvorst, Administrator
Award of Distinction	Yankee Chapter #32	Andy Epstein, Administrator
Award of Excellence	West Michigan Chapter #46	Scott van Tamelen, Administrator

Poncho Models, by Jim Casassa

Round2/AMT announced this past weekend that they are bringing back the 1963 Pontiac Tempest convertible in a 1/25th scale plastic kit. They created new tooling for the body that duplicates the original. The original body tooling was altered long ago to create an altered wheel base car. This came as a surprise to many people. No release date was given; my best guess is late 2026. **JIM C**



“Totally Useless Trivia” – shared by HPOC Member Bill Sanders

Just for fun, here are some weird little things worthy of contemplation, (so long as you have nothing else to do) ...

Who says there's nothing else interesting left in the world to think about? Hmmmmmmmm?

1. Debra Winger was the voice of E.T.
2. Pearls melt in vinegar.
3. It takes 3,000 cows to supply the NFL with enough leather for a year's supply of footballs.
4. It's possible to lead a cow upstairs...but not downstairs.
5. Humans are the only primates that don't have pigment in the palms of their hands.
6. The sentence "The quick brown fox jumps over the lazy dog," uses every letter in the alphabet.
(Developed by Western Union to Test telex/two communications)
7. Average life span of a major league baseball: 7 pitches.
8. A duck's quack doesn't echo, and no one knows why.
9. The reason firehouses have circular stairways is from the days of yore when the engines were pulled by horses. The horses were stabled on the ground floor and figured out how to walk up straight staircases.
10. The airplane Buddy Holly died in was the "American Pie." (thus the name of the Don McLean song.)
11. Each king in a deck of playing cards represents a great king from history. Spades - King David; Clubs - Alexander the Great; Hearts -Charlemagne; and Diamonds - Julius Caesar.
12. $111,111,111 \times 111,111,111 = 12,345,678,987,654,321$ (Yep.....I tried it)
13. Clans of long ago that wanted to get rid of their unwanted people without killing them used to burn their houses down-hence the expression "to get fired."
14. Hershey's Kisses are called that because the machine that makes them looks like it's kissing the conveyor belt.
15. The name Jeep came from the abbreviation used in the army for the "General Purpose" vehicle, G.P.
16. The highest point in Pennsylvania is lower than the lowest point in Colorado.
17. The only two days of the year in which there are no professional sports games (MLB, NBA, NHL, or NFL) are the day before and the day after the Major League All-Star Game.
18. Only one person in two billion will live to be 116 or older.
19. The mask used by Michael Myers in the original "Halloween" was actually a Captain Kirk mask painted white.
20. If you put a raisin in a glass of champagne, it will keep floating to the top and sinking to the bottom.
21. Snails can sleep for 3 years without eating.
22. Actor Tommy Lee Jones and vice-president Al Gore were freshman roommates at Harvard.
23. The fingerprints of koala bears are virtually indistinguishable from those of humans, so much so that they could be confused at a crime scene.
24. Months that begin on a Sunday will always have a "Friday the 13th."
25. The man who plays Lt. Commander Montgomery Scott on Star Trek is missing the entire middle finger of his right hand.
26. The Eisenhower interstate system requires that one mile in every five must be straight. These straight sections are usable as airstrips in times of war or other emergencies.
27. There are 293 ways to make change for a dollar.
28. All of the clocks in the movie "Pulp Fiction" are stuck on 4.



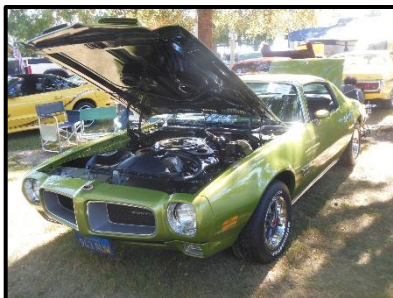
The Indiana Red Bridge Show, story and photos HPOC Member Jim Casassa

The weather on Labor Day this year was great, so Ann and I headed north to Cicero to take in the annual Red Bridge Show. Our Pontiac is currently getting a front suspension upgrade, so we didn't enter the car this year. However, the event had a great turnout; more than 200 vehicles by my count. We saw "everything" from Model Ts, Teslas, an Amphicar, a PT Cruiser stretch limo and of course many Pontiacs, perhaps a dozen or so at least, especially GTOs and Firebirds.

The park is a great place for a small car show. There are lots of shady parking spots for those who arrive early. The site features a great view of Morse Reservoir and has quite a few boat docks so it would be pretty easy for local residents to travel to the show by boat. There was a food vendor on site and a craft show going on in the main park building. Space for spectator parking was somewhat limited but this year they offered shuttle service to and from a remote parking lot.

Most of the vehicles in this year's show were street rods or street machines but there were also some beautifully restored classics including a 1935 Auburn. My wife is a fan of the MASH TV series and was amused to see a Jeep displayed with life-size, stand-up cutout figures of the show's characters. From my standpoint, I've been to the Red Bridge program enough that I've started to see a trend emerging over the past couple of years; i.e. more and more vehicles (that have been generally overlooked in the past) now seem to be showing up in larger numbers ... early 50's Mopars, early Buicks and even four-doors of all makes and models. It will be interesting to watch and see if that sort of trend continues over time. I even ran across an acquaintance there who had a new (to him) '64 El Camino that I had not seen before (and you usually don't see too many overall).

There were even quite a few current model Corvettes, Chargers, Challengers, Camaros and Mustangs in attendance. They almost looked like they were driven straight from a new car dealer's show rooms and entered in the show. This event is really fun to anyone who likes to see a wide assortment of rolling stock. It's big enough to offer a variety of cars yet small enough that you can see and enjoy them all. Hope to see you there next year. ***Happy Holidays! J. Casassa***



Making Progress – Story and Photos by HPOC Member Clint Erickson

New Garage Update:

Currently I am in the process of installing a second three-quarter inch subfloor to support the weight of my trucks. I also installed two drains on the floor to allow water/ice and snow drainage. My next step is to apply an epoxy coating to weatherproof the floor. That will allow me to work on the trucks & the LeMans this winter.



'58 Truck Update

The truck is running now and I have acquired a number of needed parts including some very nice chrome front and side emblems. As work progresses, I am painting the engine the original color. I removed rust from the floorboards, then sealed and primed them for painting. I also removed rust from the bed rails and primed them for painting. I acquired the original wheels and 50's red line trim rings. I had the wheels sandblasted and I painted them the original color of the truck. Next step is to remove the front and the back windows and reinstall them with new rubber seal.



