



# CHIEFLY PONTIAC

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

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

OCT-NOV-DEC 2023 issue, VOLUME 46 – NO. 4

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## **Many Views of the POCI Nats**

**Editor's Note:** The following writeups and photos come from several different HPOC members and represent different points of view of the same event, supporting a bigger and better overall picture than any single article could likely have provided on its own. Thank you to each contributor for taking the time to summarize their experience(s) in Murfreesboro, Tennessee. Maybe this will help kickstart some fresh planning and "Pontiac Excitement" regarding the 2024 POCI Nationals, to be held in Louisville, Kentucky. Hope you enjoy! MH



## **POCI Convention – 2023 Edition**

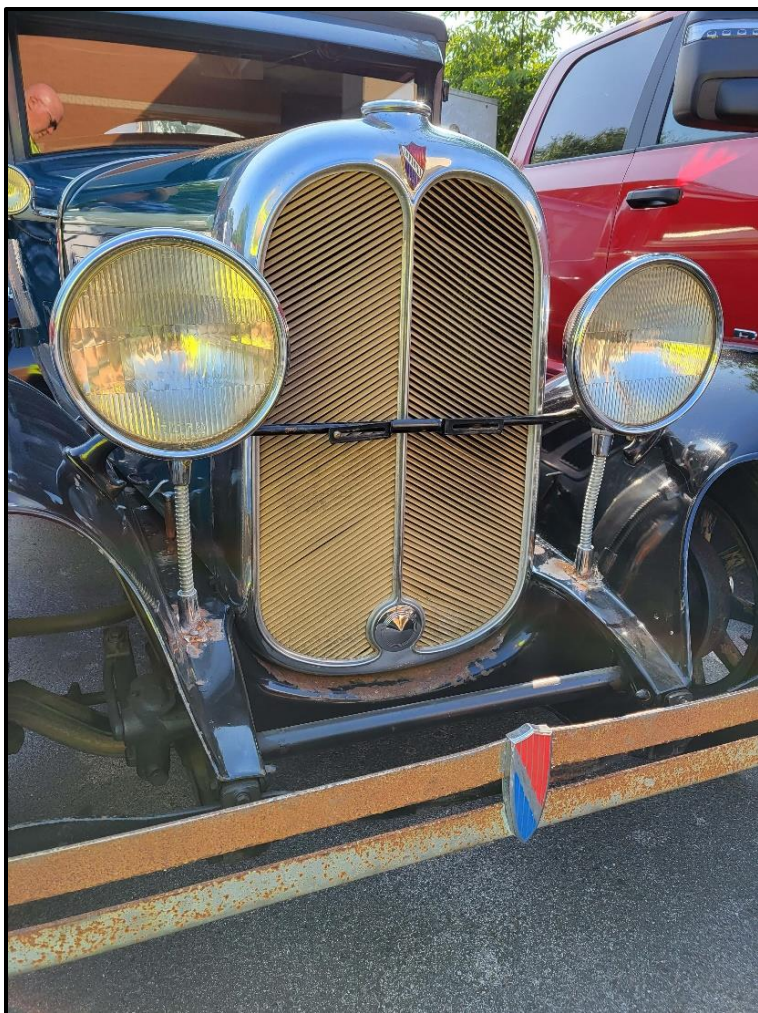
**Story and photos by Alan Mayes**

The 51<sup>st</sup> POCI International Convention is now in the history books, and we of the Pontiacs of Tennessee chapter would like to thank everyone who attended. We hope you had as much fun as we did. If you didn't make it, here are a few photos to help make your regret better (or worse; it could go either way). The Embassy Suites in Murfreesboro turned out to be a great venue, easy to get to and close enough to restaurants and interesting Middle Tennessee sites to serve as a great base camp.

Besides the dazzling array of beautiful Pontiacs, Oaklands, and GMCs ... *(story cont. on page 2)*



## POCI Convention – 2023 Edition ... *(story continued from page 1)*



participants were treated to several good seminars. There was also an excellent swap meet, and the Chapter Night and Awards banquets were well-attended. They actually sold out, so there was some buying and selling of a few unneeded extra tickets. Smoke Signals columnist Dimitrie Toth held court and always had a small crowd around him.

Next year's POCI Convention will be held July 15-20 in Springdale, Arkansas, which is the Ozarks. Hotel reservations can be made starting July 16, 2023. **AM**





## Taking Our '46 to the '23

Story and photos by Gary and Pam Winters



Hi all! We drove the '46 to the POCI convention at Murfreesboro for the popular vote event this year. To help guide us along the way, we asked good ol' Google Maps to find us some nice highways without too many interstates, then we headed out from Fort Wayne on Wednesday. We had to put up with the awful haze from the Canadian fires, and it was pretty thick all the way through to our first overnight stop in Salem, Indiana.



Heading out on Thursday, there was some possibility of rain. The Canadian haze was still visible all the way into Kentucky. We were really enjoying our two lane adventures and continued onward towards Murfreesboro when 'heat lightning' began to appear up ahead. It looked kinda cool in the distance.



We ended up in a tremendous downpour for the last couple of hours of the trip. Lightning and thunder were nearly simultaneous over many, many miles. No kidding, there was no counting required ... it was like "1 Mississippi" and then *BAMMM!* The wife, the wipers and the Pontiac did not flinch that I know of, but I was kept pretty busy focusing on the drive though the heavy weather. Eventually though, we made it to the host hotel and got checked in, safe, sound and dry.



Our Pontiac received 'runner up' in our class ('38 - '48) in the popular voting program. In addition, a friend of ours (Ralph Hamilton from Ohio) won a similar award. **GW**

## 2023 Pontiac Nationals

Story by Robert Harris, photo from Louisville Pontiac Club newsletter



### **Robert Harris won Gold Senior in the Survivor Class with his beautiful 1972 GrandVille Convertible**

This year's 2023 Nationals are over. Now it is time to begin preparing for the 2024 Nationals in Arkansas and then the 2025 Nationals are going to be in Louisville, Kentucky. My wife and I have enjoyed going to twelve national programs so far, occasionally even volunteering onsite to help where we can. These are great events and quite fun to participate in, anyway we can.

This year, 14 members from our Louisville Club attended. Rick and Lisa Kaiser, and I, won 'Best of Show' awards. I also won a 'Golden Award' with our 1972 Pontiac GrandVille convertible. Nick Parker and his wife, Nancy, won 'Most Popular' with their 1964 GTO. Gib Vance was also in attendance, representing both the Louisville Club and HPOC.

Like Gib, we are now members of both the Louisville Chapter and the Hoosier Pontiac Oakland Chapter of POCl. We look forward to getting to meet our new friends in Indianapolis and other places around Indiana.

Beyond the GrandVille and our '88 Fiero, we also own a 1927 REO. It is a driver, not really a show car yet, but we enjoy driving it mostly to local events such as Harvest Homecoming and Floyd County's 4<sup>th</sup> of July program.

FYI, the next shows on our calendar are the 40<sup>th</sup> Anniversary National Fiero Show in Pontiac, Michigan (July 12-16) and the National Oldsmobile Show in Dayton, Ohio (August 8-12).

We look forward to meeting you all soon. Best regards, **Robert Harris**





## Enjoying the 51<sup>st</sup> Annual POCI International Convention

Story and photos by Gib Vance



***Timeless, inspired designs with clean aerodynamic lines combined with attractive sporty looks - It doesn't matter what year a Poncho is - each car generates its own level of Pontiac excitement.***

The 2023 Pontiac-Oakland Club International held its convention June 23<sup>rd</sup> – July 1<sup>st</sup> in Murfreesboro, Tennessee. The host chapter this year was 'Pontiacs of Tennessee'. These folks were easy to spot in and around the host hotel of the Embassy Suites Hotel and Conference Center with their brightly colored t-shirts with Event Staff across the back.

The host hotel was also the location of both the Points Judged and Popular Vote shows. The Points Judged show was on Friday and the Popular Vote show on Saturday with several Points Judged vehicles on display Saturday.

Cindy and I (along with our 1970 LeMans Sport Restomod) arrived on Thursday and were met with hot and humid conditions with heat indexes of 100 – 110 degrees forecast each day. Of course this brought in a high percentage of rain and storm chances as well. We were actually able to get registered (someone, aka me, forgot to send my packet in before the deadline), unloaded the LeMans and made it through tech inspection, had the car's picture taken and reloaded it back in the trailer just before a daily afternoon storm let loose. Having a mobile garage (also known as the enclosed car trailer) was very nice and eased my worries about any hail. We met up with good friends Rick (President of the Louisville Pontiac Club) and Lisa Kaiser, and while we arrived too late to do much sightseeing, we did catch a seminar featuring Stacy David. You might recognize his name if you used to watch *Trucks!* and/or maybe even his current show *GearZ*. He graciously offered some background on his show and also the Nashville music scene. If you are familiar at all with *GearZ*, you have probably seen Stacy pick up a guitar a time or two. He is an accomplished professional musician and a self-proclaimed "Pontiac Guy" who announced that one of his all-time favorite cars is a Brewster Green 1973 Tran Am (which the aforementioned Rick Kaiser just happens to own.)

In addition, Dimitrie Toth (*Smoke Signals* Column Contributor, e.g. "In the Shadows of Pontiac") was on hand and could be seen each day sitting at a table surrounded by a crowd, sharing stories and answering questions about all the things he has seen and done during his 52-year tenure with General Motors, most of those at the Pontiac home plant.

Thursday night was the POCI Chapter Night Banquet. I had ... ***(story cont. on page 6)***



**Enjoying the 51<sup>st</sup> Annual POCl International Convention ... (story cont'd from page 5)**

not purchased tickets for the dinner (this would have had to be done with the submission of my registration packet), so we waited until dinner was over and then grabbed some seats in the back. I was able to find my way to the front when Hoosier Pontiac Club's very own Mark Henderson was awarded the Certificate of Recognition and Appreciation for an outstanding 13 years as Newsletter Editor! Thank you so very much for not only the excellent newsletter, but for all you do for HPOC!

Points Judged vehicles were out for display and judging on Friday and the forecasted heat index was unfortunately becoming a reality. One positive is that despite the show fields being held in the hotel parking lot, there were actually quite a few spots in and around the perimeter that offered some decent shade. Friday afternoon once again, brought storms, thankfully nothing like what the GTO folks were experienced during their convention. One of the more memorable vehicles parked in the Points-Judged area was a 1959 Pontiac Bonneville Pickup. No, I wasn't drinking; this Bonneville started life as a station wagon and was obviously highly modified into the pickup. Even the wheels, which appear as 8-lugs were actually made by the owner. This vehicle was amazing! There was also a 1967 Firebird Convertible with its VIN proudly displayed as the 5<sup>th</sup> Firebird produced.



Sitting side-by-side and adding to the narrative that wagons are cool were 1963 and 1964 Catalina's, the '64 sporting an LS swap.

Saturday was again hot and muggy as I pulled the LeMans out of the trailer and into a parking spot in the 1965 – 1975 Modified Class which pretty much consisted of anything meeting the modified criteria except GTO. Even though GTO had their own class, we still ended up with a 1970 GTO sporting an LS swap. These mistakes normally would be corrected during the Tech Inspection process and during the protest period. While I find it slightly annoying, it certainly doesn't move the needle enough for me to bring it up during the protest period. You know what you are getting into when competing in Popular Vote. Marlene Peterson had her 2002 Trans Am and walked away with an Outstanding award in her class. Gary Winters brought their family's '46 Streamliner ... **(story cont. on page 7)**



## Enjoying the 51<sup>st</sup> Annual POCI International Convention ... *(story cont'd from page 6)*

and received an Outstanding award. The Lentz's were on hand; they brought their 1919 Oakland and took home a Junior Gold award. I even heard that Alan Mayes might have been out there too, walking around and enjoying the show. Please let me know if I missed anybody else from HPOC who was in attendance.

I am not sure of the official number of cars, but attendance seemed a bit low; I would estimate around 250 – 275 vehicles. The Popular Vote form had you vote on 5 classes. I made it a point to only vote on classes with more than three cars since each car in a class with three or fewer cars were going to get an award automatically. This actually proved to be difficult as not that many classes contained more than three cars.



Some overall thoughts ... despite the weather and the moderate turnout, there were some very, very nice vehicles at the event. Unfortunately, the primary trailer parking area was lost. This left trailer parking a real mess while trying to use part of the hotel parking lot. On a positive note, I have never seen so many Safari's at one location. I believe there was somewhere around 7 or 8 Safari's, really cool. While walking through the vendor area, I came upon a plain Jane 1972 LeMans Sedan. Closer inspection revealed a reported 1 of 5 built with a 455 HO and 4-speed. Not sure what it was doing there as I never did see it on the show field and there was no for sale sign visible.

