



CHIEFLY PONTIAC

A Newsletter for the Hoosier Pontiac-Oakland Club

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

JAN-FEB-MAR 2023 issue, VOLUME 46 – NO. 1

(Happy Valentine's Day and Happy St. Patrick's Day)

Perhaps a Word to the Wise

OK so I'm a retired engineer. Electrical and system-level glitches are not supposed to bother me all that much (but they still do), but truthfully, mechanical issues can still drive me nuts. Yes, I frequently need to ask for help. In this particular case, a relatively simple project like getting a quarterly newsletter published became, well, challenging. The trek began normally, but then quickly devolved into a creeping, slimy vomitus mass of ... oh well, I may be exaggerating a little but hopefully you get the drift.

Please pay heed y'all ... if you work with computers or electronic files or devices with controllers and memory chips or the like, then A) SAVE YOUR FILES OFTEN AND MAYBE IN MULTIPLE PLACES, and B) plan for and be prepared for some other back up strategies as required!!!! For starters, here are some terms to become familiar with:

"CRASH" – in the end, a "crash event" for a car or for a computer can be more similar than you think. Strong emotions may develop. Sometimes you want to hurt someone or something. There might be smoke and even broken pieces. You may eventually have to label the situation as "totaled" and be forced to simply move on because it can't be fixed again.



VS.



"BACKUP" – Something we all need to do at times. Best done with practice and skill. Keep in mind that carefully managing a path in reverse can help ensure a successful path ahead. Meticulously remembering events, places, patterns and even time behind us can help us safely and comfortably reach our own future goals.



VS.



In summary – Yes, my analogies here may be somewhat confusing, a bit superfluous and likely even quite a stretch, but here's the thing. **If you "back up" responsibly then even if you "crash" accidentally, you might be better prepared to start moving forward again.** I'm gonna start backing up my computer files in full at least once a month from now on (it was every 6 months before) and I'm going to start replacing my memory drives more frequently than every two years. Having said that, let's move on and finally get this newsletter done. Sheesh. MH

HPOC Annual Dues (for 2023) are Due!!!

Annual membership fees are due January 1st of each new year. Dues are still 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.**
- **(Note*)** For those preferring their newsletters in mailed 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 \$5.00 more to your annual dues, e.g. \$15 annual dues + \$5 hardcopy fee (if desired) = \$20 total.

Please mail your dues to our HPOC treasurer (Hank Hankins, 1408 Maria Ln, Avon, Indiana, 46123). Please make all dues checks payable to HPOC or Hoosier Pontiac-Oakland Club.

Sixty-three Ponchos contributed \$4.57M in brand sales at the January 2023 Barrett-Jackson auction in Scottsdale, AZ.

Barrett-Jackson®

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS®

	Lot #	Year	Pontiac	Sell Date	Pontiac Sale Price	FB & TA Sale Price	LM & GTO Sale Price
1	13	1993	Firebird Formula	01/23/23		7,920	
2	114	1984	Fiero SE	01/24/23	8,800		
3	116	1984	Firebird Trans Am 15th Anniv Edition	01/24/23		13,200	
4	195	1965	GTO	01/24/23			50,600
5	314	2004	Boneville GXP	01/25/23	5,500		
6	327	1977	Lemans Can Am	01/25/23			13,200
7	343	1973	Lemans	01/25/23			14,300
8	354	1964	Bonneville Conv't	01/25/23	20,900		
9	366.1	2006	Solstice Roadster	01/25/23	27,500		
10	367	1989	Firebird Trans Am Indy Pace Car	01/25/23		64,900	
11	374.1	1968	Firebird 350	01/25/23		33,000	
12	401.1	1971	Firebird	01/25/23		27,500	
13	421.1	1967	Grand Prix Conv't	01/25/23	26,400		
14	432	1970	Firebird Formula	01/25/23		42,300	
15	435	1976	Firebird Trans AM	01/25/23		48,400	
16	442.2	1955	Star Chief	01/25/23	38,500		
17	444	1974	Firebird Trans Am	01/25/23		42,300	
18	445.1	1970	LeMans Sport Coupe	01/25/23			38,500
19	446	1966	GTO	01/25/23			53,900
20	454	1964	GTO Custom Coupe	01/25/23			42,900
21	527	1957	Catalina Custom Coupe	01/25/23	36,300		
22	528	1968	Firebird Sprint	01/25/23		41,800	
23	529	1979	Firebird Trans Am	01/25/23		38,500	
24	539	1979	Firebird Trans Am	01/25/23		46,200	
25	559.1	1969	Firebird 350 Conv't	01/25/23		37,900	
26	567	1966	Tempest Conv't	01/25/23	19,800		
27	647.1	1967	Firebird Sprint	01/26/23		29,700	
28	658.1	1978	Firebird Trans Am	01/26/23		36,300	
29	659	2002	Firebird Trans Am WS6	01/26/23		30,800	
30	668.1	1956	Chieftain Catalina 2-door Hardtop	01/26/23	55,000		
31	694.1	1994	Firebird Trans Am 25th Anniv Conv't	01/26/23		34,100	
32	701	1981	Firebird Turbo Trans Am	01/26/23		31,900	
33	727.1	1970	GTO Judge	01/26/23			88,000
34	746.1	1967	GTO Custom	01/26/23			93,500
35	767	1967	GTO Conv't	01/26/23			71,500
36	771.1	1971	Firebird Trans Am Custom Coupe	01/26/23		84,700	
37	774.1	1974	Trans Am 455 Super Duty	01/26/23		84,700	
38	789	1969	GTO	01/26/23			110,000
39	803	1969	GTO Judge Ram Air III	01/26/23			275,000
40	815.1	1970	GTO	01/26/23			66,000
41	830	1969	Firebird Conv't	01/26/23		61,600	
42	847	1967	GTO	01/26/23			80,300
43	852	1967	GTO	01/26/23			51,700
44	958	1968	GTO Ram Air	01/27/23			53,900
45	966	1966	GTO	01/27/23			66,000
46	966.1	1967	GTO Custom Coupe	01/27/23			74,800
47	997	19776	Firebird Trans Am Custom Coupe	01/27/23		95,700	
48	1010	1973	Firebird Custom Coupe	01/27/23		73,700	
49	1030.1	1971	GTO	01/27/23			165,000
50	1035	1989	Firebird Trans Am 20th Anniv Turbo	01/27/23		73,700	
51	1044	1964	GTO Conv't Recreation	01/27/23			181,500
52	1073	1973	Trans Am 455 Super Duty	01/27/23		165,000	
53	1109	1979	Firebird Trans Am	01/27/23		110,000	
54	1253	1973	Firebird Trans Am Custom Coupe	01/28/23		139,700	
55	1290	1970	Firebird Trans Am Ram Air IV	01/28/23		154,000	
56	1297	1977	Firebird Trans Am Custom Coupe	01/28/23		189,200	
57	1299.1	1979	Firebird Trans Am	01/28/23		220,000	
58	1321	1959	Bonneville Custom Coupe	01/28/23		143,000	
59	1349	1969	GTO Judge Custom Conv't	01/28/23			319,000
60	1536	1960	Ventura	01/29/23	18,150		
61	1544	1958	Pontiac Star Chief	01/29/23	27,500		
62	1549.1	1965	Tempest Custom Conv't	01/29/23	51,700		
63	1568	1978	Firebird Trans Am	01/29/23		123,200	
			Total Sales per category		336,050	2,324,920	1,909,600
			# vehicles per category		12	31	20
			average ver vehicle per category		28,004	74,997	95,480
			Highest sale price per category		55,000.00	220,000.00	319,000.00

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Results listed come from www.barrett-jackson.co

Barrett-Jackson®

4,570,570	Grand Total
63	Grand Total
72,549	Overall Avg

The “King’s” Pontiacs

Photos and story by HPOC Prez Gib Vance

Editors note: It's true that many of Richard Petty's greatest successes in NASCAR were in MOPARs, driving HEMIs and 426 Wedges and even piloting the famous aerodynamic 'winged cars' such as the Plymouth Superbird. Somewhere prior to 1982, Petty apparently discovered that MOPAR actually stood for 'Move Over, Pontiacs Are Racing' and he made the high-banked turn into Poncho land. Prez Gib and his wife Cindy have been NASCAR fans for many years and recently had the opportunity to visit the Richard Petty Museum. Here's a summary of their visit and some interesting driver history. Hope you enjoy! MH



The left-side photo shows the entrance to the Richard Petty Museum in the foreground and the home that Richard grew up in behind and to the left. 'The King' himself was even on hand that day to shake hands and talk with visitors and take some pics. Note Petty's "patented" blue shirt, shades and custom cowboy hat.

My earliest recollections of NASCAR racing seem focus around 1988. I do not really remember seeing it on TV much prior to 1985, when Cindy and I left the United States for our first Air Force assignment in Germany. We returned in 1988 and that is when I saw Dale Earnhardt win a race. At that point, I was hooked, both on NASCAR and Dale Earnhardt. This motorsport was growing fast at the time and I wanted to know more about it as soon as possible. I soon found out that Richard Petty was winning the most races and the most championships. By the way, Petty still owns the record for most races won, a feat that may never be reached again but now shares the most championship wins with the late Dale Earnhardt and recently retired Jimmie Johnson.