'72 LeMans Update.

The LeMans is running well but I do need to adjust the idle. I have removed the old vinyl top and I'm getting ready to install a new vinyl top. **All the best, Clint Erickson**



Kokomo Shriners Charity Event

Story by Mark Henderson, Photos by Russ Berks and Mark Henderson

Perhaps we could label this event as “small but very worthy”. On September 20, 2025, several members of the Kokomo / Howard County classic car community assembled at the Kokomo Shriners Headquarters at 3784-3886 E 00 NS (in English that’s on Markland Avenue maybe a mile and a half +/- east of the RT 31 bypass and on the north side of the road). The Shriners Club and their sister organization (Eastern Star) worked hard to create a nice opportunity to help raise some money to support their community goals.

A large sign near the entrance of the Shriner’s facility invited people in for the fund-raising event. It was a warm day but participants had plenty of parking space on the grass. A large tree was rooted in the middle of everything, so folks could relax in nice shade with a comfortable breeze. The event attracted only a small number of cars but the people who came were enthusiastic to help the cause. Our host made sure that we had plenty to drink and a great lunch was offered from inside the building.



Matt Hetzner brought a top-shelf black 1964 GTO restomod with a really nice story



HPOC member Russ Berks chills under the shade tree and keeps an eye on his T/A (Russ is the original owner!)



We’re not 100% sure how much money we helped raise for the Shriners and Eastern Star that day, but they did invite us all back in 2026 and we all offered to help them make their fundraiser even “bigger and badder” that year.

The Shriners did offer a “Keith’s Favorite” trophy this time around and I’m humbled to say that the GP won the award. Many thanks again to Shriners and Eastern Star. We’ll see you again next year.

MH



Wine & Wheels Classic Car & Truck Show

by Charles Graf

September 28, 2025 was a fantastic day weather-wise and I'm guessing close to 300 vehicles came to Monticello for the **Wine & Wheels** event. My GTO was car #222 at the registration table and I know many more followed me in. Initially, I brought paperwork to sort through because I thought I would just be chillin' behind my ride, but that turned out to not the case.

I walked around amongst the vehicles and met up with a 17-year-old neighbor whom I had told about the event. Actually, he's a super cool kid who is all about cars. He led me around and pointed out some vehicles that he thought were outstanding. After closer examination, those cars and trucks proved him to be absolutely right. Obviously, he has already developed an eye for craftsmanship and "cool".



L-to-R in the back, Marilee and Mike Gerdes + Mike Richards. Front & Center: Chuck Graf

After a bit more wandering around, strolling through all the gorgeous paint and chrome, I ran into HPOC chapter members Mike and Marilee Gerdes and Mike Richards. We sat and chatted for a bit and I almost lost track of time because we just talked so much about EVERYTHING; cars, life, jobs and so on, plus we shared a bunch of great laughs. These folks are class acts and are great people to be associated with (and they know how to party too). Anyway, during the presentation of awards, Mike Gerdes was called up to receive a trophy within his class for his 1963 LeMans's convertible. He seemed pleased but very humble as he collected his award. What a great way to end a great day! **Peace, Chuck Graf**



There were plenty of worthy Ponchos at the show ...

And perhaps at least one worthy MOPAR as well.





Indiana Fields, Inc.

Present,



White Horse Winery

Wine & Wheels

CLASSIC CAR & TRUCK SHOW

SUNDAY, September 28th @ WHYTE HORSE WINERY
1510 S. Airport Rd., Monticello, IN 47960

This is by far, one of the finest venues for a show event you will ever attend! The beautiful surroundings of the Whyte Horse Winery plays host to a special day of great wine, great food, great music, D.J., vendors, door prizes and of course, a great classic car & truck show! Plenty of grassy area parking with some shade trees overlooking a beautiful vineyard... It doesn't get any better than this!

100 Total Awards for 4 Classes -- Top 50 Classic/Custom ('00-'89), Top 20 Late Model ('90-Present), Top 15 Trucks and Top 15 Survivor/Special Interest. Each Class will be recognized with a "Best of Class" Award

Entry Fee: \$15.00
Registration from 11:00am till 1:00pm
Judging from 1:00pm till 3:00pm
Awards @ 4:00pm

Dash Plaques to First 150 Entries!

Pre-Register By Sept. 26th for your chance to win a bottle of wine!

Name: _____

Address: _____

Phone: _____

E-mail: _____

Make: _____ Model: _____

Year: _____

Check Payable / Mail Entries to:
Keri Presbey
5675 E. Sheridan Rd.
Monticello, IN 47960
For Info Call/Text: (317) 870-4888
or kpresbey@comcast.net

RAIN DATE WILL BE SUNDAY, OCTOBER 5th

Future Ponchos!

Photos by Gib Vance and Russ Berks

Editor's note: Eventually we will all get old or decrepit and have to pass down our toys. Perhaps it's better to familiarize our kids with things sooner rather than later. Food for thought? MH



GV: It was really cool to share our granddaughter's first car show in Louisville (POCI Nats) last June. I took her around in a golf cart and she picked out all her favorite cars to vote on.



RB: Here's our great nephew Elias getting his first driving lesson behind the wheel of our Trans Am

More Stocking Stuffers for your Wish List!

Story by Mark Henderson, Photos by Jon Culver and Mark Henderson

Let's face it, car people generally have a deep respect for tools. In some cases, we can almost say we "love" our tools, but that has all sorts of nuances that we really shouldn't get into here. OK, so I've run into a couple of new gizmos that Jon Culver has brought with him while working on the GP (long story there ... read the last three years of issues of Chiefly Pontiac to play catch up as desired). Here's a couple of newer items that might look good on your wish list to Santa. MH



EverBrite Rechargeable Underhood Work Light, Magnetic Under Hood LED Work Light Bar for Mechanic, 3 Power Modes with Adjustable Straps and Hooks, Ideal Gifts for Mechanics, Men, Automotive, Garage

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4.8 ★★★★★ (136)
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Size: 12.5-250Ft-lb/17-340 Nm

\$-100Ft-lb/...	7.5-150Ft-lb/10-...	12.5-250Ft-lb/17-340...	40-300Ft-lb/54.5-...
\$28.99	\$26.97	\$29.99	\$52.57
FREE Delivery Monday	FREE Delivery Monday	FREE Delivery Monday	FREE Delivery Monday