The 2024 POCI Convention will be held in Springdale, Arkansas. Furthermore (and not to undersell the 2024 event in any way), it is also no secret that the 2025 POCI Convention will take place in our own "backyard" of Louisville, Kentucky. That show will be held at the very same venue as the 2015 program and will held be INSIDE!!!! Hopefully our HPOC members will use "2024" as a warm-up event to ensure that everything is running properly and is sparkling clean, and then make the trek south in 2025 to say "hello again" in Louisville! All the best! **GV**



## A Couple More Tidbits Regarding the 2023 Convention

(Photos courtesy of recent issues of *Smokes Signals*)

I scanned through the last two issues of *Smokes* and discovered some HPOC members' rides. The September issue included the "Popular Vote" summary; see HPOC-related pics below:



**PV3 - Outstanding - Gary Winters - 1946 Streamliner**



**PV42 - Outstanding - Marlene Peterson - 2002 Trans Am**

In addition, the *Smoke Signal's* cover car this month (The Blue Max NASCAR Sportsman 1975 Ventura) belongs to a friend of mine, Dr. Keith Vrabec, who resides in northern Georgia. This unique car was at the Convention and may have been noticed by some of our HPOC attendees.



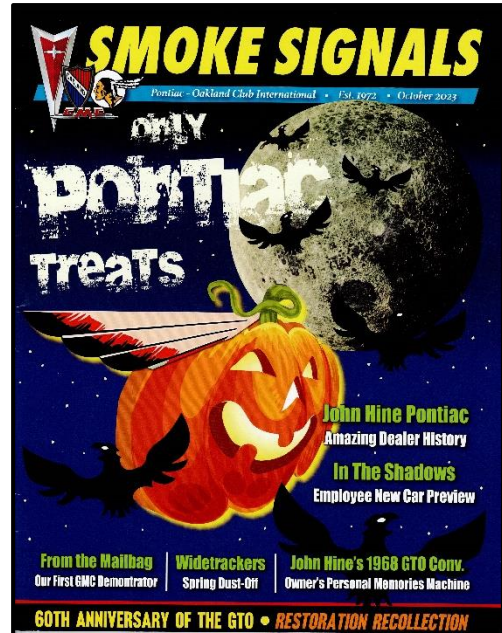
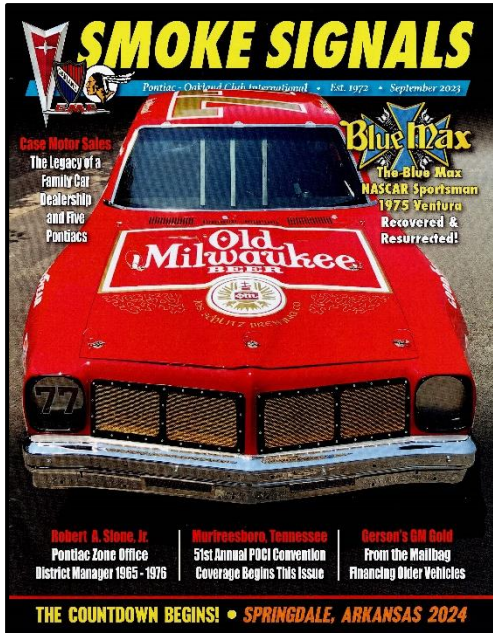
**PV65 - Most Outstanding - Keith Vrabec - 1975 Ventura**

Keith and I are acquainted through a mutual admiration of the 1969 Pontiac Grand Prix. However, at some point in his life, Keith took a significant "right turn" and got into recovering and then restoring old stock cars, which also included one of the very few and extremely rare 1969 Grand Prix race cars. That stocker once belonged to Roy Tyner and has a significant tale of its own. Look to the October 2017 issue of *Smoke Signals* for more info about this historic GP race car. **MH**





## A Couple More Tidbits Regarding the 2023 Convention

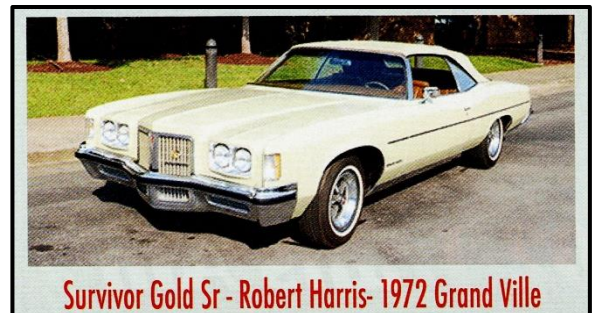
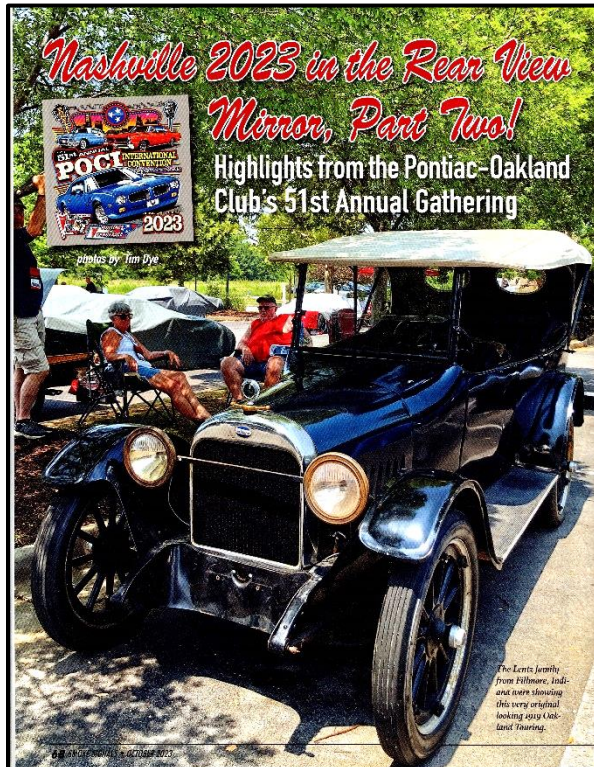


September 2023 issue of *Smoke Signals*

October 2023 issue of *Smoke Signals*

The October issue of *Smoke Signals* showed up in the mail and even more HPOC members' rides were included, this time in the "Points-Judged Vehicles" section. Debby and Kenny Lentz even got a full-page spread with one of their Oaklands. See below ...

**Congrats to all for their impressive wins!!**





### To Our Very Good Friend Larry Shepherd

On July 31<sup>st</sup>, 2023, HPOC, ETC and POCI lost “one of the very good ones”. After an extended illness, Larry Shepherd passed away that day. He was preceded in death by his lovely wife of 65 years (Carolyn), who was also a dear friend to all of us. Larry graduated from Lebanon High School in 1950, served in the US Army during the Korean War, became an aircraft machinist by trade and automotive machinist for fun. In his “spare time”, Larry rebuilt his 1932 Pontiac V8 from scratch, instilling several secret improvements inside the motor which added considerable power and durability. Not only did his ‘32 place and/or win awards in nearly every show it was entered in, but the car was a frequent winner in the annual Newport Hill Climb events each fall. Larry was friendly, kind and approachable, and always willing to help and advise others as needed in “Antique Autoland”.

I wanted to include a few photos of Larry and Carolyn and the ‘32 over times past. In addition, the following six pages contain a reprint of an article set in the October 2006 issue of *Hemmings Classic Car*. **MH**



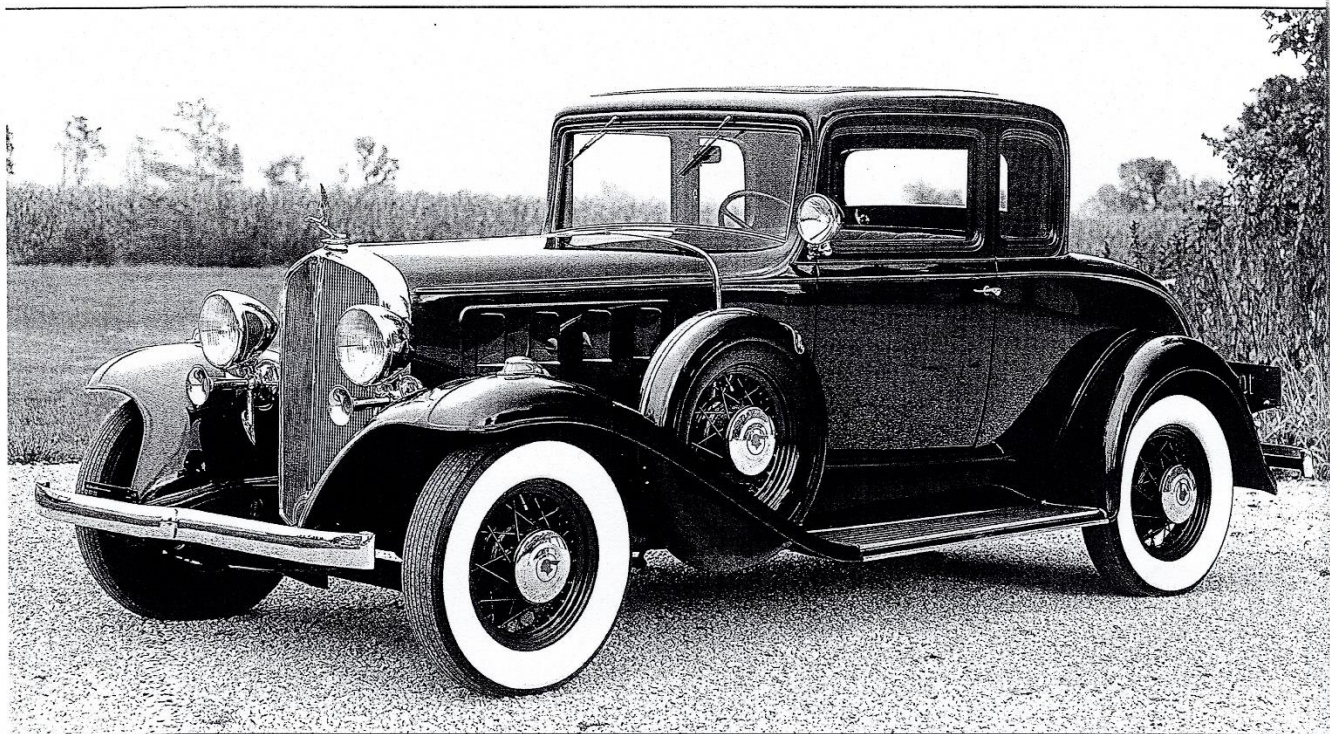


**Editor's Note:** My thanks to *Hemmings Motor News* and to the *Hemmings Classic Car* magazine for allowing HPOC to reprint this article on Larry Shepherd from the October 2006 issue of *HCC*.

## Restoration Profile

# 1932 Pontiac "Eight" Sport Coupe

The Carefully Orchestrated Rebirth of Pontiac's first V-8



By Mark J. McCourt  
Photography by Roy D. Query

**Spend more than 40 years** with something, anything—be it a person, a place or a thing—and it becomes a part of you. When Larry Shepherd purchased a rough-but-running 1932 Pontiac Sport Coupe back in November of 1959, it never crossed his mind that it would be 42 years before the car would be restored and road-ready. But the urge to put his timeworn Pontiac on the road made Larry pull it from its long storage in the barn, turn it into the reigning local hill-climb champion, and then foster its beautiful restoration. With much time, in-depth research and handcrafting, the Pontiac went from being a historical curiosity to

one of the finest examples of the nascent marque's first V-8-powered cars.

"I worked in an Indianapolis machine shop in 1959, and one of the workers drove this 'old car' to work. He would let the other workers use the car to drive for lunch—it was really a treat to ride in the rumble seat," Larry recalled. "The owner only had the car for about a month when he came to work and stated that he was going to sell it because he needed money to buy his wife a new clothes washer and dryer. I asked how much he needed to get, and discussed it with my wife Carolyn, who said it would be O.K. I paid him and drove the car home, about

a 30-mile trip; it was not registered again until 2001!"

Nineteen thirty-two was a pivotal year in the Pontiac Division's history. Pontiac cars had been introduced as lower-priced six-cylinder companions to those from General Motors' Oakland subsidiary in 1926; from the beginning, the smaller cars enjoyed healthier sales than did their senior models, and as the Great Depression took its economic toll in 1931, the decision was made to fold Oakland in favor of Pontiac. No new Oaklands were shown at the 1932 New York Auto Show, but in their place was a new Pontiac. In addition to the standard 114-inch



wheelbase Sixes, the new Series 302 Eight series incorporated Pontiac styling over the superceded Oakland's 117-inch wheelbase. The Eight was available in six body styles, including the four-passenger, \$945 Sport Coupe.