Cindy and I have attended races at nine different NASCAR tracks. Most treks would usually include a camping trip with our RV, which also enabled us better flexibility to explore the surrounding regions. For example, when we would drive through the heart of NASCAR country (North Carolina), we sometimes would stop and explore a team's race shop and perhaps check out a related museum as well. For example, while travelling to a race in Martinsville, Virginia in the spring of 2021, we found our way to the Richard Petty Museum located in Randleman, NC. The property includes an unassuming little crop of structures (a small gift shop and a couple of other small buildings) and is located right next to the home where Richard Petty grew up. While Petty eventually retired from racing in 1992, one of his "sidelines" is called 'Petty's Garage' (also located on this property), where late model cars such as Ford Mustangs, Dodge Challengers, Dodge Chargers and so on are modified for increased performance. Oh by the way, Richard stills owns a racecar business.

As is with many NASCAR drivers, racing is a family occupation and the Petty's are no different. The museum holds not only race cars from Richard's driving history but also some from his family as well. In addition to the race cars, racing trophies and memorabilia from his famed racing career fill walls and shelves all around.

... (story cont. on page 4)

The "King's" Pontiacs ... (story continued from page 3)

It is not uncommon to encounter a driver or team owner when visiting one of these race shops or one of their other businesses. While visiting the Joe Gibbs race shop, I witnessed then driver Bobby Labonte land in his helicopter. What a way to get to work!

One of our stops when in the area was the Richard Childress Winery. Richard is a long-time race team owner and still is to this day. He was also the car owner for the late Dale Earnhardt. The Richard Childress Winery is a site to behold itself and during one of our visits, Richard Childress himself was behind the counter serving up wine for customers. On this day that we visited the Richard Petty Museum, we had just left and were in the parking lot, when non other than Richard Petty himself showed up and took time to meet and take pictures with visitors. I guess timing is everything. That is Richard in the blue shirt and customary Cowboy hat that he is almost always wearing.

If you are a fan of motorsports and NASCAR and find yourself in North Carolina, take a little time to look up some of the race shops and museums. The NASCAR Hall of Fame is located in Charlotte, NC and is very much worth the trip and a couple of hours of your time. All the best! GV



The 1984 Pontiac Grand Prix that gave "The King" his 200th win



Petty's 1987 Grand Prix 2+2



Richard Petty raced his last race in his 1992 Pontiac Grand Prix SE



From Our Prez:

Hello HPOC! I hope this finds everyone safe and well.

I mentioned this in the last newsletter but want to once again thank Mr. Harold Hankins for his service to the Hoosier Pontiac-Oakland Club. Hank will be ending his term as club treasurer at the end of March. Hank, I know that I can speak on behalf of the entire club when I say THANK YOU!

If you have been keeping score, the club is now in need of a secretary and treasurer! With that being said, these are not the only positions that need to be filled as club officers. I will also be stepping aside as HPOC's president at the end of February. As many of you know, Cindy and I spend a lot of free time traveling to Louisville to spend time with our granddaughter. For those of you with grandkids, you get it. We had always thought that if an opportunity arose to move back, we would have to seriously consider it. Well, that opportunity did come about, so Cindy and I are moving back to Kentucky. While we do feel that we have unfinished business with HPOC, we are very excited to be closer to our daughter and granddaughter. As you might imagine, we have been very busy getting ready for our move on March 2.

I have been in communication with our VP and Web Master (Mike Gerdes) and he will be taking over as Interim President effective March 1. My suggestion has been to initiate a special election to fill 3 open officer positions - it might really be 2 positions if someone could take both the secretary and treasurer roles. While we have many members who have already spent time serving as a club officer, there can be no more time for "someone else will do it" thinking. Please ... It is time for you to step up and help out. If you are concerned that you may not know how to fill one of the roles, I can assure you that you can easily learn everything that you will need to know. I will still be a member and just a phone call away and I am sure that any previous officer would be more than offer some useful advice and happy to share their experience. To borrow from the Nike commercials from a couple of decades ago ... *"Just Do It"*. Let this be the official opening of officer nominations.

Cindy and I thank everyone for making us feel welcome and part of the Hoosier Pontiac Oakland Club family. We will continue on as members and plan to be at upcoming BOPC shows. My phone number will not change, so feel free to reach out. It has been an true honour to serve everyone in the club. Sincerely, Gib



(Interim) VP Spinouts and IT Tales

Editor's note: Mike Gerdes continues to stand out in our wee lil' club. First he accepted an interim VP role for HPOC after former vice president Jay Niemman decided that he actually wants to fish and relax a bit during his retirement (and honestly, who can blame him?) Next Mike accepted the interim Prez role (see Gib Vance's message in this newsletter). Finally, Mike continues to wear his HPOC IT/Webmaster hat. If you're counting, that makes three club leadership jobs at the same time for Mike. If you're serious about having an active Pontiac club then Mike needs your help to run the show. Stay tuned ... more to come.



Happy Winter! The snowy, salty season remains upon us. I keep looking at the Tempest in storage, wondering when we can drive our cars again. It's just not the same running the engine occasionally and maybe driving around the block all bundled up (after all, it's a convertible, and I'm not sure how much Pontiac worried about the heater design).

It's never too soon to start thinking about Spring events, so if anyone has any ideas, please let us know. Marilee and I went on an afternoon drive last fall with a car group out to Racoon Lake for lunch and it was very enjoyable. Let's try to get together when the weather breaks for a drive to someplace centrally located for everyone. Need to get the oil flowing in the cars and ourselves!

I'm updating HPOC's website with interesting 2023 events, so please pass along any opportunities that we should include in our calendar. Don't forget about the Ames Performance Pontiac Nationals in July – it's always an excellent program. There are always a number of local shows within a hour or so of Indianapolis; if you plan to go to any in particular then give us a heads up so we can advertise a bit and maybe rustle up a few more folks from our club to go with you. We are very fortunate to live in an area that has so many options during the car show season. The **Old Cars Weekly** website is a great place to look for shows nearby so keep you eyes out.

I think I will make up some "business cards" with our clubs basic information to pass out at shows and events to maybe boost interest in the club. I find myself talking a lot about our group and often wishing I had something to hand out to others. I'm open to ideas and suggestions on what to include on a card.

Our website's traffic is steady and we're always in need of new pictures, stories and updates! Plug <https://hoosierpontiac-oaklandclub.com/> into your browser and take a look!



I'm looking forward to seeing everyone again this year when the weather is better and at the next club business meeting. All the best! Mike G.

From the Driver's Seat:

Hi Gang – so the 2023 driving season is almost upon us. Time to polish and wax the car, clean the interior, check the oil, fill the tires, and perform all those little tasks that you shamelessly left for “next year”. Well guess what ... “next year” is HERE. It’s either time to step up to the plate or put those jobs off until later (again). So many choices ... so little time.



In truth, after a year and a half of converting the GP to electronic fuel injection (EFI), redoing the ignition and much of the wiring, replacing all the PW motors (but one out of four is still non-functional), updating the dash and the seats and the carpet, installing a modern sound system, having the A/C compressor replaced, and even a few other tidbits, we are still not done – AARRRGGGGHHHHH!

Lacking a lot of Pontiac-specific expertise in the Kokomo / Howard County, I have to rely on something even better, i.e. Mr. Scott Pavey, mechanic and technician extraordinaire, master of old cars with significant expertise even in newer ones. Having said that, and after over-using Scott’s assistance many times before, I plan to approach him carefully once again this year. First and foremost, you must always plan to feed great help well, and since no expense is too great, we go for “only the best”, i.e. Arbys and/or Burger King! However, to help reduce costs, Scott frequently brings his own coupons. Why? Because he wants me to spend any saved \$\$s on him instead of giving it to the fast food joints. Hopefully Scottie say “yes” one more time.

Next, we will need a reasonable plan. I actually want to drive the car this year! It would also be nice if we could fix things correctly the first time and not have things break later (remember the PW motor issue?) but since that can’t always happen, then our plan needs to allow for enough time for occasional redos, oh and more budget in case I have to buy the my expert dinner in addition to lunch. Here, the plan would start off as follows (but again will have to allow for other factors):

- Get under the dash again - (remove seats and console and ventilation tubing)
 - repair/replace the A/C temperature control cable mechanism that broke when the A/C compressor got fixed last year – long story)
 - replace the turn signal flasher (went out on drive to 2022 Injun Wars show)
 - repair connections for dome light electrical
 - install new mini subwoofer under driver’s seat (yep, I’m gonna be spoiled)
- While under-dash access is available, remove in-door speakers and install new in-kickpanel speakers (hides the front speakers for a more professional look). Reinstall door panels with replacement uncut panels.
- In addition, while the seats and console are out – get that #!+?@!! right-rear power window motor working again, properly and permanently)!
- After interior functions are all bolted back correctly, devise a method to lift better retain new fuel filler tube behind the license plate. Hopefully more info about that coming in the next issue.

The important things to remember are ... if you need help then 1) ask for it, 2) take very good care of whoever helps you and 3) **Go Exercise the Go Pedal** !!! Wish us luck! All the best, MH

1936 Pontiac Speedometer Repair:

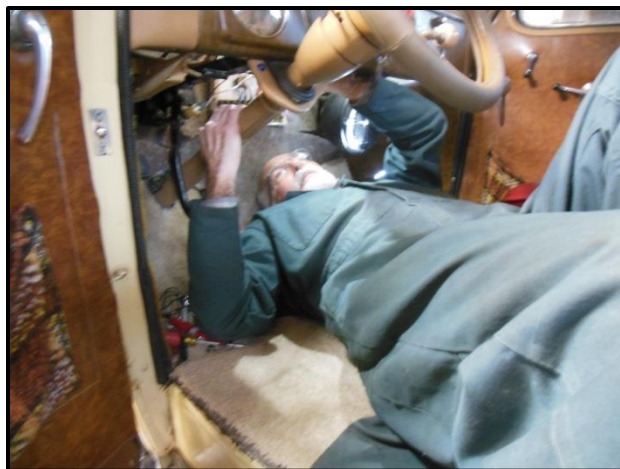
Photos and Story by Jim Casassa

I didn't drive my Pontiac much last year because every time I got it up to about 45 mph, something began making a terrible racket. I suspected it was the speedometer cable or housing but I couldn't visually detect anything. I did some on-line research and found Bob's Speedometer in Howell, Michigan. I called and spoke to Bruce, his son. He told me to send him the cable and he would see what he could do. I got a call a few days later and he said there was nothing wrong with the cable or housing. After some discussion, he said it seemed more likely that the cause was a seized bearing in the speedometer itself. That was something he could fix if I sent him the speedometer.