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Style: 1/2-inch

FREE delivery Monday, November 3. Order within 7 hrs 29 mins

Deliver to Mark - Kokomo 46902

In Stock

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Buy Now

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Gift options Available at checkout

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See more

Add to List

From the Driver's Seat:

Hi Gang – This is the last newsletter of 2025, that's really hard to believe. Overall, I think HPOC has had a pretty good year. I want to remember some very dear friends (Dale Dutoi, Larry McKinney, and Jan Glatz) and I want to welcome our new members again (Scott van Tamelen plus Chad and Cyndi Wilkins). Our club bank account remains healthy and stable and we were able to donate over \$2200 to the Indy Honor Flight organization after a very successful BOPC show last June in Lebanon, Indiana. And our little buddy from Burbank, California got to meet some more of the folks from HPOC when he visited Indiana for a stand-up comedy show in early October. Oh, and by the way, Jay now has two more Pontiacs in his Big Dog Garage, a Fountain Blue 1965 Grand Prix and a Black 1967 Catalina 2+2. I'm guessing you'll hear more about both of those in the fairly near future.



I want to take a minute to extend appreciation to a lot of people who lent a hand to your editor by providing write-ups, sending photos, advertising shows and events, sharing news from other clubs, etc, for our use in the newsletter. "Chiefly Pontiac" would have been a lot thinner this year if you guys had not stepped up. In addition, I want to say thanks as always to Jon Culver and Scott Pavey for their willingness to turn a wrench and get their hands dirty when I needed help with the GP. I'd recommend both of them to HPOC members whenever you need some pro work (or advice). Having said that, I am also grateful to Mike and Marilee Gerdes, Jim Casassa, Gib Vance, Marcia Lloyd, Charlie Conkle IV, Dale Dutoi's family, Bill Sanders, Robert Harris, Linda Hankins, Charles Graf, Russ Berks, Scott Scheel, Peggy Cox, Chad and Cyndi Wilkins, Scott van Tamelen, Clint Erickson Jim Black and so many others for providing materials that were very, very useful for our club newsletter. Your support made my job a lot easier. Thank you!!!

Hey Northern and Southern Hoosier regions ... We sort of need your help. We didn't get as much "shared info" this year as I had hoped. Some stories and pics are always appreciated but could we get more "regular news" blurbs like what shows are coming up in or around your neck of the woods, or flyers in jpg or pdf forms, or any quick summaries of Poncho, Oakland and/or GMC related projects, or how are you and your cars doing in general, or can someone in the club overall lend you a hand somehow, etc? We'd love to hear more from you ... nothing complicated but something to help us all keep in better touch from the Ohio River to the north Hoosier border. We appreciate you guys, tell us what's happening as you can.

OK, I mentioned this earlier but I want to talk about it a little more here. As of Nov 1st, I'm backing away from our VP spot and Mike Gerdes is now shopping for a replacement. I've really enjoyed "VP" activities, especially recruitment for our club, but I want to focus more on the newsletter and keeping in contact with other national Pontiac club editors. However, I have volunteered for another role within our club which you'll hear a little more about fairly soon (no, it's NOT the Prez spot, let's squelch that rumor right now). Meanwhile, after I get this 4Q2025 newsletter put to bed, I need to give more attention to my part-time Adjunct Professor job at Ivy Tech in Kokomo and also enjoy the family and the holidays. Maybe if the weather holds, I'll get to spend some more time actually driving and enjoying the Grand Prix as well.

HPOC has been an official chapter of the Pontiac Oakland Club International for many, many years. Some of our members were even there when the chapter was formed and recognized by POCl. Many of our newer members are helping to bring HPOC's average age per member down and can help provide new energy for the club. We know Indiana is a big state, taller than it is wide, but we want to better integrate our members, our goals and our activities across the state. For now, rest up and enjoy your holidays, and after January 1st, we'll all Go Exercise the Go Pedal once more. Happy Holidays to All!! **Mark H**

The Disappearing Art (or Black Magic) of Tuning Carburetors

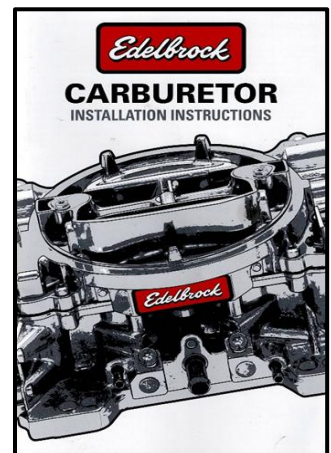
Story by Jon Culver, photos/scans by J Culver, M Henderson & from Edelbrock Documentation

Editor's note: I have a couple of great people (who are both in the club by the way) who can lend a hand with "car stuff", both normal repairs and more tedious jobs that require at least some special skills, knowledge and even tools. In my previous editor's columns, I told everyone that I sort of gave up on my Holley Sniper fuel injection conversion. It was definitely an on-again, off-again relationship, but inconsistent performance and frustrating random issues over almost 3 years led me to the answer that I probably should have made a long time ago. So now I'm back to a carburetor again, an Edelbrock this time around, but I kept the in-tank electric fuel pump. Thanks to Jon, the GP is running great again! Fingers crossed this time around :-). MH

This write-up is about the general setup and tuning of a good ol' fashioned carburetor. Do you remember those? Yep, it's got more letters in its name than an EFI and can frequently be misspelled. In this case, the subject at hand is an Edelbrock AVS2 carburetor (part number 1913) mounted on a Pontiac 428 engine in a 1969 Pontiac Grand Prix SJ with a 4-speed transmission. This carb was replacing a Holley Sniper EFI system that was proving, despite many attempts at improvement, to be undependable. An Edelbrock carb is based on the Carter AFB carb design from the 60's and retains a solid reputation for quality, reliability and durability, as well being easy to tune and maintain. In my past life, I have run both a Carter AFB and then an Edelbrock on my 70 Lemans with a healthy 455 for years with complete confidence. Eventually I switched over to a FiTech EFI on that car, but not due to any fault of the carb(s).



The first step in installing a new carburetor is to ensure that everything will fit (or that you have a way to make everything fit). The installation manual that comes with the carb is very complete and lists all the items (with part numbers) that you will need. You can also download the installation manual from Edelbrock's website (<https://www.edelbrock.com/mwdownloads/download/link/id/78017>). The Grand Prix has a stock intake manifold meant for a Quadrajet carb, which is a spread-bore carb. This means that the secondaries are much larger than the primary bores and the bolt pattern is kind of unique. This newer Edelbrock carb is a square-bore which means that all four bores are the same. An intake adapter is needed to bolt this carb up and have no vacuum leaks. The specifics are in the installation manual. Mark already had a proper adapter installed since the previous EFI was a square-bore design too, so that box was already checked off the list.