The thing that made the 1932 Pontiac Eight such an exclusive car rested under its long hood—a V-8 engine. Production of the first Pontiac V-8 began on December 22, 1931, and it was largely carried over from the 1930-'31 Oakland. The 251-cu.in. L-head V-8 used cast-iron construction with an oversquare 3 7/16- x 3 3/8-inch bore and stroke and a "flat" 180-degree crankshaft. With 5.2:1 compression ratio and a one-barrel Marvel downdraft carburetor, it produced 85hp at 3,200 rpm. The engine's unusual vibration-suppression synchronizer, which mechanically pushed the block in the opposite direction of its inherent rocking, was relocated from the right to the left side of the block.

This engine, which was the least expensive of the three V-8s offered by General Motors in 1932, was a contemporary of Ford's famous flathead V-8, and while it produced 20hp more than this competitor, it sold relatively poorly. The pricey-to-build V-8 was supplanted by a 77hp, 223.4-cu.in. straight-eight for

the 1933 model year. This straight-eight motivated a restyled body, rendering the 1932 Pontiac Eight unique. "This car was in production for only 90 days, and 6,281 were built with a V-8 engine," Larry says; "It used an entirely different body than six-cylinder cars, and its parts are for 1932 V-8s only."

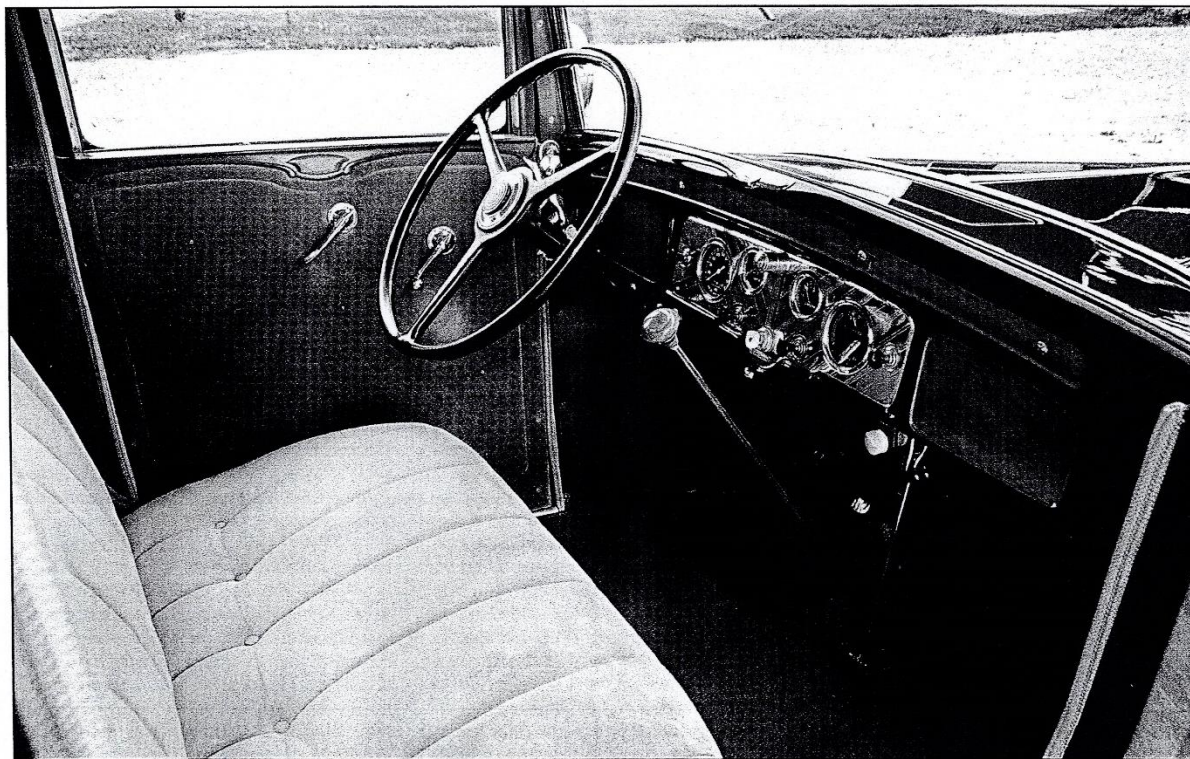
The condition of the rumble seat-equipped Sport Coupe didn't change a great deal under Larry's ownership, as he carefully stored it in a barn on his Lebanon, Indiana, property. Although Larry had covered the original maroon and black paint with red oxide primer as a preventative measure in the early 1970s, rust had formed in the spare tire fender wells, the rumble seat area and the gas tank cover.

While he never officially put the car on the road, Larry always maintained its driveable condition, and entered it in Newport, Indiana's Newport Hill Climb. "It has run in a class for eight- and 16-cylinder cars built from 1926 to 1933," he says. "It was entered in the hill climb four times before it was restored, and won its class each time—some people think it's brutal on the car, but it's no more than you make it." As he learned, simply keeping the Pontiac in driving shape wasn't enough; "In late 1997, Carolyn said that I'd had the car all these years and haven't

done anything with it—so fix it, or sell it!"

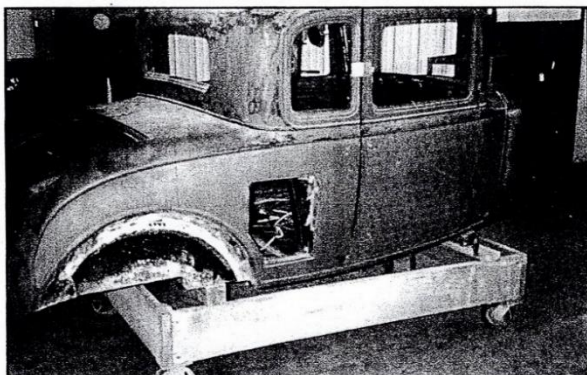
His choice was obvious. "I chose The Antique Auto Shop in Hebron, Kentucky, to do the restoration work because restoration work is all they do. I took the engine and transmission out of the car before I trailered it down to them—I let them disassemble the car so they'd know exactly how it went back together," Larry explains. "I can work on the mechanicals, but I don't have the training or equipment to tackle the bodywork or painting—the proper skills and tools make the job go a lot easier."

"Larry had planned to be a major contributor to the restoration of his Pontiac; we can provide a full body-off-frame, turn-key restoration, or if a customer has the ability like Larry, we will work with them so they can contribute their time and effort," says Terry Kesselring, president of The Antique Auto Shop. Terry's staff disassembled the car while carefully tagging and inventorying every part. They removed the body from the frame, which was then sandblasted to bare metal; when the frame was clean, they sprayed it with DuPont Veri Prime etching primer and semi-gloss black DuPont acrylic enamel paint. With the body mounted on a rolling wooden dolly, Terry could evaluate its condition; "We discovered that some of the wood was in bad shape, so we con-

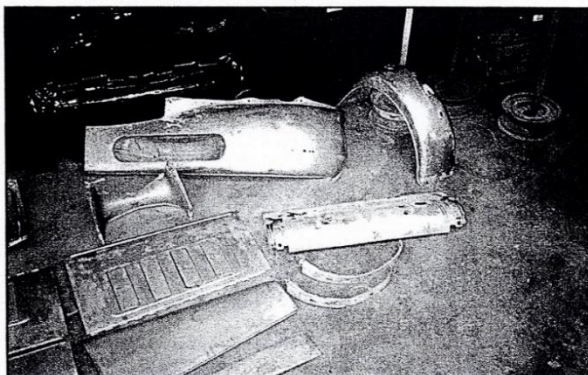


Sport Coupe's interior was recovered in a mohair material that was close to the impossible-to-find original; woodgraining was also recreated

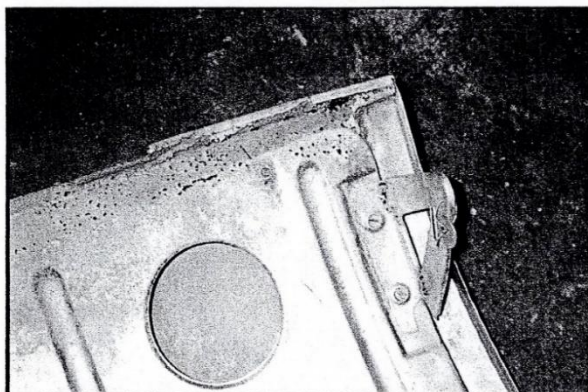




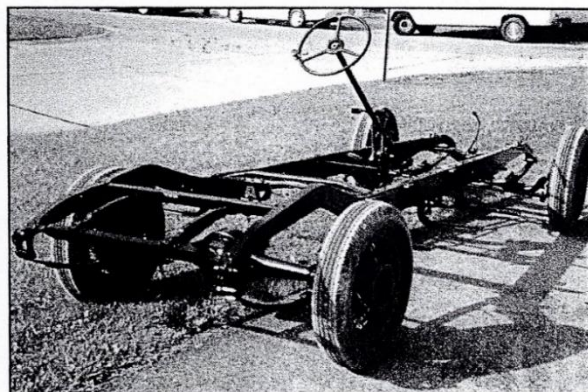
The red oxide primer, as well as the original paint, were about to be stripped as the body was prepared for plastic media blasting



Fenders, hood panels, the gas tank cover and other removable steel parts were individually stripped by plastic media



The base of the rumble seat lid was covered with pinhole rust spots; the bracing would require replacement and reinforcement



The frame was sandblasted before being primed with etching primer and painted with semi-gloss black acrylic enamel

ferred with (automotive wood expert) Steve Glazier on its repair and replacement."

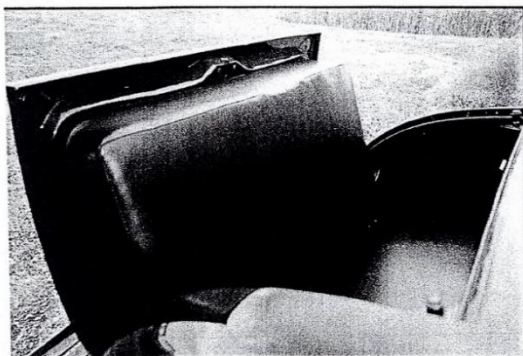
Because key wooden structural pieces such as the sills and doorframes needed replacement, the restorers decided to perform many of the metal repairs prior to the woodwork being done; this would prevent new wood from being burned or damaged by cutting or weld-

ing. "Sometimes plastic media blasting leaves some primer, so we use a dual-action orbital sander to take it to bare metal," he explains. "In the case of the doors, which were badly rust pitted, we also used a black wheel, which is an abrasive plastic grinding disc that doesn't grind metal but removes rust and debris on the surface. When the panels were completely smooth, we chemically cleaned them with a DuPont metal prep solution. We used a thin skim coat of polyester filler to fill any grooves, and sealed the surfaces with etching primer."

The Sport Coupe's sweeping fenders were havens for dents, cracks and rust that all required repair; patches to fill both front fenders' rusty spare tire wells were hand-formed by hammering the metal against a sand bag before being MIG-welded into place with a Hobart Beta-MIG 200 welder. Cracks were welded together after the fender's replacement flanges and bases had been fabricated, and dents were pulled after welding studs to the metal. A large dent in the leading edge of the roof was pulled in the same fashion.

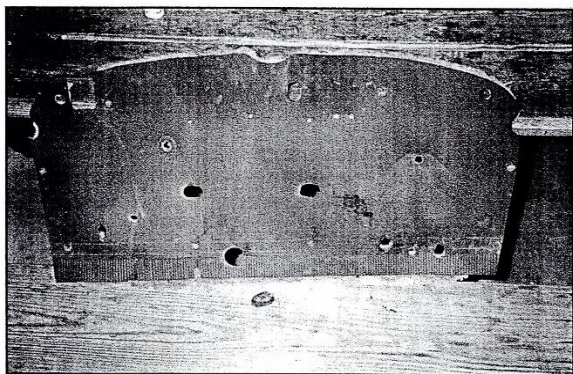
The rumble seat area was fraught with rust, both in the floor and in the decklid; "We had to hand-fabricate a lot of metal for this car," Terry recalls; "You can't buy this stuff. We butt-welded all our repairs so there were no lapping or flanges—the panels must fit, and after the welds were ground smooth, they formed one continuous piece of metal as done by the factory." The Antique Auto Shop's body experts created a new footwell, seat braces and new mounting braces for the decklid from 18-gauge sheetmetal, as well as a new skin for the golf bag door. Pinholes in the gas tank had to be filled, and a new decorative tank cover was hand-fabricated for them by an expert metalshaper in Tennessee.