The next thing was for me to remove the speedometer, not an easy task. The passenger compartment of our 1936 Pontiac coupe is cramped and there is very little space between the dashboard and the firewall. I had to first remove the driver side seat so I could lay on the floor and look up at the back side of the dashboard. I could see or feel that there were four screws holding the instrument panel to the dashboard and four more attaching the speedometer to the instrument panel. The two upper screws

attaching the speedometer to the instrument panel were not accessible with the instrument panel in place. That meant removing the instrument panel from the dashboard. I ended up having to reposition the wiper motor and drop the steering column down to reach all the instrument panel screws. Once I had the instrument panel pulled out and resting on the steering column it was easy to remove the speedometer.



I sent the speedometer to Bob's and about a week later I received a call... *(story cont. on page 9)*

1936 Pontiac Speedometer Repair ... (story continued from page 8)

He asked if I wanted the chrome ring on the speedometer re-chromed while the speedometer was apart. I decided against that thinking that re-chroming just the one ring would make the rest of the "old" chrome on the dash look bad by comparison. He told me the cost for repairing the speedometer which I paid. The cost of repairing the speedometer was a few dollars more than I paid for the car in 1970.

When the speedometer came back to me, I was unfortunately dealing with COVID. Later, around Christmas, it was too cold to work in the garage. In early January we had a few warm days; I got the speedometer re-installed and put everything else back together. Several factors made that task go smoother than the removal process. This time I knew where the screws were and how to access them. Next, I used socket head screws instead of stove bolts; the heads of the socket head screws had more surface to grip with my fingers and it was easier to use an Allen-wrench instead of a screwdriver. Finally, I had much better light so I could see what I was doing. Someone had shown me a rechargeable LED light with a magnetic base; I bought one and it was a big help.

During the removal process I had used my battery-powered headlight tying its strap to a brace or wire bundle. I highly recommend the light I purchased, it was a Maxxeon Cyclops. The magnet in the base of the light is strong enough to support the light in any orientation. The light itself can also be pivoted with the holder to assist in focusing the light beam. There are three settings for the intensity of the of the light so you can adjust to fit your needs. The package claims the unit will provide light for 2-3 hours on a charge. I couldn't find a local supplier so I purchased mine on-line.

Bob's Speedometer has an interesting history; you can read more about on their website: www.bobsspeedometer.com. Bob started the business in 1929. Bruce, his son, told me that he had been repairing speedometers since 1957 (when he was 10 years old). Looking at their website, it seems that they service most all types of automotive instruments. There are images of a couple of nicely restored Pontiac instrument panels on their website.



Overall, the operation seems to have been a success. My speedometer appears to be working properly, hopefully for a long time to come. I'll let you know if anything changes. Best regards, Jim

PONTIAC

Editor's note: Many thanks to Jim Black and to Tim Dye for their permissions to reprint this article regarding progress on the new Pontiac Transportation Museum being assembled up in Michigan. The write-up was recently released in the Jan/Feb 2023 issue of "Overhead Cammers". We appreciate their cross-chapter support and hope you all enjoy. MH

Feature

PONTIAC TRANSPORTATION MUSEUM

Update by Tim Dye



Artist's concept drawing – Front View

I'm sure that many of you are curious about the status of the all-new Pontiac Transportation Museum that is currently under construction in Pontiac, Michigan. Simply said, great things take time, but great progress is being made!

Through this note, I'd like to update you with the latest progress. But first, allow me to share a little background of the museum's history to bring everyone "up to speed."

Following General Motors' 2009 announcement stating they were dropping the Pontiac brand, my wife Penny and I decided to set the wheels in motion to start a museum with the mission of preserving the history of our beloved Pontiacs and their related brands. With the help of a fellow car enthusiast who happened to be a lawyer, we completed all the necessary steps to form an official 501(c)(3) not-for-profit organization, to be called the Pontiac-Oakland Museum.

Soon after, I reached out to the officials in Pontiac, Michigan, only to find that there was no interest from them in our museum project — at least from a financial perspective.

However, a stop in Pontiac, Illinois on August 1, 2010, would prove to be much more fruitful. The day following my brief, unplanned visit there — upon returning to my house in Broken Arrow, Oklahoma — I received a phone call from someone in that Illinois city. It was Mayor Bob Russell, telling me of his great enthusiasm for potentially hosting an auto museum in his hometown located along Historic Route 66.

After several return trips to Pontiac, Illinois and subsequent phone conversations, the mayor and I were able to iron-out nearly every detail, outlining what it would take to make such a museum possible.

In the meantime, GM's October

31, 2010, deadline was fast approaching. That was the day in which all remaining contracts with Pontiac dealers would expire — in other words, the day that would officially mark the end of the Pontiac brand of automobiles.

To signify the occasion, I was contacted for an interview by a correspondent of The New York Times, and their photographer was dispatched to my home where literally hundreds of pieces of Pontiac-Oakland memorabilia and nearly two dozen of my personal cars were kept. During that interview, I casually mentioned that plans were in the works to form a Pontiac Museum in Pontiac, Illinois.

Once the newspaper story was published, things started moving rather quickly. On January 3, 2011, the Pontiac, IL City Council approved an agreement between the city and the museum. They would provide an appropriate building and storage along with a



Artist's concept drawing – Rear View

a modest stipend, and we would set up the exhibits and displays and oversee its day-to-day operations.

The very next day, following my input, city workers started renovating the historic downtown building which was officially earmarked for this project, and Penny and I started packing. It is 625 miles from Broken Arrow to Pontiac, IL, and we lost count of the trips made with truck and trailer, plus U-Haul trucks and the three semi transporters that hauled the bulk of our cars.

Today, looking back, it seems like nothing short of a miracle that it all came together so quickly, but on July 23, 2011 — not even one full year after my original, unplanned visit to that town — nearly 2,000 people attended the Pontiac-Oakland Museum and Resource Center's grand opening!

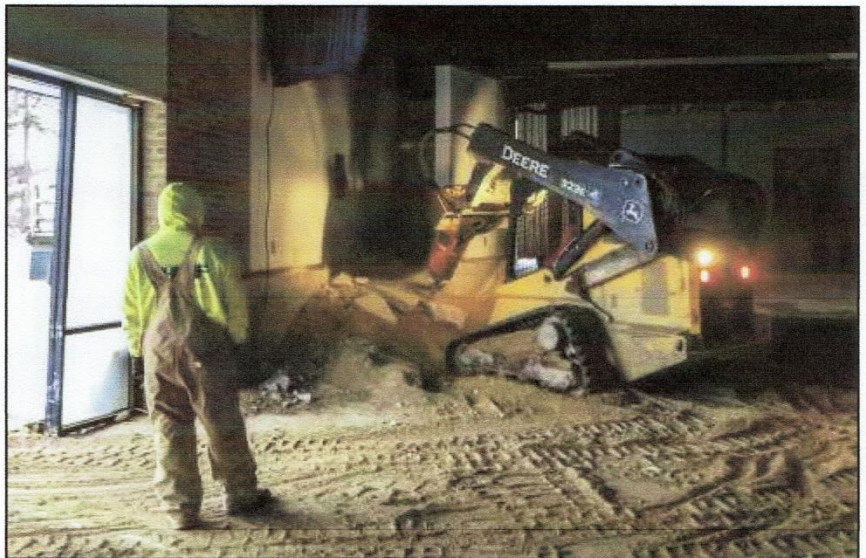
Initially, the cars, the library and artifacts found on display inside the museum were largely comprised of items from our personal collection — and officially “on loan” to the museum. Then, the donations of vehicles, more library materials and memorabilia started rolling in. After

about five years it became evident that we would outgrow this facility.

We were then approached by a group representing Pontiac, Michigan — a private group that collectively sought to bring cultural improvements to their fine city. They felt that a museum which highlighted the transportation history of their region would be a positive step towards that goal.

These folks came from various backgrounds, but none were connected to city management. Ultimately, a 55,000-square-foot building (a long-closed elementary school) was donated to the cause by one of these citizens, and with that, a new chapter for the museum began.

With this development and expansion, it is important for



Demolition begins by removing existing concrete floor.

everyone to understand that there is no intention to shutter the original museum in Illinois. It is felt that the two operations can complement one another. However, because the building in Illinois is still owned by the city itself, that operation will never be fully within our control. That simple fact provided ample motivation for our moving forward with the second museum in Michigan, as the shared 501(c)(3) organization can retain full control of that structure (building) — a huge benefit for long-range planning that will sustain the museum well into the future.