The next thing to be addressed is fuel line hookup and ensuring proper fuel pressure to the carb. You may need to change your fuel line routing a bit in order to connect to the new carburetor's fuel inlet. **It is very important to use only high quality and durable fuel connection hardware ... (cont. on page 22)**

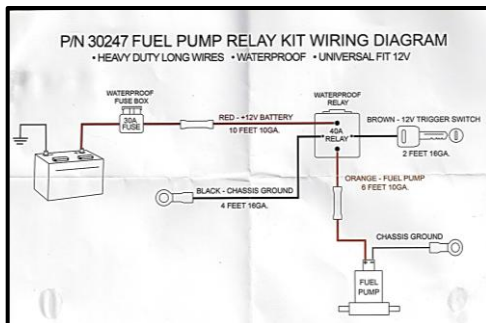
The Disappearing Art (or Black Magic) of Tuning Carburetors (con't from pg 21)

A key goal is to NEVER experience a fuel leak, EVER!!! It is also very important that high-quality fuel filter(s) be used and installed inline and before the carb. This could be an OEM filter or an aftermarket unit. Filter brand, design and mounting location in the car are all up to the owner but you need to carefully consider all system requirements, including minimizing any pressure drops vs. any filter design. The Grand Prix already has an electric fuel pump mounted within in the gas tank. The fuel pump features a pre-filter to prevent any "larger" particles from heading out of the tank. In this car, pressurized gasoline flows out via 3/8" inner diameter flexible fuel line (EFI quality) over to and then along the driver's side chassis rail. Roughly 5 feet out from the fuel tank, gasoline flows into an inline Holley post-filter which thwarts any "small" particles from running downstream and into the carb. After exiting the post filter, an inline pressure regulator is used in the GP to neck fuel pressure down to meet the carb's requirements (see below) and finally enters the carburetor itself through its input port.

Where you can utilize them, banjo fittings for a carb inlet can more easily accommodate positional adjustment of the inward bound fuel line in order to not interfere with the air cleaner. Additionally, in the case of the AVS2, incoming fuel pressure ***must also be maintained between 4 and 6.5 psi***. If the pressure is too high, flooding can occur resulting in poor starting and overall performance at least, or at worst case even a fire. If needed, you can borrow/rent a fuel pressure tester from your local auto parts store. ***Short story ... make sure the fuel line does not rub or contact any other parts of the engine on the way into the carb and then also ensure that incoming fuel pressure is correct.***

In a related tale, most stock-type mechanical fuel pumps output the correct fuel pressure. However, I once ran into an issue with a '66 Mustang with a leaking pump that was replaced with a stock-type pump. The carb flooded after starting the car with the new pump. I checked the pressure and it was 12 psi vs the 5-6 psi it was spec'd to. We got a replacement and it put out 10 psi. A quick online search turned up many problems with replacement mechanical fuel pumps of various applications, including having excessive output pressure. The lesson I learned was to verify the fuel pressure!!! Mark's Grand Prix had an in-tank fuel pump from the previous 60-psi EFI set up. Fuel pressure had to be reduced to work with the new carb. The existing regulator was modified to deliver "carb-specific" fuel flow and a new (lower pressure range) gauge was installed to help set incoming pressure at 6 psi.

We installed an aftermarket Fuel Pump Relay Controller (Revolutionary Electronics P/N 30247, available from Summit, Jegs, Amazon, etc) to manage power to the electric fuel pump. This module initially engages the pump for just three seconds at key-on to pre-pressurize the fuel system, but then it fully energizes the fuel pump during normal "engine start" and "engine run" conditions. A built-in safety feature of this device is that it monitors RPM. It can sense if the engine stops turning but the key is still on (for instance in an accident). In this case, it sees the loss of RPM and stops pumping gasoline into the system.



A final mechanical task to address is hooking up the throttle cable, return springs, the electric choke and vacuum lines. The throttle cable hookup was straight forward with the ... ***(cont. on page 23)***

The Disappearing Art (or Black Magic) of Tuning Carburetors (con't from pg 22)

included ball-end mounted to the carb linkage. We used two return springs to ensure the throttle closed completely. The next thing we checked was making sure that the throttle blades opened and closed smoothly. Nobody likes a stuck throttle!!! We verified that when the gas pedal was floored, the carb was as close to wide open as possible. The electric choke assembly provides a red wire to connect to the plus side of the ignition coil for 12V power and a black wire to connect to the ground side (preferably straight to battery ground). The vacuum line for the distributor's vacuum advance was hooked up to the full manifold vacuum port on the carb and we plugged any/all remaining unused vacuum ports.



I'm mentioning this a bit ahead of time so when you get there, you'll know. Eventually, the last fuel system related parts to be installed will be the air filter mounting stud and the air cleaner. It is extremely important that the top of the stud does not hit bottom of the hood. The threaded piece supplied by Edelbrock is "universal" and a bit too long for the GP's air cleaner, i.e. it needed to be trimmed to length. We used the existing stud from the EFI setup as a guide for a best fit, cut the new piece to length (using a vise and a sharp hack saw blade) and checked the threads to ensure that they were "clean". Last steps are to thread the stud into the carb, place the air cleaner on top and bolt it down (do not over tighten). Trust us ... don't find out the hard way that your stud is too long!

We next started the engine and verified there were no fuel or vacuum leaks. Out of the box, the carb is set up fairly well by the factory to support an easy start up and a reasonable idle. We made sure the choke opened as expected and that the idle dropped down to normal from the higher cold start RPM. After the engine was up to full temperature, we adjusted the idle to about 650 RPM and then adjusted the mixture screws slightly to obtain the highest vacuum reading. We then rechecked and readjusted the idle slightly back to 650 RPM.