Larry brought the painted chassis home to tackle the suspension and brakes. "I added one leaf to each rear spring, and rebuilt the single-action Lovejoy shock absorbers," he recalls. "I also refurbished the steering gear using my lathe. The rear axle required aluminum spacers to accommodate new retainers and seals. I made new rebound bumpers from Mc-

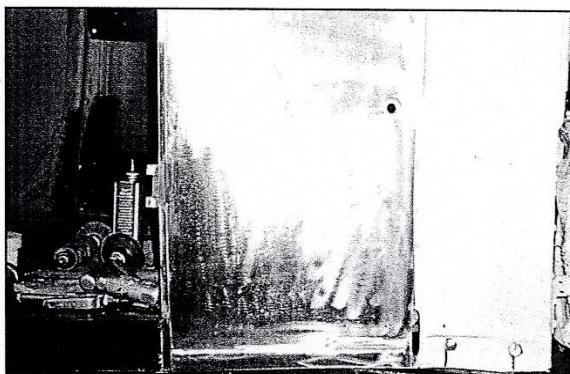


Rumble seat floor and decklid were rusted and required fixing or replacement

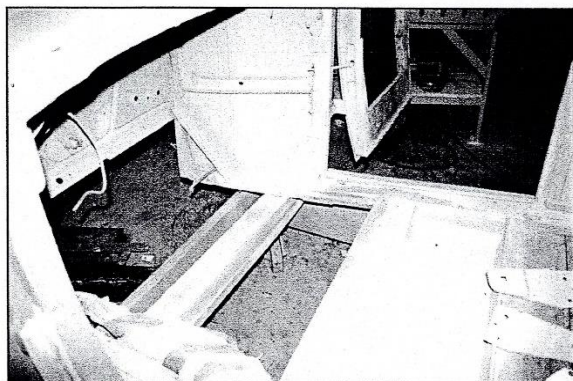




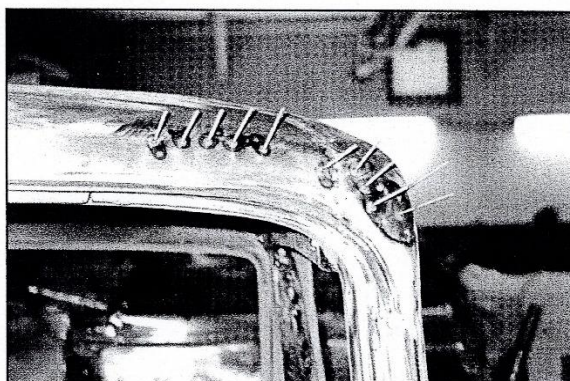
To preserve it for reuse, the interior firewall insulation pad was removed before the Pontiac's interior was media blasted and primed



The lower cowl was stripped to bare metal again for further smoothing and metal work before final primer



The wooden floorboards and sills were removed and used as templates for new ash replacements



The right front corner of the roof was repaired by welding copper to the steel, pulling the dent and grinding off the welds

Master-Carr's rubber and bar stock. While I was working on the chassis, I started sending out the chrome; the pieces were prepared locally by J.R. King, and some of the re-chroming, such as the bumpers, was done by Burgess Plating in Indianapolis; other parts were sent to Rose Reproductions in Denver, Colorado. They had the eagle radiator cap that this car should have worn, so they made us a copy."

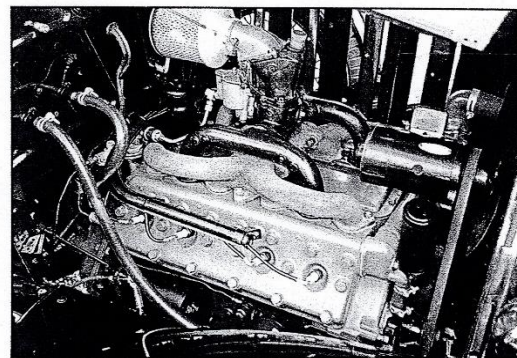
After Larry finished the chassis components, he turned to the engine and transmission. He used his machine shop experience and tooling to repair, replace or update the mechanical components as needed. "The engine originally displaced 251-cubic inches, but after Woody Automotive Machine in Thorntown, Indiana bored it .030 over and reground the crankshaft, it now displaces 255. Effingham Regrinding in Effingham, Illinois poured new babbitt, and they bronze-backed and babbitt-lined the main bearings. I bought aluminum pistons to replace the cast-iron ones, which saved seven or eight pounds of reciprocating

weight—this really helped offset the 180-degree crankshaft."

Larry's home machine shop came in handy when he cut down exhaust valves from a GMC truck engine to fit the Pontiac's V-8; "The valve stems were .001-inch bigger, and the heads were bigger still. It was good to have a lathe handy to modify the head to fit the seat. I fitted the engine with modern lip-type seals instead of the old cork and leather type. When I did the water pump packing, I did a little surgery to it, installing ceramic seals and making a new impeller from brass on my milling machine and rotary table. I fabricated rollers and pins for the original roller camshafts, and installed needle bearings to run on them—this was a modification they didn't have back then. I also used Loctite and JB Weld epoxies, and installed a screw-on, full-flow oil filter on the crankcase."

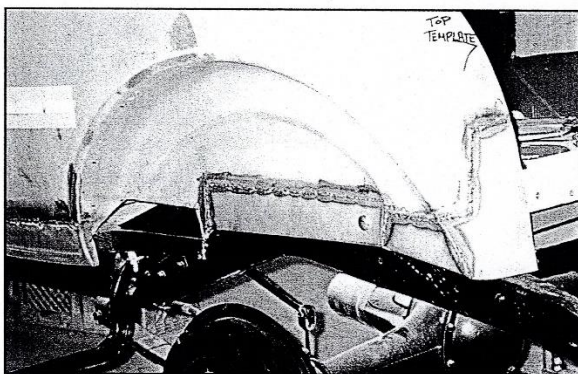
The mystery of the transmission, which had been replaced at some point, was solved when Larry contacted his car's second owner; "The original transmis-

sion would have had six bolts, while this one had four and no real provision for mounting. The second owner said his dad had installed a 1937 Pontiac transmission. I wondered where I'd find a proper transmission, but then decided that I'm not a perfectionist and the one in there is better anyway."

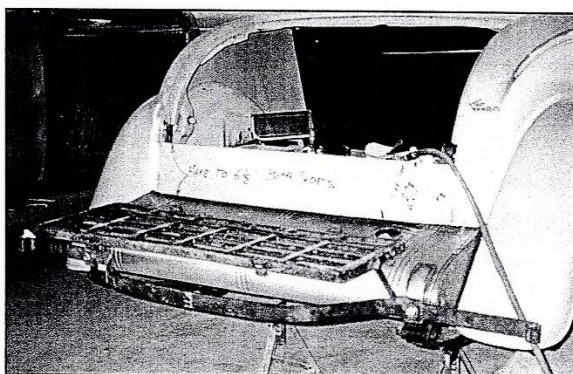


V-8 engine was fitted with modern camshaft bearings and screw-on oil filter

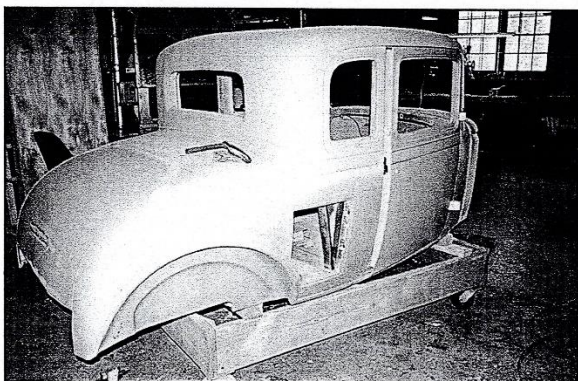




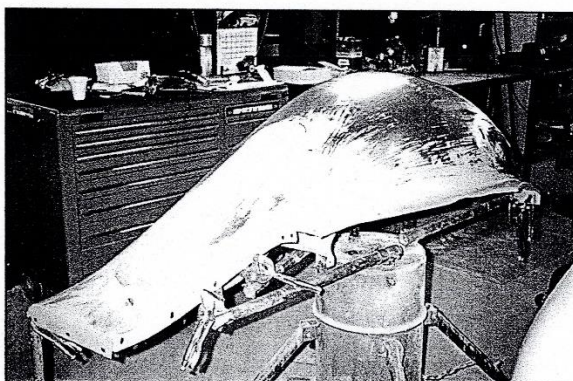
Because rotten wood trapped moisture and rotted the rear quarter, patches to the wheelhouse and corner were welded in



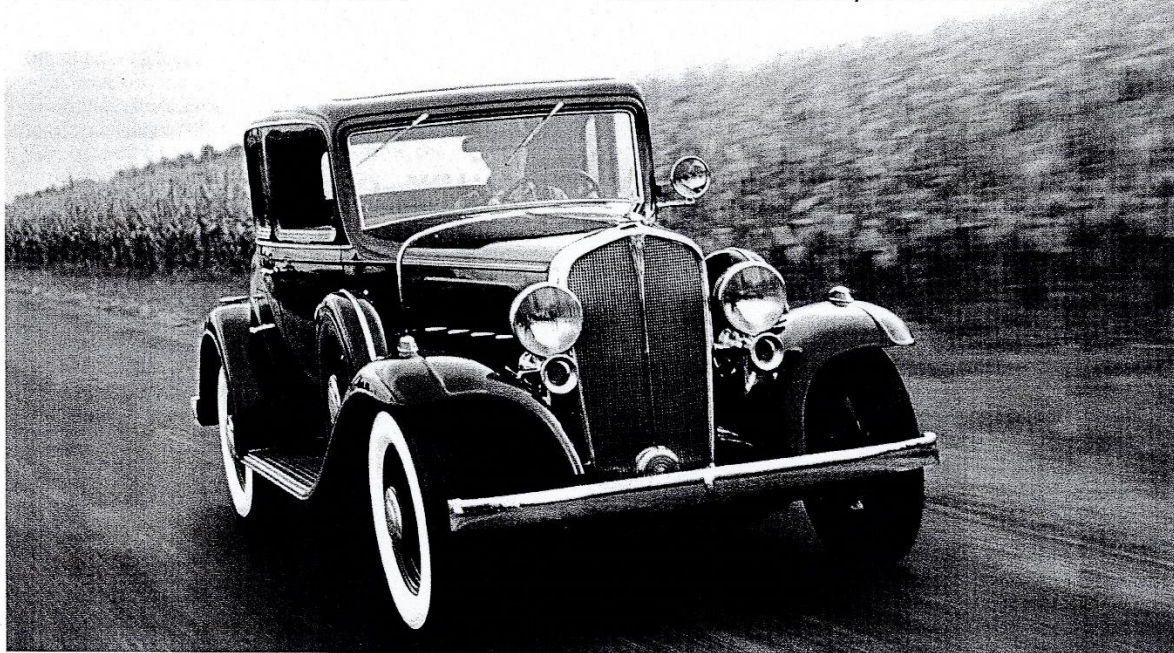
Custom-made gas tank cover was test-fitted to ensure the luggage rack's clearance and panel gaps were uniform



Wearing etching primer, urethane primer and metal prep, the body is being evaluated in the wood restoration shop



Left front fender being metal finished; the rusty spare tire well was cut out and a hand-formed replacement butt-welded in





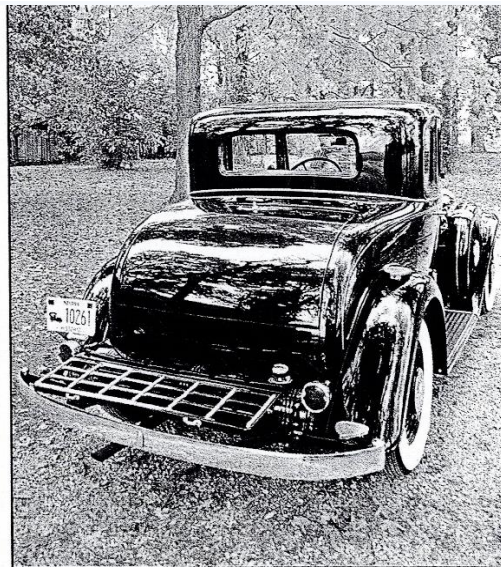
Larry delivered the rolling chassis back to The Antique Auto Shop, so that it could be mated with the body and sent up to Glazier Pattern and Coachworks in Houston, Ohio. "We used ash to replace the structural wood," recalls Steve Glazier. "This is correct and common. Ash looks like oak, although it doesn't warp when it gets wet. On a wood-framed car, the lower and further back you go, the more likely the wood is to be rotted. Good wood is crucial because sheetmetal is very flexible, and the wood keeps it from oil canning or twisting. We replaced both sills above the frame using the original pieces as templates, as well as the roof supports and the frame that keeps the rumble seat door true. We use better adhesives than they would have originally—epoxies instead of hide glue—and paint the wood with a very good penetrating paint in the correct black. We often undercoat or prime and paint the underside of sheetmetal, such as inside the doors, to prevent raw metal sitting next to wood, because water tends to wick through tight places and will find its way into the joint, rotting the wood and metal."