The Michigan museum is named the "Pontiac Transportation Museum" because it will feature all the rich transportation history from the Pontiac, Michigan area. By far, General Motors' Oakland Motor Car Company, Pontiac Motor Division and GMC Truck Division (trucks, coaches and buses) were the biggest contributors to local transportation history. While promoting these three brands' products and histories, the Pontiac Transportation Museum will also celebrate many other local historical transportation concerns. We intend to be a team player with area businesses and schools as we feel there are great opportunities through STEM and STEAM programs to bring a positive impact on future generations.

We have assembled a wonderful group of volunteers in Michigan, and although our new facility is not yet officially open, we have made our presence known in the region by participating in many community events.

Yes, we have already hosted a few small open-house and fundraising-type events at the future museum site, but we still need to raise more capital to fully renovate this building before we can put out the welcome mat for the public.

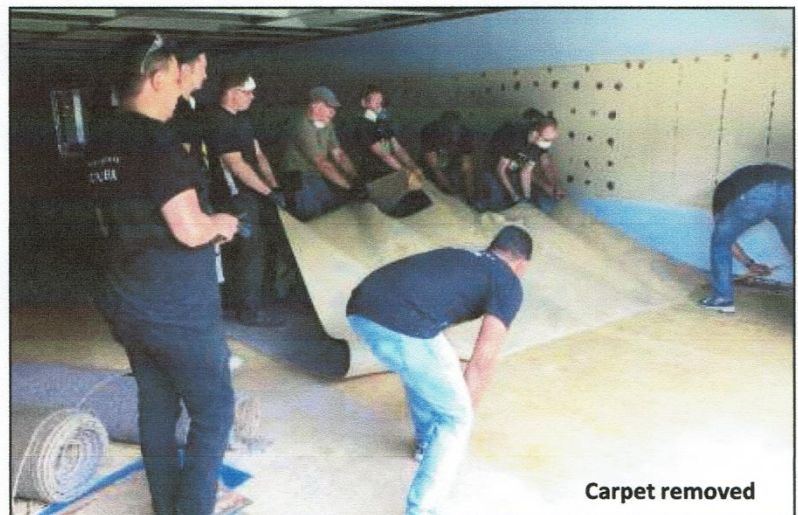
Our plan is to open the museum in phases. We are still in Phase One with major renovations and improvements to the former school's gymnasium, cafeteria and band room areas. With the help of some wonderfully dedicated volunteers, we have made serious



Demolition continues



Existing rebar cutaway



Carpet removed

Feature

progress regarding demolition, remodeling and upgrades to these big spaces.

As funds become available, we pay for work that cannot be done by our volunteers. Currently, electricians are busy retrofitting this area, with the likelihood of HVAC upgrades (heating, ventilation and air conditioning) being completed by late spring 2022.

We are hopeful that your donations will continue to roll in so that we can focus next on plumbing concerns (including ADA-compliant restrooms and so much more). It is only when that facet has been completed that we can start constructing the actual automotive exhibits and displays, outfit the administration office and finish our kitchen (catering) areas. As you can tell, we've got big plans with some major steps remaining on the horizon.

Much crucial work has already been completed. Two large overhead doors have been installed to allow vehicular entry to both the building's upper and lower levels. A large stage was removed, and concrete and block work was done to finish that area. Three interior doors have been cut-in, and many temporary walls have been removed. The old carpet and drop ceilings have been removed throughout the building. A new exterior wall on the parking lot side has been installed. And, because the old school building sat unused for several years, major groundskeeping work was necessary and has since been accomplished.

Further, we have constructed a temporary tool room and service area that will be utilized for working on the ever-growing number of donated vehicles. (Our long-range plan is to build a dedicated shop behind the museum building for working on cars and for holding educational workshops and classes).

Unknown to me at the time, when we first approached the City of Pontiac, Michigan with our project many years ago, they had "hit bottom," financially speaking, and were under emergency



New exterior windows & doors



Viewed from outside



New overhead door opening added

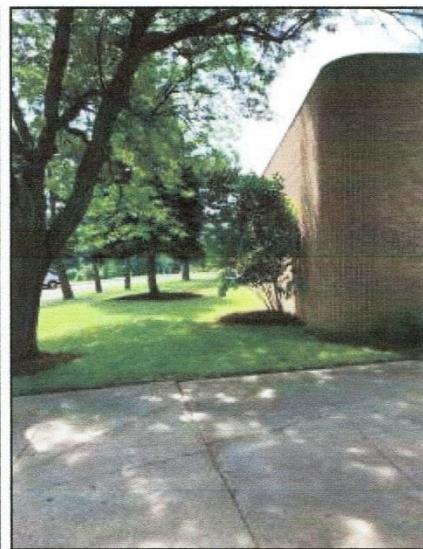
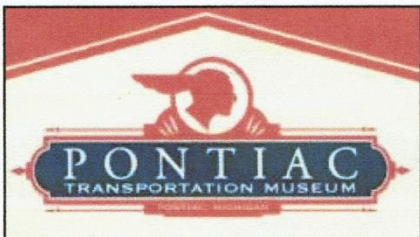
city management. Since then, they have seen great strides in their daily operations and morale. Recently, there was a clean sweep with the city council and the mayor's office. Optimism and confidence are now quite evident regarding ongoing municipal improvements — which finally includes a valued endorsement for the museum, too.

Last year, in 2021, we celebrated the 10th anniversary of the original museum in Illinois. If all goes well, later in 2022, we hope to make an official announcement regarding the opening of the Michigan facility.

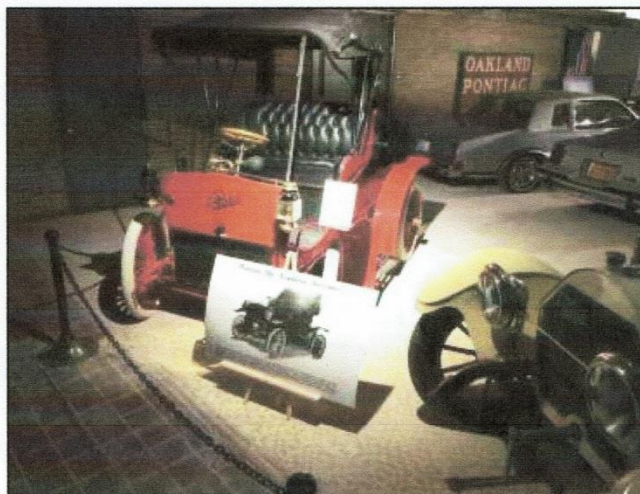
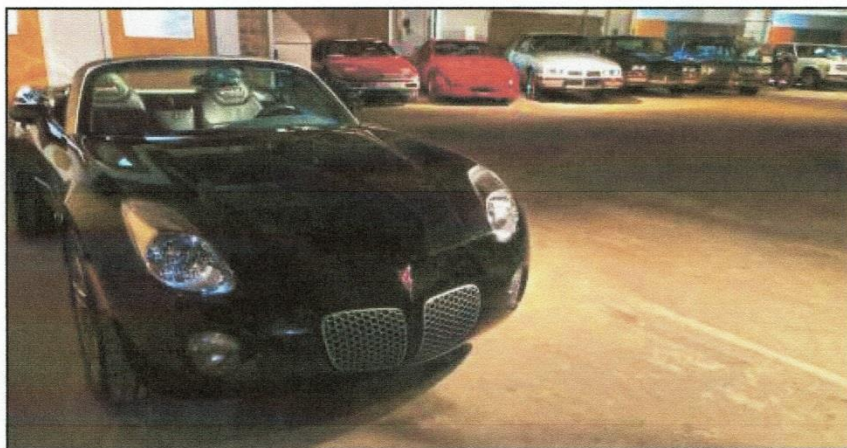
We are thankful for the financial support shown thus far by so many car clubs and chapters. Until the second museum opens, there are no paid employees and, except for utilities, taxes and necessary overhead, 100% of donated funds go directly towards the completion of Phase One renovations.

Yes, we are as anxious as you are to see the new museum potentially open soon, so please consider how you might be able to assist. The importance of making a financial donation remains as strong as ever. Why not make the museum the beneficiary of your local club's annual car show? Please feel free to reach out to me with any questions or concerns. Learn more at www.pontiactransportationmuseum.org. Thank you! **OHC**

This just in - Tim feels that if donations continue, he thinks they will be able to do a first phase opening in time for the 2023 Dream Cruise.... Ed

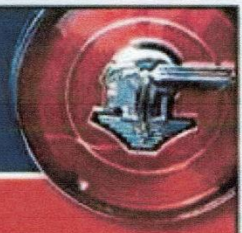


The museum grounds have also been attended too with new landscaping added.



Many vehicles have already been brought into the museum (above) with a few permanent exhibits established (left).

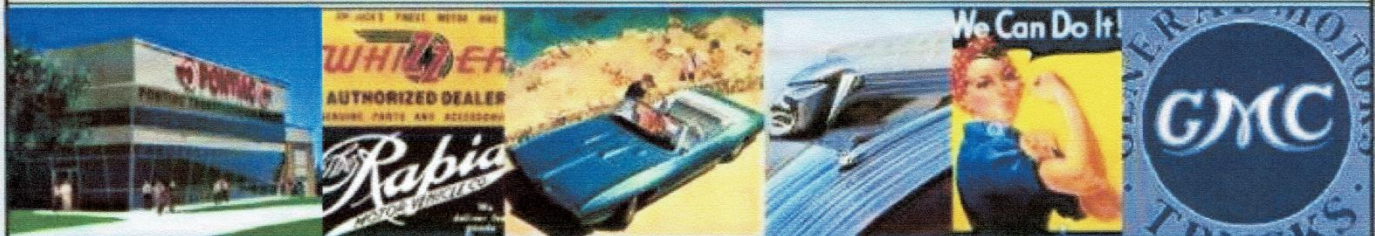
We're Building a Museum!