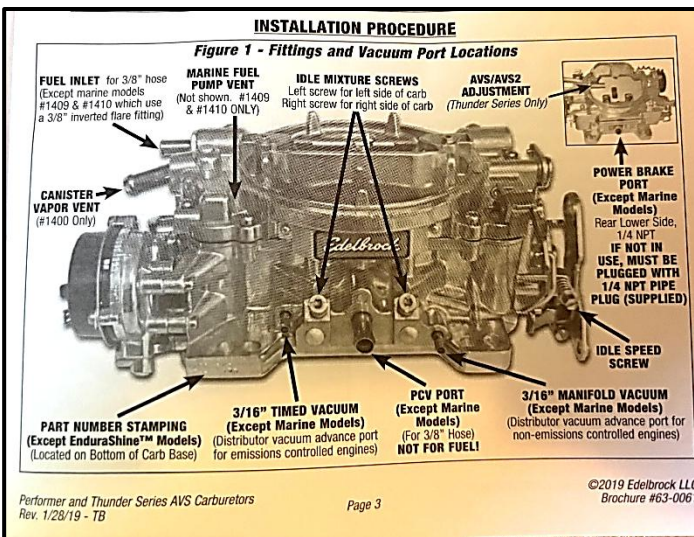
With a vacuum gauge hooked up, we ran its hose back under the lip of the hood. This allowed us to position the gauge so we could see it easily through the windshield during a test drive. The car ran well for the most part but we noticed some stumble on medium to aggressive throttle application. I was the passenger and monitored the vacuum readings through different throttle positions. Since this was a mostly stock engine, the vacuum was relatively high during most of the driving. The car accelerated fairly well through the throttle range, however a little bucking at steady lower throttle positions was observed. We also watched the exhaust for any excessive black smoke during quick accelerations and wide-open throttles (conducted in a safe manner of course!). Some tire smoke may have been present but any exhaust smoke was minimal which indicated that the fuel mixture wasn't overly rich. We also listened for pinging which might mean an overly lean condition, but none was noted.

Edelbrock includes a tuning guide with their carbs, which you can also download from their website at (<https://www.edelbrock.com/mwdownloads/download/link/id/75337>). The material is quite useful, thorough and pretty easy to understand. It can lead you through the several different aspects of calibrating carburetor functions on your engine, including 1) accelerator pump, 2) cruise fuel mixture, 3) power fuel mixture, 4) wide open throttle, 5) secondary air valve opening and 6) enrichment vacuum level. **See next page for additional material for review.**

Edelbrock also sells a calibration kit that contains parts to tune your carb. The kits are specific for the part number of the carb you are using. The kit consists of metering rods and jets of different sizes as well as step up springs for different vacuum levels. There also are extra clips ... **(cont. on page 24)**

The Disappearing Art (or Black Magic) of Tuning Carburetors (con't from pg 23)

for the rods and the accelerator pump clips and a tuning chart. The tuning process consists of making one change at a time and judging whether that change is better or worse for the issue you are trying to improve. The tuning guide steps you through a sequence to tune the carb that is good to follow if you are new to tuning because one change can affect other areas of operation.



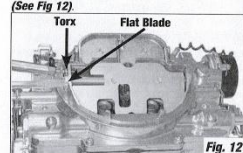
An excerpt from the carb installation manual, pg 3. There are many vacuum-related options to choose from., in particular will you run your distributor vacuum advance on manifold vacuum or ported vacuum? Driver's choice ...

14. When restarting the vehicle, after it has been sitting for 10-30 minutes, you may experience some difficulty starting. The result will be similar to a flooded carburetor. To help eliminate or minimize this issue, the use of an Edelbrock Heat Insulator Gasket Part Number 9266 (sold separately) is highly recommended. For additional heat insulator selections please visit www.edelbrock.com.

ADJUSTING THE AIR VALVE SECONDARY

(Thunder Series AVS/AVS2 Carburetors Only)

1. With Torx drive (T15) and flat blade screw driver in place, loosen Torx screw, make sure flat blade is secure to prevent loss of spring pressure (See Fig 12)



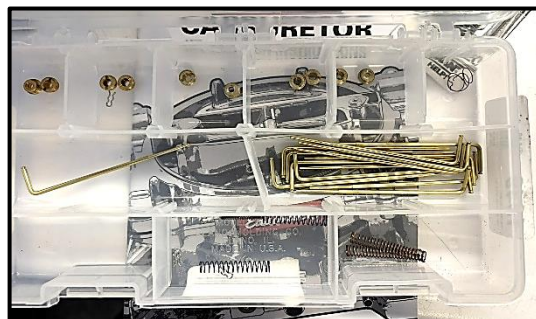
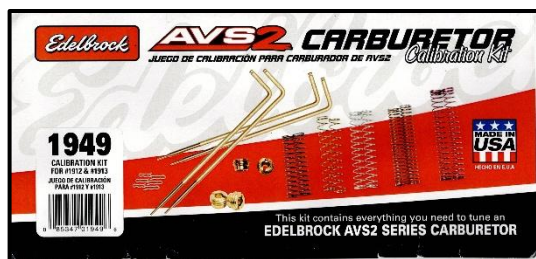
2. If you lose spring pressure, turn flat blade screw counter-clockwise until the air valve just reaches the closed position, plus an additional 1-1/2 turn to achieve the factory setting.

NOTE: Turn only 1 full turn beyond closed position for 1803/1804 factory setting. For single carb applications, set 1803/1804 carburetors to 1-1/2 turns past closed position.

3. The factory setting is the most common setting. If additional tuning is required, turn the air valve screw counter-clockwise to make the air valve open later, it is not recommended to go beyond one turn more than the factory setting, or more than 2-1/2 turns past the closed position.

1. Fully warm engine and ensure choke is fully open.
2. Air cleaner in place.
3. Set desired speed with the idle speed screw.
4. Adjust the IMS on ONE side to get the maximum possible RPM. Do not go rich beyond the maximum speed point.
5. If the above changed the idle speed more than 40 RPM, then readjust the speed.
6. Adjust the side OPPOSITE of that in Step 4 to get maximum RPM.
7. Reset the speed.
8. Carefully trim each IMS to again get the maximum idle RPM.
9. Go leaner just enough to get a 20 RPM drop in speed.
10. Reset the speed to the desired RPM.
11. This is a Lean-Best Idle Set. Setting richer than this will not improve idle quality or performance, but could tend to foul plugs.