When the car was returned to The Antique Auto Shop, Larry and Carolyn met with Terry to pick exterior colors for the Pontiac. "We provided them with spray-outs, which are 3 x 6-inch cards painted with the colors they picked—this gave them a better idea of the colors than they'd get from a thumbnail in a paint book," Terry says. The Shepherds chose the car's original Monarch Maroon over black with Cranberry Red window insets and Ivory pinstriping.

"Working with the car body completely disassembled, we sprayed each panel with three coats of DuPont 1144 2K urethane primer using a Sharpe

HVLP gun," Terry explains. "We sanded between the coats with 180 grade, then 240 or 320 grade paper, and finally 500 wet—this guaranteed the body was perfectly smooth and ready to accept paint. Three coats of DuPont Chroma Base color were sprayed in succession, and two coats of clear followed. The clear was wet-sanded with 1500, then again with 2000 grade to remove any orange peel and make it ultra-smooth. We then sanded the window insets to help paint adhere to the metal, masked off the rest of the body, and painted and clear-coated those areas. Our pinstriper has been doing this for more than 30 years, and he did the accent stripes by hand, just like they did in the early days."

After the restorers reattached and aligned the fenders, doors, hood and rumble seat lid, Larry brought the car back home. He installed the interior wood-graining, which was recreated by Jim Wildrick in Monticello, Indiana, as well as the re-chromed grille shell, which had been welded together from two damaged units. The running boards, which were restored by a specialist in Canada, were reinstalled, and Larry bolted in the new crank hole cover, which he machined on his lathe from aluminum and polished to look like chrome. The replacement mohair interior, which came very close to the original in color and pattern, was created and installed by Jerry Isenhower of Lebanon, and the roof's fabric insert was fitted by Kent Upholstery in Indianapolis, topped by the original crown molding that had been preserved by a previous owner with a coating of Permatex #2 Form-A-Gasket. Larry fitted the door, golf bag door and rumble seat key locks, which had



Gas tank cover was hand-fabricated from new metal; fender cracks welded

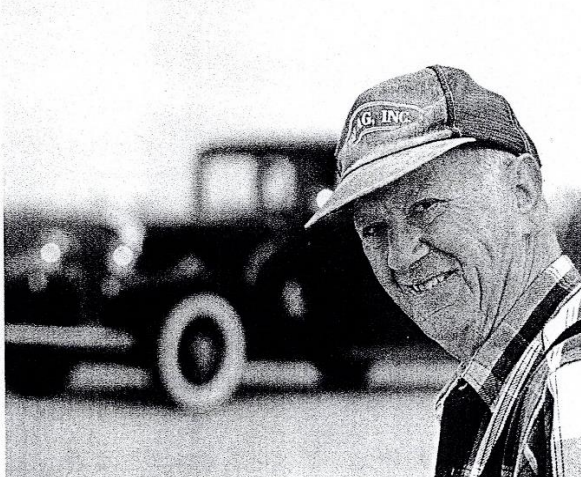
been the most challenging parts to find; "I found three GM locks and door handles, and to make a lock fit the golf bag door, I had to shorten the handle. The trunk handle's locking mechanism was rusted, so after trying to free it for two months, I bored it out and found another door handle to get the guts from."

The Pontiac's long-time owner learned a lot from his restoration experience; "Whatever you can do yourself helps a lot. We all know that a restoration is expensive and requires a lot of patience—if you find a specialist who does good work, you'll have to be prepared to wait. You should also be prepared to pay about double what you first thought the project would cost. Don't be afraid to ask

## Owner's View

Although Larry and Carolyn Shepherd have restored their 1932 Pontiac Eight Sport Coupe to like-new condition, this doesn't mean they don't drive it; "I've run it in five Newport Hill Climbs since it's been restored, and it has won its class four of those five times," Larry smiles. "This car drives well for a 1932, although the ride is choppy and it makes a person appreciate modern suspensions. It handles and rides well on good road surfaces, but you must be alert to crosswinds and need to allow space for long stopping distances with those mechanical brakes."

The extensive historical research that Larry did to learn more about his rare V-8 turned up interesting information. "I have a paper trail on this car that leads back to when it was new. It was nearly nine months old when it was first titled," he says. "I've talked with everyone who owned the car except for the very first person who registered it; I even took the second owner for a ride in it before it was restored. He told me he had put knobby tires on the back wheels, and I laughed, because I still have one of those tires in my barn!"





## *An Ode to Our Good Shepherds*

By Hank and Linda Hankinson

**Editor's note:** *This story was originally published in Jan/Feb 2017 issue of "Chiefly Pontiac". Some minor time-related touch-ups have now been included to help bring the content more current.*



*Some say that Larry could do no wrong with Carolyn by his side ... They just might have been right.*

Wherever you go in Pontiac land east of the Mississippi River, Larry and his wife Carolyn have probably been there and done that. Since Larry bought his '32 "Eight" in 1959, perfection has been an ongoing work in progress. He took the car to the Newport Hill Climb for 4 years before any restoration efforts became serious. The way Carolyn told it, she finally gave Larry an ultimatum, "Either restore it or get rid of it".

You have all seen the evidence of his work where he made many parts in his own shop and painstakingly assembled a perennial show winner. But maybe you didn't know that Larry is a lifelong resident of Boone County, living a few miles west of Lebanon. After graduation from Lebanon High School, he served in the National Guard and then entered the US Army, reporting to Aberdeen Proving Ground for boot camp and then attending machinist and leadership schools. He spent time in Korea before being discharged in 1955. (Thank you for your service Larry!)

Carolyn lived in Boone County until 9th grade when her family moved to Oolitic. She lived there until graduation from high school when she moved back to Lebanon to care for a grandmother who had a stroke. She also worked at Montgomery Ward in the catalog department. Larry often shopped in the Tire Department at Ward's (which happened to be next to the catalog department). They had known each other previously since Carolyn and Larry's brother were in the same grade, but a new interest was kindled and led to marriage in 1956. Larry and Carolyn have four sons, one of whom has shared his interest in the machinist trade. They also had 5 living grandchildren and 9 great-grandchildren. They were active in the Masonic Lodge and Eastern Star for over 50 years, serving in many offices and receiving many service awards. Carolyn was a Secretary of Eastern Star but thought she might miss the computer they provide once she retired because she really liked to play Spider Solitaire on it.

Larry was raised on a farm and also helped another farmer for 30+ years. He was employed at Indiana Gear Works for 34 years and became skilled at operating a variety of machinery. This eventually led to establishing his own personal shop and he was frequently called upon to help repair other people's equipment.

After marriage Carolyn worked part time at an upholstery shop, a nursing home, and as a babysitter. She kept busy canning/freezing fruits and vegetables and making delicious jellies and ... **(story cont. on page 18)**



*An Ode to Our Good Shepherds ... (story cont'd from page 17)*

jams. Being an all-around nice guy, Larry got Carolyn a Bostin Terrier for Christmas one year. That led to the couple raising English Bull Dogs and they sold two litters over the years.

After finding out how truly rare his '32 Pontiac Sport Coupe was, Larry consulted catalogs to find the design specs for needed parts (which he then made). He was able to discover a paper trail for his car all the way back to its humble beginnings. He talked to all of the previous owners except for two (the original owner was actually murdered way back when). The car has always been in central Indiana. It was built to be an Oakland V8, but GM pulled the plug on Oakland Motor Car Company due to declining sales during the Great Depression and it was rebranded as a Pontiac (Oakland's lower-priced companion vehicle, like Cadillac was to LaSalle). Larry's car has been featured in Hemmings Classic Car Magazine and is an AACA Junior and Senior award winner. He also recently won 'Best in Class' and 'Best of Show' at the POCl convention in Bettendorf, Iowa. However, Larry and his Pontiac were always at their very best at the annual Newport, Indiana Hill Climb. In 2017, Larry won second in class at the Hill Climb and 'Best Coupe' in the show.

Did we mention that Larry was also active in two antique tractor clubs? He had four John Deere tractors and some are antique. They said they were retired, but honestly, we're not quite sure! **Hank and Linda H**



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

What an amazing year for HPOC with new members and changes throughout our club. Thank you to everyone that participated in the shows and events, it was wonderful seeing folks out and about with their cars.

Now that Fall is upon us, it's a great time to look at the year in review. Your officer group has changed as former officers moved or "retired" from service. My special thanks to Jim Casassa and Mark Henderson for moving into leadership roles with the club. I appreciate them both and all they are doing to support and promote our club. Without folks like them, there would be no club at all.



We had a few bylaw changes that we discussed in the last newsletter that will help us run the club more efficiently in the future. We've also decided to discontinue sales of our club items as well. The treasury is in good shape, so we have the funds needed in reserve for events in the future.

One of the proudest accomplishments for the year must be our membership drive and the increased participation of our members. When the year started, our members rides section of the website only had a few cars and bios on it. Now, we have well over 40 member rides and bios on the site. It's fun looking at the photos and learning about our members, so thank you to everyone that sent in pictures and stories. It really brings the club together! And again, welcome to our newest members to the group! Thank you for joining us!

As Mark has mentioned in emails and news articles, one challenge is that we are a statewide club. We'll try to organize and promote events all over the state, so please help us by letting us know about events or shows you're planning on attending so we can share with the club and have get togethers as possible.

As we enter the Fall and Winter season and we start spending more time tinkering with our cars rather than driving them, please share any fun stories or suggestions on your projects. We've had an ongoing story, or maybe saga is a better term, on Gib, Mark and me installing the Holly Sniper EFI systems on our cars. It's been fun to compare notes, and we still are as the system has proven to be more complex than we thought! We'd enjoy hearing about your adventures as well!

Speaking of that, on a personal note, the Tempest is up and running after the breakdown on the way to the Ames Performance Nationals in Norwalk. A new fuel pump and many adjustments to the Sniper EFI have led to fun drives that Marilee and I have enjoyed.

Have a wonderful Holiday Season ahead and thank you all again for your participation and interest in the club. I am excited about the future and looking forward to great events and get togethers next year!

We'll see you on the road! Thanks again!! **Mike**



## *Droppin' the Clutch with the VP*

Hi Gang!! We're entering the final stretch for the year. The weather lately has been darn near perfect for taking our rides out and spending some time in the fresh autumn air. I'm sure people will begin their normal storage routines soon but for now, if you can drive 'em a few more days then try to go for it and enjoy yourselves. It might be time very well spent.

We really proud of HPOC's recent growth. Our membership roll call had been trending toward folks being, ummm, more "well seasoned", but now that the club is in growth mode, the age range within HPOC is spreading out again. The majority of our members live north of a line extending from Terre Haute through Richmond, but we have several people who reside in southern Indiana as well as a few stragglers who even live outside our state boundaries. They may have retired from Indiana and moved elsewhere, but we're going to grandfather them in under whatever club by-law that we deem appropriate. Regardless of residence, a general assumption about joining any club is that members should contribute at least a bit to a simple set of central goals and hopefully get to see and visit with each other on occasion in a spirit of fun, comradery, common interests (and cars).

Now that we've got some more "gas in our tank" and our critical mass (i.e. number of members) is in healthier condition, we hope to continue growing and moving forward. Ergo, we still need a good roadmap/plan for the club and some of your individual help to make it fly. Here's a thought about how we'd like to proceed during the balance of 2023:

May we have at least one volunteer from the "northern tier" and one from the "southern tier" of Indiana? The club VP (i.e. me) will be responsible to cover our "central tier". No hard and fast boundaries are implied. We'd like these "Tier Leaders" to:

- Proactively watch for interesting activities within their part of the state and then send relevant information to HPOC's Editor to communicate to the overall club.
- Work directly with the Prez on occasion to help gather thoughts and ideas from the club, then help brainstorm and set "goals" for the club on a statewide basis.
- Touch base occasionally with HPOC members who live within their respective regions ... Is everybody doing OK? Any concerns we can help with? Is there anything urgent that the club should know about? In other words, help us understand the "health and needs" of the club.
- Finally, help look for opportunities to try to actually get club members together, for meetings as needed, for picnics or dinners or celebrations as desired and possible, etc. Perhaps these get-togethers might also tie in around other events to for convenience.