FROM THE CARRIAGES, CARS, TRUCKS, BUSES, MOTOR HOMES AND
MOTORIZED BICYCLES, TO THE AMPHIBIOUS VEHICLES THAT HELPED WIN WWII –
THIS ALL NEW WORLD CLASS MUSEUM WILL EXCITE, ENGAGE AND EDUCATE
ABOUT A LEGACY OF TRANSPORTATION THAT CHANGED THE WORLD!

HOWEVER, THESE PRODUCTS WOULDN'T "BE" WITHOUT THE PEOPLE WHO BUILT THEM.
THIS MUSEUM WILL TELL THEIR STORIES AND THE STORY OF HOW THE PONTIAC REGION
BECAME A POWERHOUSE OF TRANSPORTATION MANUFACTURING AND A COMMUNITY
IN TRANSITION, MOVING FORWARD INTO THE FUTURE.

Please Join Us on-line or for Our Next Event!!



Ways You Can Help:

DONATE:

- Qualified Charitable Donations
- Planned Trust & Estate Planning
- Naming Rights Opportunities
- Smaller Scale Opportunities:
 - Buy the Foot / Engraved Pavers
- Direct Cash Contributions
- Gifts of Property or Archives

VOLUNTEER:

- Deconstruction & Hands-On Help
- Community Outreach
- Research, Inventory, Record-keeping
- Capital Fundraising Efforts
- Social Media / Marketing
- Event Planning, Set-up, Hosting
- Join a PTM Committee

JOIN OUR COMMUNITY:

- Ask to be added to our PTM "Friends" email database to learn of events and updates.
- Visit, "Like" & Share PTM Social Media.
- Spread the word to everyone about this Exciting Cultural Institution in the works, located in Pontiac in the center of Oakland County, MI.

There's so much more to tell!
Contact us:

WWW.PONTIACTRANSPORTATIONMUSEUM.ORG
EMAIL: ADMIN@PONTIACTRANSPORTATIONMUSEUM.ORG
PONTIAC TRANSPORTATION MUSEUM • PONTIAC, MI



Editor's note: This is the second excerpt from the Jan/Feb 2023 issue of "Overhead Cammer". I've listened in on many conversations on this very topic. I admit to using Mobil 1 fully synthetic oil (10W40) in my '69 GP; perhaps I can avoid the whole "zinc" debate but time may tell. Meanwhile, this might be an interesting read for our own gang. Enjoy. MH

CAMMIN' at Random

ohcchapter@gmail.com

Fred Simmonds
Column Contributor

For this column we invite members to submit questions that pertain to the OHC-6 engine and its cars. Please submit your questions directly to the editor at: ohcchapter@gmail.com

To Zinc, or not to Zinc??

A catalytic converter cannot live with Zinc, and your Overhead Cammer can't live without it! So, what's the big deal? Read on...

The EPA mandated catalytic converters back in 1975 as an aid to curbing emissions. These converters were subsequently warranted by the car manufacturers for 100,000 miles. Even though gas was now unleaded, it took some years before the oil industry started to reduce the amount of Zinc in engine oil. Why reduce it? Simple: it, along with Phosphorous, clogged up the converters, and they would not last 100,000 miles!

Not a lot of advertising accompanied this Zinc reduction, so classic car hobbyists were routinely unaware of these events. As time passed, the amount of Zinc in engine oil dropped to 700-800 parts per million (ppm) – great for catalytic converters, but not for older engines with flat tappet cams. Of course, as the 1980's came along, flat tappet cams were

replaced by roller lifter camshafts that, by design, had a lot less friction on the camshaft, lifters, etc. So newer cars (after the early 80's) were just fine with less Zinc, but classic car hobbyists began to have premature camshaft wear without the Zinc their engines required.

If you've read this far, you understand that Zinc and Phosphorous are minerals that guard against camshaft wear. And even though there is still some in current-day oils, it simply isn't enough. Enter the oil industry. Recognizing this dilemma, they have formulated oils with 1,300 to 1,500 ppm of Zinc and Phosphorous (ZDDP) that are available in the marketplace today. Please refer to the engine oil chart below that shows several of the popular oils today that have increased levels of these sorely needed minerals. A comparison is also shown with some current-day oils (API SN).

If you like your ZDDP as a stand-alone additive that you can mix in with your

11/6/20

Engine Oil Comparisons

Brand	Type	Weight	Zinc (ppm)	Phosphorus (ppm)
Amsoil	Z-Rod Synthetic	10W-30	1320	1440
Valvoline	ZR-1 Synthetic	10W-30	1400	1300
	ZR-1 Conventional	10W-30	1400	1300
	Synpower	10W-30	830	760
	Maxlife	10W-30	830	770
Joe Gibbs	Driven HR2 conventional	10W-30	1500	1500
	Driven HR4 Synthetic	10W-30	1500	1500

data from each manufacturer's data sheets

CAMMIN' at Random

ohcchapter@gmail.com



A few of the engine oil manufacturers that include ZZDP additive.

current-day oil, there are several brands to choose from as an alternative to buying the somewhat pricier oils with these minerals already mixed in. The only question is whether you like to be a "mad scientist" or prefer the ease of just pouring straight from the bottle (is that like "Set it and forget it"?). In either case, the idea is to get an acceptable level of ZZDP in your oil to protect your Cammer.

Questions about what type of oil to use in Cammers is a frequent topic on our *OHC Forum*. Lots of hobbyists use lots of different brands of oils, and that's OK. The main idea is to get a sufficient amount of ZZDP in whatever brand of oil you're using! As for

viscosity, the Pontiac chassis manuals usually specified 20W or 10W-30 from 1966 – 1969. Of course, other weights were also listed to cover all possible types of driving conditions such as "sustained high speed driving" or driving in temps below zero degrees. Your local climate should dictate the viscosity best for your Cammer. Since I live in Michigan and drive my Cammer year-round, I prefer to use 10W-30. Again, it's your choice based upon your local climate and what time of year that you drive your Cammer.

I hope this provides you with some information about oils to use in your Cammer. This topic could easily generate 75-100

pages of technical discussion, and I don't think I'm up to it! If you should have specific questions about a particular brand of oil to use, I strongly recommend contacting the customer service department of any oil company. I've found them to be very helpful.

- Fred Simmonds



Thanks again Fred and Jim!! MH

**BIG
NEWS
FOR 2023**

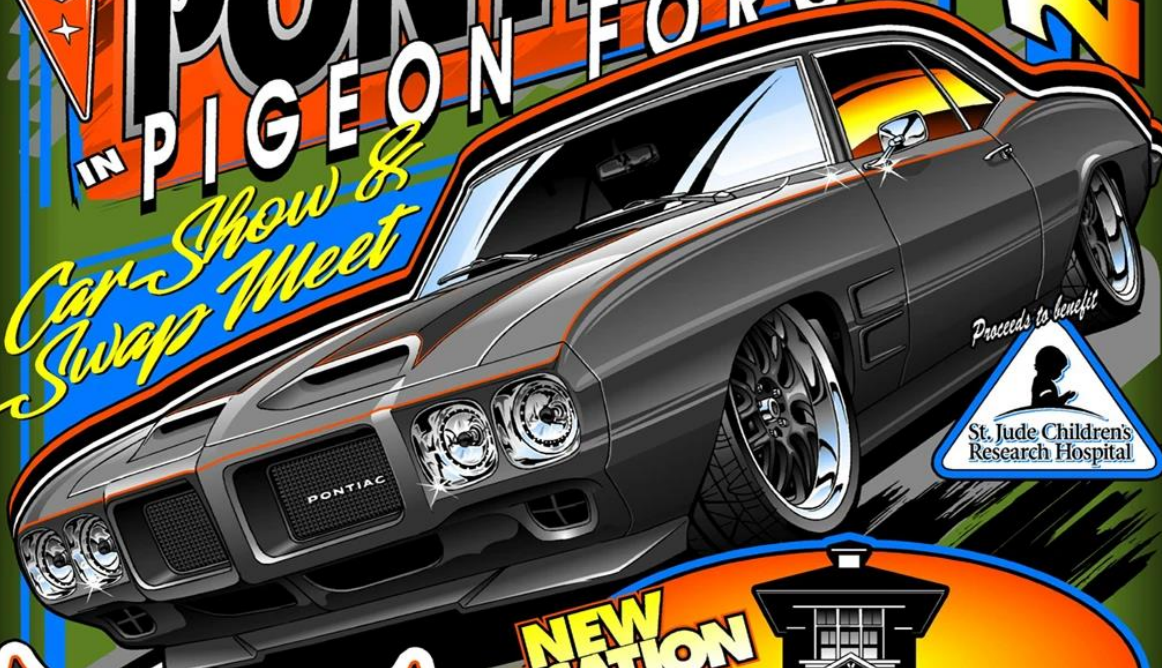
JUNE 2-4

PONTIACS

IN PIGEON FORGE

2023

*Car Show &
Swap Meet*



**NEW
LOCATION**



2986 Teaster Ln, Pigeon Forge, TN

JUNE 2-4, 2023

Show Contact: Mike Blackburn: 865-379-9595 - email: pipf16@yahoo.com

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

www.pontiacsinpigeonforge.com

HUGE OPEN CAR SHOW

FREE Coffee and Donuts with Registration!

**Sponsored by the American Legion Post #155,
The Indy GTO Association and The Indy Firebird Club**

All Years, Makes and Models!