This example from pg 4 of the manual discusses idle mixture set up and other nuances of initial carb setup



CARBURETOR CALIBRATION KIT FOR MODEL #1912 & #1913

Metering Jets				Metering Rods				Metering Rod Springs (pairs)			
Stamp ID	Size	Part No.	Stamp ID	Size	Part No.	Color	Transition				
386	0.980"	1427	62-52	0.002" x 0.002"	1441	Blue	3" Hg				
400	0.980"	1428	62-47	0.002" x 0.004"	1443	Yellow	4" Hg				
401	0.910"	1429	65-47	0.003" x 0.004"	1445	Orange*	5" Hg				
407	0.910"	1431	65-57	0.003" x 0.007"	1441	Blue	7" Hg				
410	0.910"	1432	67-45	0.007" x 0.008"	1462	Silver	8" Hg				
			68-52	0.008" x 0.002"	1440						
			68-57	0.008" x 0.007"	1436						

CAUTION: Be sure to check carburetor for flooding when fuel is first applied. Flooding can be caused by dirt, small particles of hose cuttings, rods and pilot needles which have settled during shipping, or by other conditions as discussed below. Each Edelbrock carburetor is flow tested in the factory for both air and liquid flow as flooding is rare. However, for safety sake please observe the caution. When the fuel pump is turned on or when the engine is first started, watch closely for signs of flooding. If flooding is apparent, lift the body of the carburetor lightly with a rod or the wooden handle of a small hammer. If flooding continues, pinch the fuel line hose to shut off flow, run the engine to clear the carburetor and let the fuel line flow again. If flooding still continues, stop the engine, clean up any raw gasoline and call our Tech Line: 1-800-461-8026.

This kit also includes: 6-Linkage Hair Pin Clips and 2-Metering Rod Retaining Springs

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CARBURETOR CALIBRATION REFERENCE GUIDE FOR MODEL #1912 & #1913

Before you attempt to establish a new calibration, please ensure you have installed your Edelbrock carburetor according to the installation instructions supplied with the carburetor. Be sure that the engine is in a sound state of tune. All ignition items must be in proper working order, including reasonably fresh plugs of the correct heat range. Timing should be properly set and the air filter element and fuel filter should be clean.

Proper fuel pressure should be verified and cracked or brittle vacuum lines should be replaced. Many "carburetor calibration" problems have been solved by first addressing other engine systems.

PARTS AND EQUIPMENT

Aside from ordinary hand tools, the following items are recommended.

Tachometer If the vehicle is not equipped with a tach, the dwell meter style tach will be accurate.

Vacuum Gauge Should be hooked up to read engine's intake manifold vacuum. Without a vacuum gauge, some of the calibration procedures will be more difficult.

① Obtainable with a combination of this kit and/or stock parts
② Obtainable with parts not included in this kit

CHANGING COMPONENTS

Metering Rod and Step-Up Spring changes can typically be made in less than five minutes and without removing the carburetor. First, loosen the Step-Up Piston Cover Screws and twist the Step-Up Piston Cover Plates to the side. The Metering Rods and Step-Up Springs can now be removed and replaced if necessary. Be sure to replace the Step-Up Piston Cover Plates, use hand-held nut driver and tighten the Step-Up Piston Cover Screws when finished.

CAUTION: Do not over-tighten the Step-Up Piston Cover Screws! They should only be tightened to 12 to 13 inch-pounds. Excessive torque will weaken or snap off the screw heads. If this happens, they may fall into the carb causing serious engine damage. If an inch-pound torque wrench is not available, snug the screw until it just touches the plate, then tighten 1/16th turn more.

To replace the Primary or Secondary Metering Jets, first, remove the Metering Rods and Step-Up Springs as outlined in the preceding paragraph. Next, disconnect the Choke Cam Connector Rod, Pump Connector Rod, and Choke Connector Rod (when applicable). Finally, remove the 8 Air Horn Attaching Screws and remove the Air Horn from the carburetor body. A standard flat head screwdriver can now be used to remove the appropriate Metering Jets. Once the desired Metering Jets have been installed the carburetor may be reassembled by reversing the above procedure.

STEP 1 Select the Calibration Reference Number that is nearest to your desired combination of Cruise Mode and Power Mode.

STEP 2 Refer to the Calibration Reference number for the Main Jet and Metering Rod combination to achieve the desired fuel metering.

PRIMARY ROD AND JET SETTING CHART

NO.	JET SIZE (STAMP IN)	ROD STAMP IN	NO.	JET SIZE (STAMP IN)	ROD STAMP IN
1*	0.104"/404	65-52	8	0.104"/404	63-47
2	0.101"/401	62-47	9	0.101"/401	68-52
3	0.104"/404	68-57	10	0.107"/407	65-52
4	0.101"/401	65-52	11	0.104"/404	65-47
5	0.104"/404	65-52	12	0.101"/401	52-48
6	0.104"/404	67-49	13	0.108"/408	65-47
7	0.104"/404	62-52	14	0.101"/401	

*"STOCK SET UP"

SECONDARY METERING

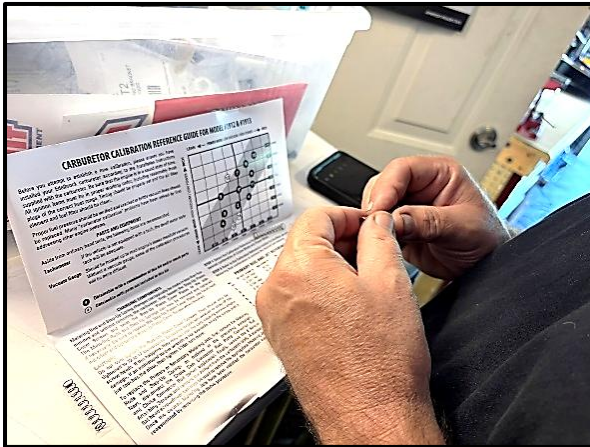
The factory calibration jet is shown in the center column. For leaner or richer calibration, use the jet # indicated in the appropriate column.

3 Steps (1 Step)	2 Steps (1 Step)	1 Step (1 Step)	Stock (1 Step)	1 Step (1 Step)	2 Steps (1 Step)	3 Steps (1 Step)
Jet #1427	Jet #1428	Jet #1429	Jet #1430	Jet #1431	Jet #1432	Jet #1433
0.009"	0.009"	0.010"	0.010"	0.011"	N/A	0.012"

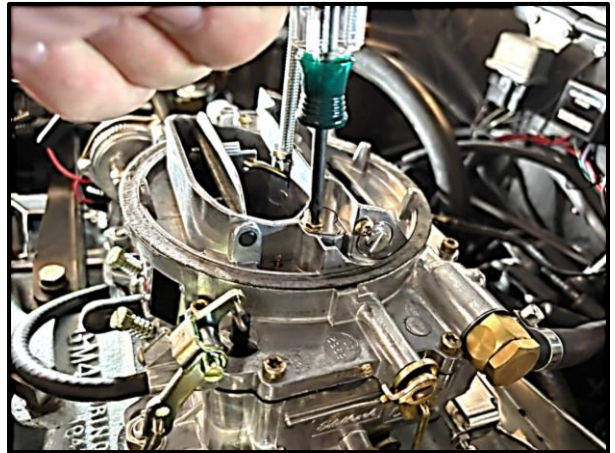
First, a little explanation of the operation of the Edelbrock carb. There are two modes of operation to understand: cruise and power. "Cruise mode" is part throttle and light ... (cont. on page 25)