**WILL ANYBODY PLEASE STEP UP TO THE PLATE HERE?** If you have any related thoughts, Mike and I look forward to hearing from you ASAP , especially before the end of 2023. And by the way, I want to wish each of you and your families the very best for safe and wonderful holidays ahead! Let's be thankful for everything we've been blessed with and share those blessings with others as well. **Mark H**





## **Jim Casassa's Report – Written Wisdoms**

I have been a member of HPOC since 2019. Earlier this year, I agreed to fill the then vacant office of the club secretary for at least 2 years. At this point I'm still working to get a handle on all the duties of that position. So far, I have reported the minutes of an officer's meeting and taken over from Mark Henderson the task of keeping an up-to-date roster. During the past year, HPOC has added several new members. The chapter officers are committed to making membership in the chapter more fun and more appealing.



To that end, the officers are seeking your help and input on how to make the chapter better. We currently have an outstanding newsletter and a great web site that allows members to share information about themselves and their Pontiac(s). These are good tools but for many of us they are not a complete substitute for personal contact. Chapter members are spread throughout the state of Indiana and even beyond, so we recognize having all chapter members meet in one place is probably not too feasible. An alternative is trying to designate a few (or several) car shows each year where we can have a strong showing of Pontiacs and Oaklands and become better acquainted with other chapter members across "regions" of Indiana (for example, perhaps a northern tier, a central tier and a southern tier of the Hoosier state but with no hard boundaries involved).

**Here's where we need your input. What interesting car shows or maybe even other cool events happen in your part of the state that you like to go to personally, and so maybe even as a group?**

- Please pass along suggestions and/or whatever information you have regarding events that you personally like to attend.
- If you have a flyer, please make sure that you send a scanned copy and/or a hardcopy to our newsletter editor.
- We want to pick some shows and places that would appeal to chapter members and if possible, we will try to make it so some of the officers can be there as well.

There are two annual shows each year that specifically cater to owners of Pontiacs (and Oldsmobiles, and Buicks, and Cadillacs). The first one is the annual BOPC Show is hosted each June in Lebanon, Indiana and this program is hosted on a rotating basis by members of clubs associated with each of those makes. The second one (another BOPC event) is hosted by Stoops Buick in Plainfield, Indiana, and usually takes place in August each year. More info to come regarding both of these opportunities.

Another option is to create a cruise event to drive (together) to a given location. We also get frequent invitations to tag along on the frequent cruises hosted by other Pontiac clubs, such as IGT OA and IFC. In addition, there are several towns and businesses around the state that have regular cruise-ins that we could attend together. One example is 'Cammack Station' near Muncie. Here's a link if you want to check it out: <https://cammackstation.com/>. Another option might be 'The Suds' in Greenwood hosts regular cruise nights.

The cruising season is almost over for this year, but with your help we can make next year more memorable and enjoyable. Remember while you're working on your Pontiac this winter that cars are intended to be driven. That's why they have wheels. If you have some thoughts for an event-based meet then please touch base with Mark Henderson at [doodle1701@gmail.com](mailto:doodle1701@gmail.com) and he'll help advertise your idea with our members across the state

Wishing you pleasant holidays ahead and we all look forward to talking with you soon! **Jim Casassa**



## Injun Wars 2023 – Pontiacs on the Warpath

Story and photos by Charles Graf



Let me start by saying that a few months prior to the “Injun Wars” event, I spoke with a fellow enthusiast about going to the GTOAA Nats over in Springfield, Illinois. That individual has car(s) worthy of being shown. I mentioned that the only way I would bring my ‘66 down there would be in an enclosed trailer and that I was actively considering seeking to use/lease/borrow one. He replied “Why would I want to bring my car there?” I thought about saying something off the cuff but opted to keep my thoughts to myself. However, my immediate thought was “What if everybody had that same kind of attitude?”

On August 5, 2023, a “smaller” Pontiac event was being held at the Bunker Hill Speedway in Indiana. I decided that I was looking forward to it ... it was close, a smaller show would be probably a little more intimate and the was going to be racing! I loaded up my ‘66 GTO on my open trailer, and even though precipitation was in the forecast, I thought “screw it” and pulled off for the trip there.

Upon arrival at the track, I was immediately aware of how many cars there were inside the grounds. Lots and lots due to some sort of points race happening at the track. How cool I thought. Unfortunately, there were only two Pontiacs on the show field when I arrived but I met Bill Sanders and some of the other IGTOA folks and they seemed super cool all the way around.

While waiting for the racing to begin (scheduled around 1300 hours), I met an older fella from Ohio who had a ‘64 Tempest Custom drag car, powered by some large bore PMD Procharged mill. The owner claimed that the car ran in the 9s at a tick over 140. He further said that he ... **(story cont. on page 23)**



## Injun Wars 2023 ... (story continued from page 22)

crashed it severely earlier in the year while “going thru the lights” but he got it all put back together again. I couldn’t wait to see it run.

So around noon, a couple more cars showed up but there was chatter about hail and things turning nasty by maybe 1400. I made an executive decision; I wanted to stay and see how things were going to go but I loaded my car back on the trailer on got my behind moving on the 50 mile return trek back to where I store my cars.

As soon as I got home, the rain started coming down. An hour later, it pounded rain, and we received over three inches of the wet stuff over the next 6 hours. I was glad that I jetted when I did! Sad though, as it seemed like a cool venue to see some live racing at. Maybe it won’t get washed out next year. Maybe I’ll come back again to see. Until then ... Peace Y’All. **Chuck**

## Stoops – A Second “BOPC” in 2023

Story by HPOC Roving Reporter Bill Harris, photos by Tim Lloyd

This event took place August 12, 2023 and was hosted by the Central Indiana Chapter of Buick Club of America. I was surprised to see this was the 18th Annual Stoops Show and hopefully HPOC will hear more about this program in all the coming years. Still, HPOC was present and had three entries that garnered some significant awards. These were :

Harold Hankins - Class A:  
Pre-war - 1st Place –  
1941 Pontiac Coupe

Kenny & Debbie Lentz - Class C:  
1960-1969 - 1st Place –  
1964 Pontiac Station Wagon

**CENTRAL INDIANA CHAPTER BUICK CLUB OF AMERICA**  
PRESENTS THE 18<sup>th</sup> Annual Stoops Buick/GMC Car Show

1251 Quaker Boulevard, Plainfield, IN, 46158  
Saturday, August 12th, 2023  
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 18<sup>th</sup> 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	E--1980-1994
B--1946-1959	F--1995-Present
C--1960-1969	G--All Modified
D--1970-1979	H--GMC 1912-1970

All Buick, Marquette, Oldsmobile, Viking, Pontiac, Oakland, Cadillac and LaSalle Models  
All GMC Trucks 1912-1970

1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Place Awards in each class, Best of Show, plus:  
Best Buick or Marquette  
Best Oldsmobile or Viking  
Best Pontiac or Oakland  
Best Cadillac or LaSalle

*Some things are personal, indeed...*

Bill Harris - Class B - 1946-1959 - Best Pontiac, 1948 Pontiac Torpedo 8 Deluxe Conv't Coupe

I was astounded but grateful to have received this recognition. Due to some health issues and at my wife's insistence, I recruited Tim Lloyd to be my pilot for the trip from down country to this program. Without Tim's assistance, I would have been hard-pressed to have made it through the day. Tim also took most of the attached photos and I thank him for his extra service as well.

Please see photos on the next page of “Chiefly Pontiac”. Let's all keep our eyes focused and our ears to the rail to see and hear more about this show as it is advertised next year.

With best regards, Bill Harris

... (photos added on following page)



## Stoops – A Second “BOPC” in 2023 ... *(continued from page 23)*



**Bill Harris's 1948 Pontiac Torpedo 8 Deluxe Conv't Coupe, with Tim Lloyd standing guard**



**Harold Hankins with his 1941 Pontiac (one of several Ponchos in his stable)**



**Don Lang's 1937 Pontiac was an absolute beaut!**



**Gene Beck's gorgeous 1955 Pontiac was also a highlight at the show.**

## Summer Place v.2 – 9/2/2023

Story by Jim Richardson, photos by Mark Henderson

Hi Mark, we had a wonderful time getting to host the our new show at Summer Place. Everybody was in a great mood. We had a little over a 100 excellent cars and around 482 very nice guests. The award part of the show was hard (as usual) because everyone deserved a trophy.

Folks have asked but I don't know yet if we will have another show. The good news we broke even on expenses. Great seeing you, your wife and your beautiful Grand Prix. Best Wishes, **Jim**

**Editor's note:** Thanks for the compliment Jim, but Sandy gets all the credit since she's the one who enthusiastically encouraged me to go find our old GP and bring "her" home after 23 years. Please see photos from the Summer Place Show on the following page.





Summer Place, v2 ... (continued from page 24)

*Summer Place Show host and HPOC member –  
Jim Richardson*



*I asked Sandy to clean a spec of dust off the tire.  
She thought I said smile for the camera. Go figure.*



*The show was open to all makes, models  
and years. Turnout was excellent!*

## Red Bridge Park Car Show

Story & photos by Jim Casassa & Scott Pavey

This Labor Day show is held in a nicely shaded park in Cicero, Indiana on the west bank of Morse Reservoir. The weather was wonderful and this year's program drew about 220 cars +/-, ranging from a restored Ford Model T sedan to a large fleet of C8 Corvettes, with plenty of muscle and classic and custom cars filling all the spaces in between.

The Pontiac brand was well represented overall (*see photos following on page 26*). By my count there were perhaps 19 Pontiacs entered but I think only two of them belonged to HPOC members, i.e. Mike Gerdes and Mike Richards. Hope to see more HPOC folks there next year. Regards, **Jim Casassa**

### 32nd Annual

*Cicero Friends of the Park*

## Red Bridge Park Car Show



**FOOD - CRAFT FAIR - MUSIC - FREE ADMISSION**

Monday, Sept 4, 2023 - Labor Day

8:00AM - 3:00PM

697 W. Jackson St., Cicero, Indiana

**Registration 8:00 - 11:00AM**

Thanks to our  
Sponsors:



**FIRST FARMERS  
BANK & TRUST**

**BERRYCOMM**

For more information, contact  
Rob Wilson  
rob.wilson@cfotp.org  
317-372-4118

**TROPHIES & AWARDS**

Trophies - Open Class - All Years  
30 Awards  
Including Some Special Awards

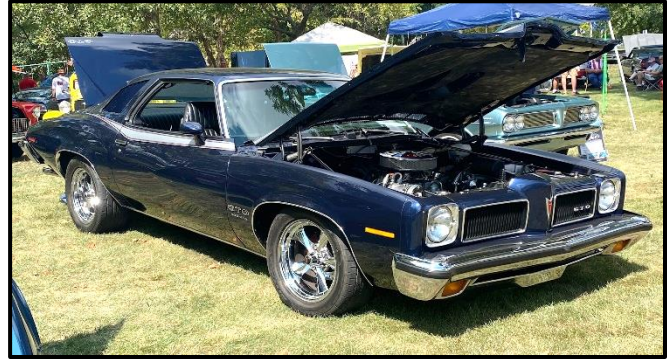
**\$15 Registration**

All proceeds benefit  
the Cicero Parks  
First 100 Participants  
receive a dash  
plaque!



Red Bridge Park Car Show... (continued from page 25)

Electronically fuel-injected 1963 Tempest belonging to HPOC Prez Mike and Mrs. Marilee Gerdes



1973 Tempest belonging to HPOC member Mike Richards



This stunning 1968 Firebird convertible belongs to Marla Layman of Noblesville, IN



Jerry Ravencraft's awesome '67 GTO in plum mist is a national winner yet driven and enjoyed frequently

## Whyte Winery Show – 9/24/2023

Story and photos by Prez Mike Gerdes and by Charles Graf

The Wine and Wheels Show was held at the Whyte Winery near Monticello Indiana on September 24<sup>th</sup>. This is generally a well attended show but this year surpassed all previous participation records as **301** cars showed up and large crowds of visitors were on the grounds to see them.

The Hoosier Pontiac Oakland Club, or HPOC, was well represented with Mike Richards, Chuck Graf and Mike and Marilee Gerdes all present. The event welcomes all makes and models and the organizer does an excellent job managing everything to a "T". We all noticed the high quality of the cars that came to the show/ The venue includes the winery, a food truck and a nice picnic area with very pleasant music. The lines were long but moved quickly, and the extremely comfortable weather contributed to zero complaints. ... *(story cont. on page 27)*

Class Car Building Since 1950  
Whyte Winery

Indiana Fields, Inc.