All Cars, Trucks, and Motorcycles Welcome!

**Muscle Cars, Antique Autos, Exotics, German Autos,
Project Cars, Silent Auction !**

JUNE 10, 2023 (SAT.)

American Legion - Post #155

852 West Main Street

CARMEL, INDIANA 46032

\$15 Day of Show / Visitors FREE

Reg. is 9am - 11:30am / Awards at 2:00pm

INFO: Ted Durlacher at Ted@TheRollsREALTOR.com or 317-694-8946

www.facebook.com/IndyFirebirdClub

www.facebook.com/IndyGTOAssociation

IndyFirebirdClub@gmail.com

\$250 Award to Club with MOST Participation



Please note – The HUGE OPEN CAR SHOW, sponsored jointly by the Indianapolis GTO Association (IGTOA) and the Indianapolis Firebird Club (IFC), is a charity event benefitting several valuable organizations. Please bring your choice of these donations to drop off at the show. Thank you!!!

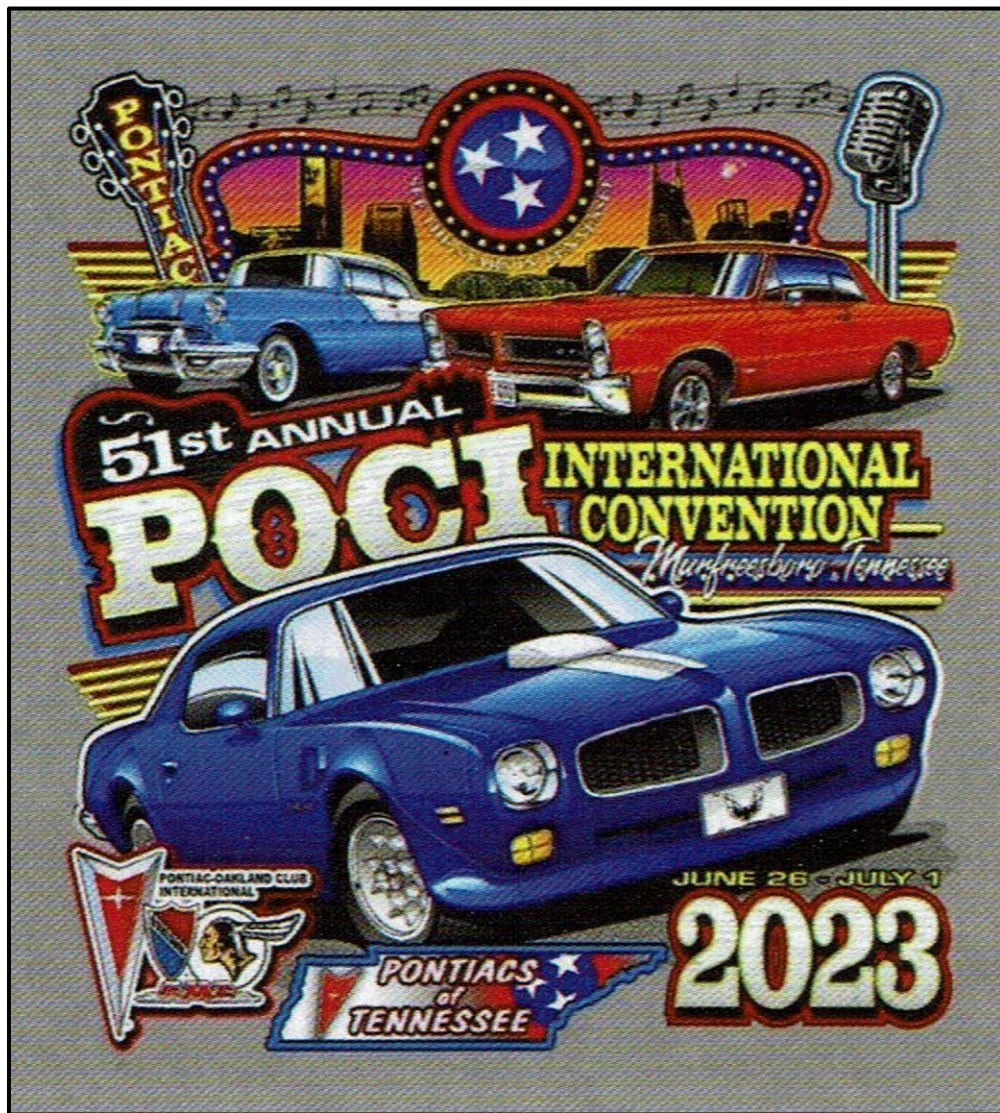
AMERICAN LEGION POST #155

Homeless Veterans Donations List (HVAF):

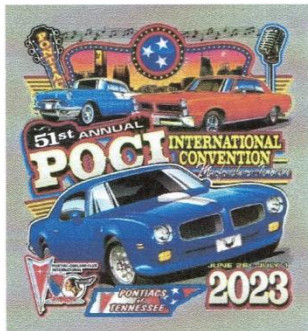
***Please Bring Some Or Any Of These To The Show
To Support Our Homeless Veterans (Men and Women).***

THANK YOU!

- New Twin Sheet Sets
- New Pillows
- New Bath Towels
- New Wash Clothes
- MANUAL Can Openers
- Canned Meat (Chicken, Tuna, Etc.)
- Canned Fruit and Soups
- Pasta and Pasta Sauce
- Peanut Butter
- NEW Men's Boxers and Briefs (ALL Sizes)
- NEW Men's Undershirts (ALL Sizes)
- Bottled Sports Drinks
- Umbrellas
- Ponchos
- Shaving Cream
- Shaving Razors
- Deodorant
- Shampoo
- Toothbrushes
- Toothpaste
- Bars of Bath Soap
- Household Cleaning Supplies



2023 POCI CONVENTION REGISTRATION FORM



51st Annual Pontiac Oakland Club International Convention

June 26 – July 1, 2023

Host Hotel: Embassy Suites

1200 Conference Center Blvd

Murfreesboro, TN 37129 (615) 890-4464

Reservations (800) 445-8667 mention POCI Convention

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

MEMBER REGISTRATION FEE: \$65.00 ~ AFTER JUNE 1, 2023: \$85.00
(REGISTRATION FEE INCLUDES MEMBER, SPOUSE AND CHILDREN)

MAIL THIS FORM TO:



POCI 2023 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 3/15/23.

CONVENTION UPDATES ARE POSTED AT WWW.POCI.ORG

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

Convention Coordinators: Art Barrett (417) 737-1469 artbarrett@centurytel.net

Larry Crider (918) 798-2765 pontiacfun@gmail.com

Host Chapter Contact: Tony Funderburg (615) 497-7560 funderburgw@att.net

THE CONVENTION REGISTRATION FEE IS NON-REFUNDABLE.

PAY BY CREDIT CARD, CHECK OR MONEY ORDER MADE PAYABLE TO:
"2023 POCI CONVENTION". YOU MAY REGISTER ON LINE AT: WWW.POCI.ORG