The Disappearing Art (or Black Magic) of Tuning Carburetors (con't from pg 24)

acceleration. "Power mode" is mid to a little under full throttle. "Wide-open throttle", or WOT, is related to the power mode with the secondary jets combining to provide the wide-open throttle air fuel ratio. These modes require different air fuel ratios for best performance. The carb uses a metering rod with 2 steps or diameters that sits in the primary jet. The two diameters create two different air fuel ratios. There are two rods and two primary jets. The rod is controlled by the step-up spring which is rated for a certain vacuum level. If the vacuum is below the rated vacuum level, the rod is held up and the smaller diameter creates a richer air fuel ratio known as the power level. If its above the rated vacuum level, the rod is pulled down resulting in a leaner mixture which is the cruise level. [Editor's note: Now did everybody get that? There will be a quiz later.](#)



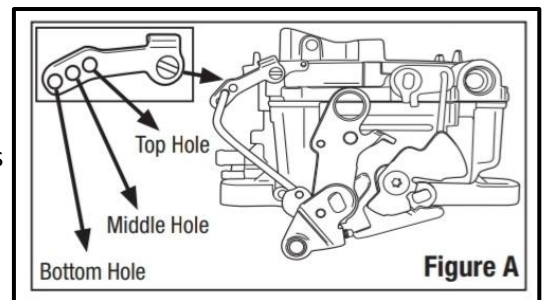
Using the chart provided, the user can better consider what spring/rod combos can provide preferred performance within recommended parameters. Note that there can be tradeoffs like power vs fuel economy and smoothness, but again the user can decide what combinations they like best.



Edelbrock created/improved their design for generally easy reparability. Primary rods and springs are accessible thru two small plates in the top of the carb. Secondary jets require some extra effort though.

The rod and jet chart outlines the different combinations possible with the calibration kit and the other chart shows how rich or lean that combination relative to the base calibration ([SEE CAL PIX on previous page](#)). The step-up springs are color coded for the different vacuum levels. ([SEE SPRING PIX on previous page](#)). We decided that the engine would like the combination that was 1 step richer for the cruise mode and two steps better for the power mode. We chose this combination because it involved only changing the metering rods which is very quick and easy to do on this carb. We also chose to use the highest vacuum step-up springs rated at 8 inches of vacuum. This change improved the light bucking at light throttle and acceleration. We felt wide open throttle was improved with this change as well so we didn't change the secondary jets.

The stumbling on acceleration issue was addressed by changing the pump linkage connection. The accelerator pump adds fuel when opening the throttle to try to prevent a lean condition. The hole position in the linkage determines how aggressively the extra fuel will be delivered. We didn't have the tuning kit yet but this was one of the things we knew we could change later if needed. We started out in the bottom hole, which provides the least aggressive pump response. Ultimately, after making several iterative setup modifications, we found that connection to the middle hole seemed to make a satisfactory difference and the stumble has mostly disappeared.



One last thing we adjusted was the air valve spring tension on the secondary side of the carb. The air valve is used to smooth the transition to secondary throttle blades opening. Many ... ([cont. on page 26](#))

The Disappearing Art (or Black Magic) of Tuning Carburetors (con't from pg 25)

folks are familiar with the symptoms of a “secondary bog” which happens when you floor the gas pedal and the noise from the carb gets louder but car isn’t going much faster. The air valve responds to the amount of air flowing into the carburetor and the spring tension controls how quickly it opens. In this case, we decreased the spring tension to maximize the power but not so quickly that would result in a bog when you mashed the gas pedal.

The result of this particular carb swap and subsequent tuning work seems to have helped the overall performance of the GP, so Mark seems happy. To date, everything has proven reliable and consistent. “Starting” is really easy too; maybe not the “A+” we would have graded the EFI setup but at least a solid “A”. He was confident enough to go pick Jay Leno up from his Carmel hotel and take him to the IMS Museum and back (see story of page 2), plus the trip back and forth to Kokomo. Mark said the car ran great the whole way. His only complaint was that there was way too much traffic to show off much for Jay. Don’t worry, he’s already made up for that problem with subsequent testing ... many times.

Best regards, J Culver

Editor’s Note #1: Yep, I like this new carb!! However, the secret to success often relies on testing ... test, Test, TEST!!! All testing below was done in an unidentified location. No neighbors were injured but a few might have been slightly annoyed. No police assistance was necessary though. Phew!



Editor’s Note #2: This series has been really fun to share (well OK, the EFI situation was a bit frustrating but after 3 years it looks like we’ve found a better alternative). However, we’ve spent WAY too much time focusing on plights and projects in regarding our GP. Next year, we need more write-ups regarding your stuff, i.e. from the members, or the newsletters might start getting a little thinner. Next issue comes out 2/1/2026. I look forward to hearing from you! All the best! MH

For Sale:

Dear HPOC - I am selling my Chief Pontiac portrait. Photos are attached and here's the ad:

Chief Pontiac is ready to relocate. In anticipation of eventually moving to a smaller house with less wall space, I'm slowly paring down my excess. So, up for sale is ol' Chief Pontiac.

This is a copy of the portrait of the chief that was commissioned by the City of Pontiac, painted by Jerry Farnsworth, and presented to Pontiac Motor Division in 1937. PMD presented copies of the portrait to their top-performing dealerships in the 1950s. This is one of those.

It was a NOS one when I bought it 15 years ago and came in its original shipping container, which was wood and Masonite. I had it professionally framed locally, and it has been hanging in my home office ever since. With the frame, it measures 46-1/2" tall by 33" wide. It's in perfect condition in a pet free, smoke free home in Tullahoma, TN. The price is \$500 firm; no shipping unless you want to pay for professional packing and the shipping. It can either be picked up in Tullahoma, or I can meet you in Nashville, Chattanooga, Huntsville, etc. Or if you're not in a hurry, I get to Indianapolis and Louisville a couple of times a year. Alan Mayes, alanmayes@lighttube.net or call 615-498-4924.