Present,

## Wine & Wheels

CLASSIC CAR & TRUCK SHOW

SUNDAY, September 24th @ 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, DJ, 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: \$10.00

Registration from 11:00am till 1:00pm

Judging from 1:00pm till 3:00pm

Awards @ 4:00pm

Dash Plaques to First 100 Entries!



### Whyte Winery Show – 9/24/2023 (continued from page 26)

Because of the large number of show cars, it is worth noting that if you plan to attend next year, arrive early or at least "on time" as show spots fill up fast. The Gerdes's arrived an hour after opening and they found us a spot, but it was close. I don't believe that they turned anyone away but early is better! For all the northern-tier members of HPOC, this is definitely an annual event that you'll want to attend.

One minor suggestion for those who come in the future is to not go crazy with your pre-show cleanup for this program. In fact, you might consider going ahead and bringing your cars out "dirty" as the gravel driveway into the facility made for quite the dust bowl. You can touch 'em up and get the bugs off after you get there, and then relax and enjoy the show. LOL.

Worth mentioning is that the event coordinator also has a Facebook page called "Tuesday Cruisers". They have a lot of fun cruises, so check it out. All the best! **MG and CG ... (more pics on page 28)**



*Mike and Mike and Chuck and Marilee found a comfortable table in the shade to sit and relax for a spell*



*Chuck Graf brought his Pontiac "whips" to let everyone enjoy them at the show, and there were no pending storms (like at Injun Wars) to make him want to rush home*



**Whyte Winery Show – 9/24/2023 (continued from page 27)**

*Mike's and Marilee's EFI-fed '63 Tempest convertible made the trip up from Brownsburg, IN with no sweat*



*The Whyte Winery Show was open to all years, makes and models ... it was a total class event with plenty of examples of excellent automotive diversity!*



*Ponchos weren't necessarily in the majority but the ones in attendance were certainly top notch!*



*This custom pickup truck had very clean lines mixed with attractive engine bay. Not a GMC, but not bad!*



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

By Mark Henderson

The Hoosier Pontiac Oakland Club (HPOC) continues to benefit from assistance provided by the Pontiac Oakland Club International (POCI). The trick was to simply to ask for help.

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

POCI was a fantastic resource for support. Our question to the ‘mother ship’ was, “May we have access to contact information for Hoosier-based POCI members, **and in a very private and personal way**, touch base with them to inquire if they would like to join HPOC?” In short – It worked!!! Prez Mike Gerdes has written a pair of heartfelt emails to POCI members living in Indiana, told them a little something special about HPOC and invited them to take part in a free trial membership for the balance of 2023. We’re really pleased with the response thus far. The club is on a positive trend once again.

“Phase 2”, for lack of a better term, is to improve participation and communication within HPOC. We need to grow first but then we need to get to know each other better. To that end, we’ve had a very nice website in place for about a year now, which can be a GREAT tool for both communication and fairly straightforward participation, but it really had not been used very much ... ***until now***.

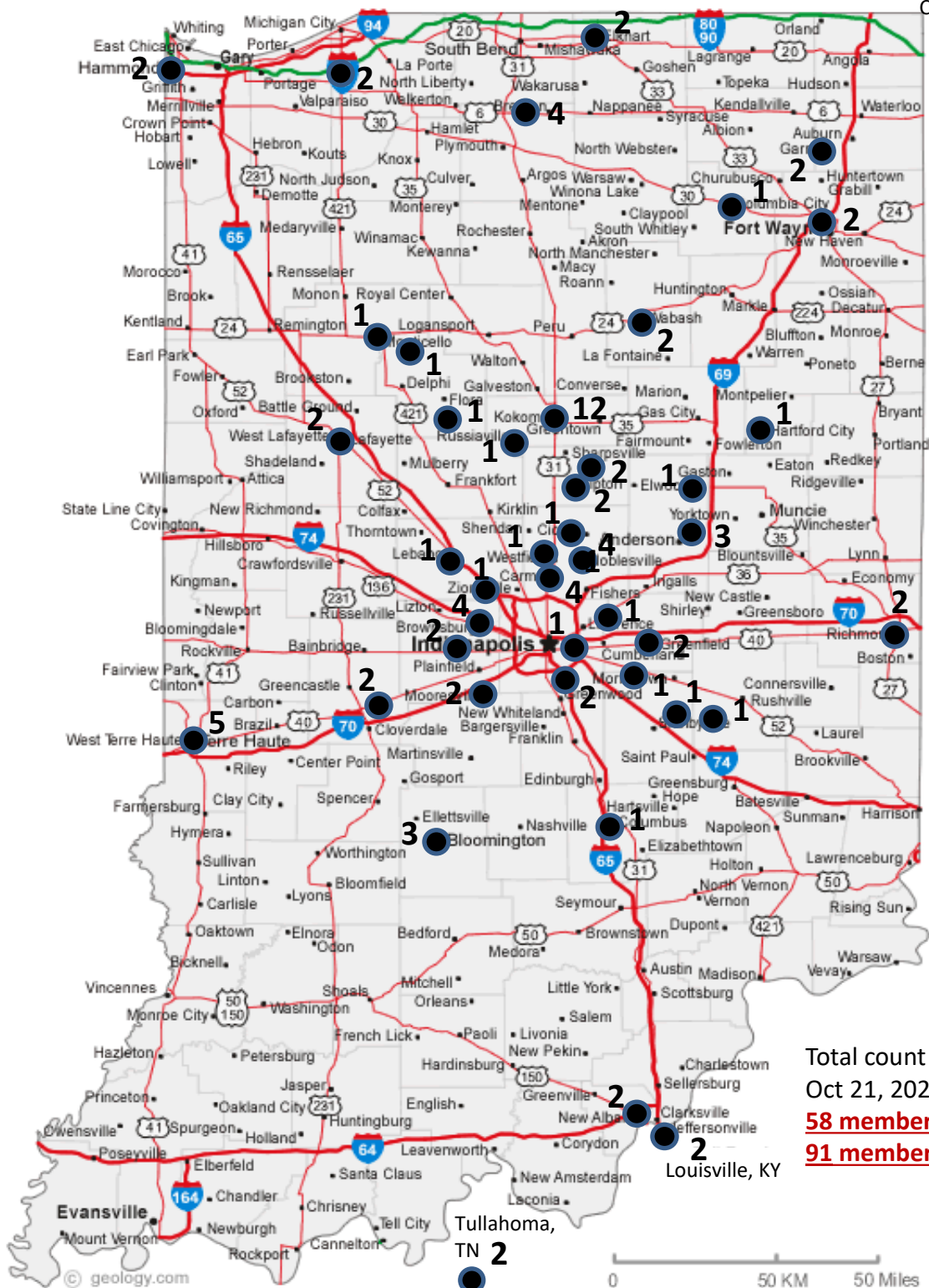
HPOC’s leadership has been welcoming a swarm of new members into the club. We asked them to send some photos and bios to build up the Members’ Rides section of the website, and to update us regarding any significant shows and/or car-related events in their parts of the state. Then we contacted our existing members and asked them for the exact same info too. So far, over 40 bios have been loaded into the website and more are on the way. It’s actually starting to look like a real website now!!!

**In the following pages of this issue of “Chiefly Pontiac”, we’re including even more “newbie” submissions plus another ‘returnee’ write-up. We’ll start including bios for our existing members in 1Q2024 issue. We hope you enjoy getting to know each other a little better! MH**





Gales Ferry, CT **2**



Total count as of  
Oct 21, 2023:  
**58 member families**  
**91 members!!**

***Revised HPOC Member Map so far After 2023 Membership Drive***



**Nov 1, 2023 Membership Stats**

	Oct 30, 2014	Jan 22, 2019	Oct 21, 2023
Member Families		40	58
Total Count	118	68	91

*Revised HPOC Member Family and Member Count After 2023 Membership Drive*

**Newbies ... Russ and DeAnn Berks – Kokomo, Indiana**

My name is Russ Berks. I live in Kokomo, Indiana with DeAnn, ... **(story cont. on page 32)**



## Russ and DeAnn Berks – Kokomo, Indiana (con't)

my wife of 35 years, and our dog Sammy. The vehicle I would like to introduce you to is my 1979 Trans Am 10th Anniversary edition and I have owned her for 44 years. Her name is 'Theresa Ann' but that is a story for another time. She has 31,000 miles on her and is as close to original as you are likely to find. Her paint is all original. She's never had a light bulb replaced although but normal maintenance items like batteries, tires, belts and hoses have been tended to as required. Mechanically, the only functional parts that have needed replacement thus far have been the A/C compressor and the fuel pump. So far, so good!!!

Whenever we get into the T/A for a drive, it's like stepping back in time to when I first drove her out of the showroom doors. The factory-installed 8-track tape player and the OEM 3-speaker stereo may sound a bit chintzy by today's standards, but hearing our favorite tunes play through those original speakers combined with the muted roar of the car's exhaust brings back wonderful memories from an entirely different era.

When I first got the Trans Am as a twenty-year old kid, I never imagined that I would still be taking care of her 44 years later. I originally thought that I would keep her for a year or two, like my other early cars; but when the first snow started fluttering down, I realized that I did not want to drive her in the winter. I purchased a 1973 Cadillac Sedan DeVille to maneuver through the snow, salt, slush and wind, and I nicknamed the Caddy 'Rusty' for obvious reasons. I really liked 'Rusty' and decided to continue to use it as my daily driver for several years while 'Theresa Ann' rested in my garage, all safe and protected. It has finally gotten to the point where my wife and I only take the T/A out on nice sunny days, and so she has morphed into the beautiful survivor that she is today. **RB**

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## Newbie ... Jon Culver– Westfield, Indiana



Hi HPOC! My name is Jon Culver. I live in Westfield, Indiana but I'm originally from Iowa. I moved to Indiana in 1986 to work at Delco (later Delphi) as an engineer ... **(story cont. on page 33)**



## Jon Culver– Westfield, Indiana (con't)

I had several Pontiac company cars and bought my last one, a 1990 Grand Prix. I also bought my second Pontiac that year, a 1970 Lemans Sport convertible. It was a highly optioned car but had a Chevy 6-cylinder (first year that it wasn't the OHC Pontiac six). The car had been through several repaints before I found it and had some rust, but since it was a convertible, it was worth putting some work into and is still a lot of fun. I still have it though it has morphed into a GTO clone. It now has a Dave Himes 455 with a 700R4 transmission installed about 20 years ago. A lot of sheet metal was replaced and it was painted Carousel Red 20 years ago. Four years ago I upgraded the suspension with UMI control arms front and rear and Viking double-adjustable shocks and coil overs up front. I also added FiTech fuel injection and Wilwood 4 wheel disc brakes. My other Pontiac is a real 1969 GTO Hardtop, now triple black with a 4-speed. It was a deal that I just couldn't pass up in 2010, but it doesn't get driven very much since I enjoy driving the '70 so much.

I also am a fan of 94-96 Buick Roadmaster wagons. My '96 is the daily nice weather driver and my '94 is the winter beater. **Jon Culver**

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## Newbie ... Jim Morris – Columbia City, Indiana



Hi, my name is Jim Morris. I graduated from North Side High School in 1965, then went to trade school and became a sheet metal worker. Over time, I started my own sheet metal company and was in business for 27 years. I just recently sold my business and retired.

My love for "the GTO" started when I was 21 years old. I bought a 1968 GTO with a 400ci, 366HP, 4-speed combo. It was just a no-frills Goat but man it was fast! After retiring, I bought a 1967 GTO because I was really taken with the styling and the overall "set" of the car. It was not a numbers-matching car. ... **(story cont. on page 34)**





## Jim Morris – Columbia City, Indiana (con't)

A 1970 400ci Pontiac engine had recently been rebuilt and installed, but the engine was not done right. For starters, I couldn't even drive it very far without losing all the water in it.

I took the '67 to my mechanic who pulled the engine. After a teardown, I learned that the person who rebuilt the engine sleeved the #2 cylinder. When he ground the bottom of the cylinder, he went too far and got into the water jacket. His fix was "JB Weld" ... not good. In short, that engine was toast. I started a search for a replacement engine and bought a 1985 Firebird with a 455 in it. I took the engine out and sold the body to a junk yard. The new motor is at Dickmeyer Automotive Engineering ... Matt Dickmeyer is going to rebuild the engine and expects to boost the power to somewhere north of 500hp. That should be enough, don't you think?