NAME _____ POCI # _____

ADDRESS _____

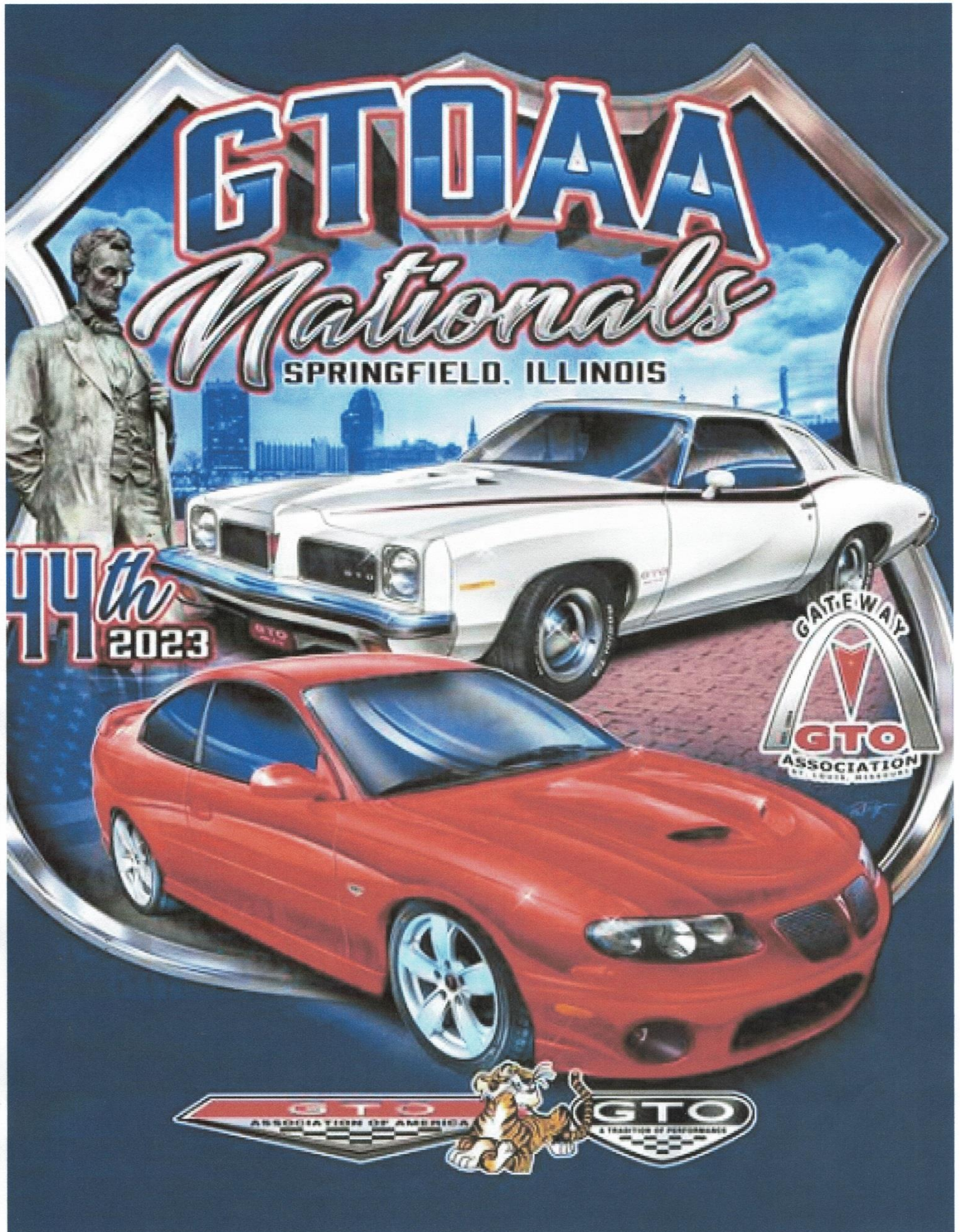
CITY _____ STATE _____ ZIP _____

HOME PHONE _____ CELL # _____

E-MAIL: _____

CREDIT CARD # _____ - _____ - _____

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





2023 GTOAA Convention Car Show Info

JUNE 27 – JULY 1, 2023, SPRINGFIELD, ILLINOIS

General Info

Registration for GTOAA members is \$70, and \$80 for non-members.

- Concours entry deadline is June 15.
- Popular Vote deadline is June 15.
- Popular Vote entries received after June 15 must enter Street Legends display-only class. No exceptions.
- The same car cannot be entered in both Concours and Popular Vote.

Concours Information

Concours entries must tech-in and be in place in the Convention Center by 4:00 PM, Wednesday, June 28. Indoor cars must have less than 1/4 tank of gas and battery must be disconnected.

Only GTOs, GT-37s, and 1964-1972 A-bodies (Tempest & LeMans) can enter Concours classes.

Cars in all Concours classes (except 2004-06 GTOs) must provide documentation from Pontiac Historical Services indicating that the car is an authentic GTO / Judge / GT-37. Concours cars must remain inside the ballroom until 7:00 AM Sunday morning.

Concours Class Descriptions:

Restored: Judging in this class will be based on authenticity and quality of workmanship. Replacing original materials, assemblies, or additions of accessories is acceptable only if they were available from the manufacturer during that particular model year. Point determination for the use of reproduction parts will be based on their likeness to factory assembly line parts.

Factory Original (Unrestored): This class will be judged on the car's originality and condition. Originality will be determined from the body identification and production codes. Condition will be based on cleanliness and amount of wear. Only original or GM maintenance parts are eligible to receive full point credit. Use of aftermarket or reproduction parts will be grounds for full point deduction. Cars in this class should have a majority of original paint, upholstery, and chrome plating.

Modified: To enter Concours Modified a car must have at least three qualifying modifications such as: engine swap, transmission swap, non-original induction, disc brakes where not original, aftermarket AC, fuel injection, blower, nitrous, suspension mods, custom dash or upholstery, custom paint (aftermarket color, flames, graphics, etc.) tube frame, roll bar, body modifications, etc. Cars in this program will be judged on build quality, fit, finish, and detail.

Concours judging starts 8:30 AM, Thursday, June 29.

All Concours questions:

Bill Markowski 716-652-1911 before 9:00 PM Eastern Time
E-mail: wmarkowski@gtoaa.org

Popular Vote Information

Popular Vote is open to all Pontiacs. Classes are determined by model, year, and body style based on actual registrations received.

Popular Vote registrations **MUST be received by June 15.** Popular Vote registrations received after June 15 will be entered as Street Legends, a display-only class. No exceptions.

All cars must complete tech-check-in. Popular Vote tech-in **must be completed by 5:00 PM, Thursday, June 29.** There is no tech-in on Friday, June 30. No exceptions.

If you do not complete tech check-in by **5:00 PM Thursday, June 29**, your car goes into Street Legends display only.

Popular Voting takes place Friday, June 30, from 9:00 AM to 1:00 PM.

See the Popular Vote Classification Chart to determine if you should enter as Stock or Modified. Make sure you enter the proper category for your vehicle. If your car has to be placed in a different class upon arrival because the information you provided is incorrect, there may not be sufficient parking space in the proper class.

This also applies if you bring a different car from the one originally registered. Every effort will be made to accommodate such situations, but if you show up

with flames on a car entered as Stock, there may not be a space for you in the Modified category.

Likewise, if you register a '64 GTO convertible but arrive with a '68 Firebird hardtop, there may not be space for you in the class where you need to park.

You must supply your VIN when registering a GTO or Judge. PHS will verify that the car is a real GTO or a real Judge.

Unverified GTOs will be classed as Modified A-body and unverified Judges will be classed as Modified GTO.

It is not necessary to supply a VIN when entering a Pontiac that is not a GTO or Judge in Popular Vote.

Street Legends is a display-only, non-voting class for all Pontiacs. It is open to stock, modified, original, project, unfinished, or even beater cars. No judging, no voting, just bring it.

All Popular Vote Questions:

Tom Szymczyk 856-524-2588
E-mail: Goatguytom@aol.com

Bob Alexander 970-214-4234
E-mail: bob06gto@LPbroadband.net

Original Owner Display

If you are a previous Original Owner award recipient or will be receiving the award at this year's convention, you have the option of parking in a display-only class of Original Owner GTOs, LeMans, and Tempests inside the Convention Center. Or you can enter the Popular Vote or Concours competition and still receive your Original Owner Award. See indoor car regulations in the Concours section. 2004 GTOs become eligible in 2029, 2005 GTOs in 2030, and 2006 GTOs in 2031.

For an Original Owner application, contact Tom Oxler before May 1, 2023 via e-mail at toxler@prodigy.net or call 636-928-5548.

Rain or ShineRain or Shine

38th Annual TRANS AM NATIONALS August 25-27, 2023

Held at the Holiday Inn and Homewood Suites Dayton/Fairborn, OH

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



Photo taken by Duane Van Duser

Hosted by the Trans Am Club of America, Dayton Chapter, Inc.

Show website: <http://www.tanationals.org>

- First 450 entrants receive Dash Plaque, Hat Pin, Koozie & Pen
- 516 Total entries in 2022
- Appearances & seminars by GM/Pontiac Designers, Engineers, Executives & Historians
- Vendors for Hats, Shirts, Car parts, Car care Items and MORE!!!!
- Music, food & FUN!
- Work-in-Progress/Driver class
- Concours Classes 1967-1992
- Judging - Sat. & Sun.
- Mini-Nationals
- 50/50 Drawing, Silent & Live auctions

Proceeds go to A Special Wish Foundation, Inc.



Pre-Entry Fee \$55.00 & \$57.00 (Includes T-Shirt & Hat Pin)* ...MUST be postmarked by 7/31/2023

Weekend of Show \$55.00 (No T-Shirt) **Sunday Only \$45.00** (No Pre-Entry for Sunday Only entrants)

*\$55.00 pre-entry fee covers T-shirt sizes S to XL. For 2XL, 3XL & 4XL shirts, Pre-Entry price is \$57.00

2023 Trans Am Nationals Car Show Registration Form

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

Name: _____ Phone: _____ Email: _____

Address: _____ City: _____ State: _____ Zip: _____

Vehicle Year: _____ Color: _____ Model: _____ Club Affiliation: _____

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

Do Not Judge (optional for the 30 judged classes) ☐ DNI **\$57** ☐ 2X ☐ 3X ☐ 4X \$ _____

Work In Progress/Driver (separate non-judged) ☐ WIP

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

\$22.00 each sizes: 2XL _____ 3XL _____ 4XL _____ \$ _____

Enter total from Tipp City registration form: \$ _____

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

TOTAL ENCLOSED \$ _____

SIGNATURE (required): _____

U.S. Currency Only, Please

Last Revised 12/22

2023 Trans Am Nationals Vendor Registration Form

Mail Check or Money Order payable to: Trans Am Club of America - Dale Henderson, 1075 Knowles Rd., Flomaton, AL, 36441
Phone: 251-538-7925

Name: _____ Phone: _____ Email: _____

Address: _____ City: _____ State: _____ Zip: _____

Business name: _____ Items you are selling: _____

Car License #: _____ Trailer License #: _____ Date of arrival: _____

Number of 17x27' Spaces needed: _____ x **\$75.00** each = **TOTAL ENCLOSED \$** _____

(17' deep by 27' long approx.)