Thanks

Alan Mayes
Tullahoma, TN
Ph. 615-498-4924



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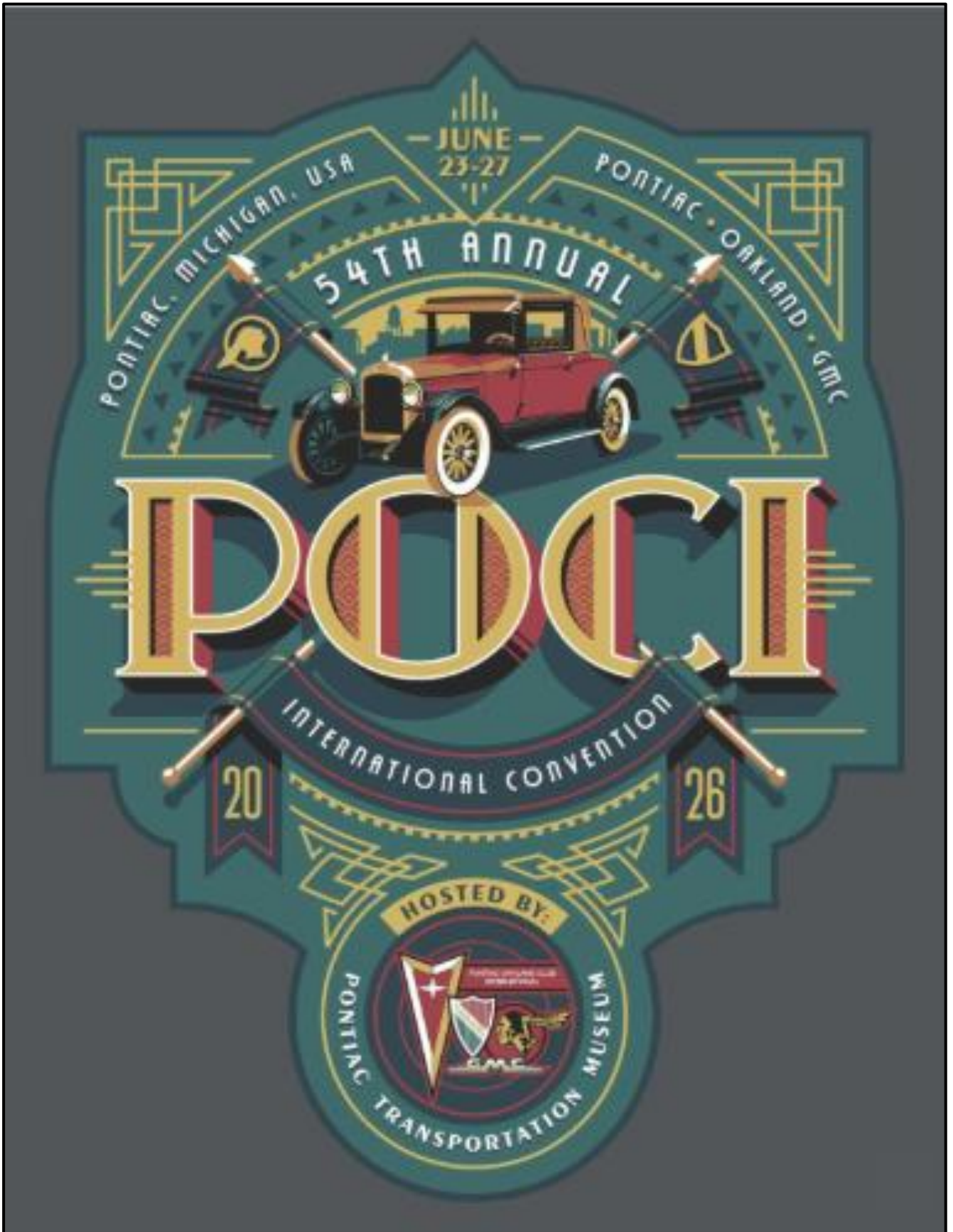


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DESTINATION

Auburn Hills Marriott Pontiac

CHECK IN

Mon, Jun 22

CHECK OUT

Sun, Jun 28

HOST HOTEL RESERVATIONS UPDATE

Host Hotel: Marriott Centerpoint
(Auburn Hills Marriott)
3600 Centerpoint Parkway
Pontiac, Michigan 48341

Currently, the online reservations system for our event Host Hotel shows that Tuesday, June 23 is not available.

We are working with the Marriott to add more rooms. We hope to get this done early next week.

Thank you for your patience. We look forward to seeing you at our 54th Annual Convention to celebrate the Pontiac automobile's 100th Anniversary!

Click here - REGISTRATION IS NOW OPEN!

Pontiac-Oakland Club Intl.
PO Box 421
Long Lake, MN 55356
www.poci.org

If you need your username or password, please contact the POCI Club Office:
pociworldhq@aol.com

(763) 479-2111

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.
- 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.](#)

**2025 MEMBERSHIP APPLICATION or RENEWAL: HOOSIER PONTIAC-OAKLAND CLUB**

Check which category applies: ☐ Annual membership with electronic newsletters (\$15), or
☐ Lifetime membership (\$100), one-time-and-you’re-done payment

Note: Annual Re-Ups are due by 1/1/2026

NAME: _____

ADDRESS: _____

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STATE: _____ ZIP: _____

HOME PHONE: _____

CELL PHONE: _____

EMAIL ADDRESS: _____

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

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:

- 2026 Noblesville Weekly Cruise-In on the Square – every Saturday in May thru ???
- 2026 Danville “First Friday” Cruise-In on the Square – first Friday of each month, May thru October
- 2026 Avon Weekly Saturday Cruise-ins at Lowes on US 36. Starting date TBD.
- **MCACN on November 22 & 23, 2025, Donald E Stephens Convention Center, 5555 N. River Road, Rosemont, Illinois**
- **POCI Nationals (START PLANNING NOW!!!)**
June 23-27-2026, Pontiac, Michigan

To contact your regional directors:**Northern Tier:**GARY WINTERS: 260-705-1946, pontiac46@frontier.comCHUCK GRAF: 708-846-0355, gm4me@sbcglobal.net**Central Tier:**MARK HENDERSON, 765-438-3322, doodle1701@gmail.com**Southern Tier:**ROBERT HARRIS. 812 725-4037, romaharris70@aol.com**To contact your club officers:**

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mgerdes737@gmail.com

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doodle1701@gmail.com

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