Stay tuned ... when the '67 is back together and running again, I'll let you all know how she's running. In the meantime, all the best! **Jim Morris**

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## Newbie ... Greg Shepherd – Westfield, Indiana



Hello - my name is Greg Shepherd. Larry and Carolyn Shepherd were my parents. With Dad's passing in July 2023, I have taken on the role of caretaker for the family's 1932 Pontiac "Eight" Sport Coupe. Over the years, Dad became well recognized for his fully restored '32 Pontiac V8, a car that he purchased back in 1959. It was a meandering work-in-progress for quite a while before any serious restoration efforts were applied. Eventually, after a reasonably long wait, Mom delivered a clear ultimatum, i.e. "Either restore it or get rid of it". Naturally he decided to follow his wife's sage direction.

Dad consulted drawings and catalogs to understand the design of any needed parts, many of which had to be created new from scratch. He refurbished near countless parts in his own machine shop before everything could be reassembled into a complete vehicle. The rebuilt V8 motor was perfectly balanced. Many friends would say "It may look stock on the outside but it's sure not stock on the inside!" Many of you have seen the results of his beautiful handiwork. His '32 is a gorgeous piece of art and a consistent winner at almost any show.

Dad did a lot of back research and found out just how rare his Pontiac really was. ... **(story cont. on page 35)**



## Greg Shepherd – Westfield, Indiana (con't)

During his investigations, he discovered a paper trail for the '32 that dated back to its humble beginnings. Over time, he spoke with all its previous owners except for two (the original owner was actually murdered). It turned out that his car was supposed to have been built as an Oakland V8 but GM pulled the plug on the Oakland Motor Car Company because of declining sales during the Great Depression, so it was rebranded as a Pontiac (which was Oakland's lower-priced companion vehicle.)

Dad's '32 has been featured in Hemmings Classic Car magazine, in POCI's Smoke Signals. The car is an AACA Junior & Senior award winner. The "Eight" was a frequent recipient of "Best in Class" awards, most recently at the 2016 POCI Convention in Bettendorf, Iowa. However, if you really wanted to see Dad and his car at their best, you could have attended many of the past Newport Indiana Hill Climb events. Dad won his class often at the Hill Climb and frequently took home the "Best Coupe" award from the show!!

I learned a lot from Dad, going to shows together and working side-by-side. He encouraged and mentored me to become a great machine mechanic. His teachings have served me for well over 30 years. It is an honor to now own the property now where dad grew up. However, going through the accumulation of all his "stuff" since 1919 has been pretty tough duty. Luckily, I have 3 older brothers to help me out.

Today I am dating a lady who is bravely fighting breast cancer and I want to help sustain her through the fight. My parents gave me that kind of strength and support when I was growing up. Together, we look forward to winning this battle! All the best! **Greg Shepherd**

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## Returning Member ... Don Beaton – Kokomo, Indiana



Greetings HPOC friends. Hello to those I already know and hello as well to those I have yet to meet. My name is Donald Beaton and my loving wife of almost 59 years is Gail. We live in Kokomo, Indiana and have been here for 56 years. ... **(story cont. on page 36)**



## Returning Member ... Don Beaton – Kokomo, Indiana (con't)

Our first "Pontiac" was a 1929 Oakland 2-door sedan. Its claim to fame was that it was driven to every car show that it ever attended over the years including five POCl conventions (remind me to tell you someday about going up the hill outside of Wheeling, West Virginia.) Our longest journey in the Oakland was to Gettysburg, Pennsylvania for a convention. Note that there was no separate firewall between the engine compartment and the area where our feet rested on the interior floorboards. That trip was in mid-summer; do you know how hot the Oakland's floor got???

Next came a 2-door two-tone green 1954 Pontiac Chieftain. Gail liked it because the vehicle she previously used as a daily driver had inadequate trunk space; as you may have guessed, the Chieftain had a very large trunk. We enjoyed driving it regularly as a family car and taking it on great trips too, including a 2400+ mile trek to yet another POCl convention. Keeping things in the family, after our 16-year-old goddaughter earned her driver's license, she got to pilot the car for a lap around the Indy Speedway. Several years later, that same Chieftain was used to chauffeur her and her new husband from the church to the reception hall on their wedding day.

Our current "classic" is a 1986 Pontiac Fiero, 4-cylinder, 5-speed that admittedly needs some loving mechanical attention. We bought this Poncho in South Bend. The purchase was ok'd by Gail so long as I promised to help her get in and out of the car without laughing. Well, we bought the car but I'm not so sure how well I've kept that promise. Still, Gail has let me keep the Fiero and she's still sticking with me as well, so I guess all's well that ends well. So far ...

All the best! **Don Beaton**

## Welcome again to our "Newbies" and also to our returning members!

**Next issue, we plan to print whatever more new and/or returning club member's bios we receive and then start bringing out the write-ups about our existing members. All that and more in the 1Q2024 issue, due out 2/1/2024. Stay tuned!!**





## From the Driver's Seat:

First question, when does "E" (or "Empty") really mean empty? If you ever change out a gas tank and/or maybe a fuel level sending unit, then you know this could be an interesting question to know the answer too. In the case of the GP, after lots of hours of tweaking and testing the (now not so new) EFI, I finally looked at the gas gauge and decided it was time to add some fuel to the tank. I was back out the driveway and the engine started sputtering and losing power noticeably. Yep, you guessed it and much to my embarrassment, I was out of gas, literally. Of course the neighbors heard and saw everything; I'm starting to build up quite a reputation around our block. Anyway, reading "Full" or "Mid-tank" has also been eazy-peazy and now I know what "Empty" looks like too. Could we re-calibrate things a little better there? Probably. Am I going to worry about it a whole lot right now? Probably not. I'll just make sure that I never go lower than "quarter-tank" if I'm headed to or from a show. Yeah, that'll work, right?



One of most satisfying things about working with the club members this year has been the opportunity to get to know everybody, at least by phone. Several of our new folks are already stepping up to the plate. While they're strolling around enjoying each event, they're snapping some pics and forwarding them to me (along with a short write-up) to use in the newsletter. If you would ask them, it typically wasn't a big deal timewise and yet everybody gets to hear and see a little part of each experience. In particular, I want to thank Gary Winters, Robert Harris, Alan Mayes, Bill Sanders, Mike Gerdes, Jeff Cleland, Charles Graf, Jim Richardson, Jim Casassa, Scott Pavey and others this time around for helping make this newsletter a bit more entertaining and a lot more informative.

At the beginning of the year, we had a website [Hoosier Pontiac Oakland Club \(hoosierpontiac-oaklandclub.com\)](http://HoosierPontiacOaklandClub.com) but it was a tad bit empty. Do you remember that old adage "Nature abhors a vacuum"? Well as of this morning we've got 43 entries in the "Member Rides" and people have been providing very good suggestions for shows to include in the "Events" section. The website got a good kick in the pants this year. Thanks to all of you who have helped in that regard.

**OK, that all good news, but this last item still needs an answer from all of you, or at least a majority. Heck, I'd settle for at least one answer, because so far I've gotten zilch response. Can we please hear back from you regarding the following two question? Please send responses back to me.**

- **Question #1: May we have our membership's permission to create a member's list for club use? That's a YES or NO answer.**
- **Question #2: For added privacy, is it OK for us to distribute this information as a small booklet, sent only to HPOC members at their home mailing address? That's another YES or NO answer.**

To wrap up for calendar year 2023, I want to say thank you to everyone in the club and their families for their friendship and support. No matter what holidays you celebrate or your individual beliefs, we've got so much to be thankful for overall. **Happy Thanksgiving! Happy Hannukah! Merry Christmas! Happy New Year!!** Enjoy your classic Pontiacs whenever you can and **Go Exercise the Go Pedal !!!** All the best, MH



# GTOAA

## 45th Nationals

University Plaza & Convention Center  
Springfield, Missouri

Reserve: (417) 864-7333

Mention GTOAA Meet

JUNE 18 - 22, 2024



Use the QR Code to  
Reserve your room on-line

Convention Registration  
[www.gtoaaameet.org](http://www.gtoaaameet.org)

Any Questions - Please call:

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





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



Register online at [www.gtoameet.org](http://www.gtoameet.org) (preferred) or  
Register by mail using this application and the selection form on next page.  
➤ **All participants must register** even if not entering a vehicle. No exceptions.

All cars must be registered by **June 10, 2024**.  
Cars registered after June 10, 2024 will be entered as Street Legends, a display only class.

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

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

### Vehicle Information (Complete this section for each vehicle entering any of the shows.)

Year \_\_\_\_\_ Model \_\_\_\_\_ Body Style \_\_\_\_\_ Color \_\_\_\_\_  
Show Car VIN number \_\_\_\_\_ (will be checked to verify authenticity)  
Show Car License Plate # \_\_\_\_\_ State \_\_\_\_\_ Trailer License# \_\_\_\_\_ State \_\_\_\_\_  
Tow Vehicle License Plate # \_\_\_\_\_ State \_\_\_\_\_ Color \_\_\_\_\_ Trailer length \_\_\_\_\_

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

#### Judged Classes

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

#### Popular Vote Classes: Stock Modified Street Legends (display only)

Any Pontiac, any model, any year may enter Popular Vote. Street Legends is a non-voting class.

### Original Owner Display (1964-74 GTO, GT-37, and 1964-72 A-Bodies (Tempest or LeMans))

Cars that have received Original Owner recognition awards at previous conventions or those receiving the award this year may choose to park in a special space reserved for such vehicles. To apply for Original Owner certification this year, contact Tom Oxler [toxler@prodigy.net](mailto:toxler@prodigy.net) by May 1, 2024.

### Convention Contacts

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

### 2024 Convention Fee Schedule & Activity Selection Form

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

#### Wednesday, June 19 Activities

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

#### Thursday, June 20 Activities

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

#### Friday, June 21 Activities

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

#### Saturday, June 22 Activities

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

Total \_\_\_\_\_ \$ \_\_\_\_\_

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

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



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

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



PONTIAC



*The Natural State*

**52ND ANNUAL**

**POCI**

*International Convention*

**JULY 15-20**

**2024**

*Springdale, Arkansas*

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





## 2024 POCI CONVENTION REGISTRATION FORM



**52<sup>nd</sup> Annual**

### Pontiac Oakland Club International Convention July 15 – July 20, 2024

**Host Hotel: Holiday Inn Springdale/Fayetteville Area**

1500 South 48th Street, Springdale, AR, 72764

**Front Desk, Reservations (479) 751-8300**

*"Mention the POCI Convention"*

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

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

MAIL THIS FORM TO:



**POCI 2024 CONVENTION**  
**PO Box 421**  
**LONG LAKE, MN 55356**

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

CONVENTION UPDATES ARE POSTED AT [WWW.POCI.ORG](http://WWW.POCI.ORG)

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

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

THE CONVENTION REGISTRATION FEE IS NON-REFUNDABLE.

**PAY BY CREDIT CARD, CHECK OR MONEY ORDER MADE PAYABLE TO:**  
**"2024 POCI CONVENTION". YOU MAY REGISTER ON LINE AT: [WWW.POCI.ORG](http://WWW.POCI.ORG)**

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

ADDRESS \_\_\_\_\_

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

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

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

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

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



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

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



- Fully restored, professionally maintained
- Lovingly driven and enjoyed
- Multiple award-winner including national level recognition
- Multiple wins in class at annual Newport Hill Climb events
- Asking \$120K OBO, Sale includes enclosed trailer and 60+ years of documentation
- Offered by Greg Shepherd, Lebanon, IN. Please call 765-336-1367 with any questions

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

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





**New Members:**

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

**Membership Application – The Hoosier Pontiac-Oakland Club**

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

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

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

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

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

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

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

Check which category applies:

- ☐ Annual membership with electronic newsletters (\$15), or  
☐ Annual membership with USPS-mailed newsletters (\$20), or  
☐ Lifetime membership (\$100) – one time payment

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

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

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

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

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

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

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

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

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

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



**EVENT ANNOUNCEMENTS:**

- 2024 Noblesville Weekly Cruise-In on the Square – every Saturday in May thru ???
- 2024 Danville “First Friday” Cruise-In on the Square – first Friday of each month, May thru October
- 2024 Avon Weekly Saturday Cruise-ins at Lowes on US 36. Starting date TBD.
- **Muscle Car and Corvette Nationals, 11/18-11/19/2023, Stephens Convention Center, Rosemont, IL**
- **52<sup>nd</sup> Annual POCI Convention, 7/15-7/20/2024, Springdale, AR**
- **2024 GTOAA Nationals, 6/18-6/22/2024, Springfield, MO**
- **Happy Halloween! 10/31/2023**
- **Happy Thanksgiving!! 11/23/2023**
- **Happy Hanukkah!!! 12/7-12/15/2023**
- **Merry Christmas!!! 12/25/2023**

**To contact your club officers:**

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



**PONTIAC**