U.S. Currency Only, Please

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

SIGNATURE of Vendor/Owner (required): _____

Show Times:

Friday August 25th

Reg: 10:00 am - Noon, 12:30 pm - 4:30 pm
Tech Line: 10:30 am - Noon, 12:30 pm - 5:00 pm
Vendor Set-up: 7:00 am
Swap Meet: 10 am - 5:00 pm
Silent Auction: 10:00 am - Noon, 12:30 pm - 4:00 pm

Saturday August 26th

Reg: 9:00 am - Noon, 1:30 pm - 3:30 pm
Tech Line: 9:00 am - Noon, 1:30 - 4:00 pm
Judging Seminar: 9:00 am (participants)
Swap Meet: 9:00 am - 4:00 pm
Show: 10:00 am - 4:00 pm
Mini Nats: 9:00 am - 2:30 pm
Judging: 10:00 am - 3:30 pm
Silent Auction: 9:00 am - Noon, 1:30 pm - 3:30 pm

Sunday August 27th

Reg: 8:00 am - 10:00 am
Mini Nats: 9:00 am - 11:00 am
Tech Line: 8:30 am - 10:30 am
Swap Meet: 8:00 am - ??
Silent Auction: 8:00 am - 11:00 am
Show: 9:00 am - 3:00 pm
Judging: 9:00 am - Noon
Live Auction: Noon
Award Presentation: 3:00 pm (Approximately)

**** All cars will park in Classes on Saturday and Sunday (NO EXCEPTIONS) ****

**** ALL TIMES LISTED ABOVE ARE OHIO TIMES (Eastern Daylight Time) ****

Open to the Public - Spectators Free

For General Information: Jerry Minor: 513-202-1212 or Bev Zellers: 937-698-3200

For Vendor Information: Dale Henderson: 251-538-7925

For Registration Information: Cheryl Minor: 513-202-1212

HOTEL RESERVATIONS

You can call the Holiday Inn Dayton/Fairborn 2800 Presidential Dr., Fairborn locally at: 937-426-7800 and be sure to reference "Trans Am Nationals" to receive rate at \$144 per night or Hampton Inn at: 937-429-5505 and reference "Trans Am Nationals" to receive a rate of \$132 per night

Note: Early cancellation penalties apply - see hotels for specifics.

OUR MAJOR SPONSORS

Holiday Inn Dayton/Fairborn
Phoenix Graphix
Chevrolet Of Troy
Year One

Ames Performance Engineering
Firebird Central
Restore a Muscle Car
The Bandit Run
National Parts Depot

Greene County Convention
& Visitors Bureau
City of Fairborn
TCA Graphics
Second Gen Graveyard

There are 31 show classes for 2023. Please see the website or call for specifics. Awards will be given in all classes. In addition, there will be Best of Show, Holiday Inn Choice, Green County Choice, and Special Wish Choice. Show officials reserve the right to determine class and classes are subject to change due to number of entries. ALL cars must be driven into their assigned classes on Saturday and Sunday for judging & ALL decisions are final. **NO GLASS BOTTLES OR CONTAINERS.** For the Safety of guests, participants, and cars, we cannot allow canopies, tents, or pop-up shades of any kind in any show areas. Please no large displays around or under your car including trophies or mirrors. No truck or back-up vehicles of any kind allowed in any of the show areas. No golf carts allowed except those used by show staff. No scooters unless they are properly licensed. Absolutely NO cooking will be allowed in any show areas. With respect to your fellow participants and spectators we ask that you do not move your cars from show areas or load cars on trailers until after awards on Sunday. Due to tie breakers or *Best of Show* pick, the judges may need to return to your car for a second look. The purpose of the Trans Am Nationals is to provide a forum for Firebird enthusiasts to meet, display their cars, share ideas, and to enjoy the camaraderie of fellow Pontiac F-body owners. **ENJOY THE SHOW!**

For Sale: 1971 Pontiac LeMans Sport Convertible

Editor's Note – Dan Lawlives is a friend to Pontiacs and to HPOC.
His contact info is: cell 765-437-7956 and email dalawlyes22@aol.com

Please feel free to contact Dan with any questions and/or forward his info to any interested parties



Original Options and Features:

- TH400 Automatic Transmission (new)
- 5.7 liter (350 Cu. In.) Engine
- Convertible
- Seats - Comfort Weave
- Front Disc Brakes
- Rear Drum Brakes
- Underbody Rust Proofing
- Endura Front Bumper
- Air Conditioning

Resto-Mod Conversions

- GM Ram-Jet 350 Fuel Injected Engine
- Rated 325 HP and 350 ft. lbs Torque
- TH400 Transmission
- with Performance Shift Kit
- Paint: Base Coat - Clear Coat
- Paint Color: 1998 Corvette Torch Red
- Custom Dual Exhaust
- Custom Steering Wheel
- American Racing VNT70R Wheels
- Rear Air Shocks
- Dash Pad Skin
- Parade Boot
- Sony CD and AM/FM St Radio
- Custom 4 Speaker Stereo
- Custom Dash Insert
- Fiberglass Front Valance
- Fiberglass Ram Air Hood
- Center Storage Console
- NOS Rear Spoiler
- Dual Sport Mirrors
- Dark Tint Windows (side only)
- Electric In-Tank Fuel Pump
- New Fuel Tank
- Paint polished and ceramic sealed

New Items Installed:

- Carpet
- Front Seat Backs
- Front Seat Side Valances
- Door Arm Rests
- Front Bucket Seat Vinyl
- Back Bench Seat Vinyl
- New Convertible Top
- New Windshield
- New Tail Lights
- New 15-inch BFG Radial T/As
- New Front Fenders
- New Rear Fender Panels
- NOS Rear Deck Lid
- Trunk Interior OEM Splatter Paint
- Trunk and Floor Mats (4)
- Battery Tray
- Rear Coil Springs

Original Equipment:

- 400 Cubic Inch Engine
- 2 Barrel Carburetor
- TH400 Transmission
- Interior Color: Parchment
- Exterior Color: Red
- LeMans Sport - GTO Option
- Remote Chrome Driver Mirror
- Hidden Radio Antenna
- Dash Clock
- Interior Lighting - Deluxe
- 14 Inch Rally II Wheels

Things that might need attention:

- Windshield Wipers (never drive in the rain anyway) use RainX
- Power Convertible Top (works manually)
- Ram Air Hood (not functional)
- Air Conditioning (new R134 compressor, no plumbing)

Things that you will enjoy:

- Turn the key and the engine starts every time
- Engine tuned for performance and cruising
- No badges allows polishing in 10 minutes or less
- Steering is straight and tight
- Cruise In Car Shows and Parades
- Comments from other car enthusiasts
- Car featured in a magazine article
- Car featured on NBC Sports Network



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

For Sale: 1932 Pontiac V8 Sport Coupe



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

For Sale: 1970 Pontiac Bonneville Convertible

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



New Members:

Please mail your registration form and dues check (made out to HPOC) to: Linda Hankins, 1408 Maria Ln, Avon, IN 46123

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 1st of each new year. Dues are just \$15.00* per year **OR you may pay a special "one-time and-you're-done" lifetime rate of \$100.00 and never pay HPOC dues again.** This covers all members of your family and all of your Pontiacs, Oaklands, or GMCs.

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

Note: 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 our HPOC treasurer (Hank Hankins, 1408 Maria Ln, Avon, Indiana, 46123). **Please make all dues checks payable to HPOC or Hoosier Pontiac-Oakland Club.**

**2023 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 and dues check (made out to HPOC) to: Hank Hankins, 1408 Maria Ln, Avon, IN 46123

EVENT ANNOUNCEMENTS:

- ❖ 2023 Noblesville Weekly Cruise-in on the Square – every Saturday starting in **May*** thru ???
- ❖ 2023 Danville “First Friday” Cruise-In on the Square – first Friday each month, **May*** thru October
- ❖ 2023 Avon Weekly **Saturday** **cruise-ins*** at Lowes on US 36. Cars generally start gathering around 6PM.
- ❖ **Note(*)** – Given residual COVID-19 concerns, please **double-check event dates to see what’s “real”**
- ❖ Indianapolis World of Wheels – 3/24-3/26/2023, Indiana State Fairgrounds, Indianapolis
- ❖ Pontiacs at Pidgeon Forge, 6/2-6/4/2023, LaConte Center, Pidgeon Forge, TN
- ❖ BOPC Car Show – June date to be announced, Memorial Park, Lebanon, IN
- ❖ **HUGE OPEN CAR SHOW** – 6/10/2023, American Legion Post #155, Carmel, IN
- ❖ 51st Annual POCI International Convention – 6/26-7/1/2023 2023, Murfreesboro, TN
- ❖ GTOAA Nationals – 6/27-7/1/2023, Springfield, IL
- ❖ Ames TriPower Nationals – 7/21-7/23/2023, Norwalk, OH
- ❖ Trans Am Nationals – 8/25-8/27/2023, Holiday Inn, Fairborn, OH
- ❖ Artomobilia – 8/27/2023, Carmel, IN
- ❖ Muscle Car and Corvette Nations – 11/18-11/19/2023, Stephens Convention Center, Rosemont, IL

Wanted and/or For Sale (see more ads in prev pgs):

Don't forget –
Ads in *Chiefly Pontiac* are a free benefit for all HPOC members



Pontiac Fender Covers: Excellent quality! Highly rated!! High quality fender covers, white background, red highlights and a dark blue border with our famous “Pontiac” name boldly displayed. Indian head logo and arrowhead in red. Length 34 ½”. Width 24 ½” Tool tray is 5-1/8” wide. Logo panel 13 ½” wide, incl. the borders. \$25 at any show HPOC attends or \$30 via mail order. Contact Bill Harris, 7836 North Gray Rd. Mooresville, IN, 46158. Phone: 317-831-1568 or 317-839-1656.

**Hoosier Pontiac-Oakland Club T-shirts now available!**

All sizes up to XXL are \$12 each, add \$3.50 S/H for any mail orders HPOC symbol in red over left breast, w/ large stylized Pontiac image on back. Contact Butch Glatz to order. Phone: 317-468-0296 or order via email at biglatz@yahoo.com

**To contact your club officers:**

PREZ: GIB VANCE, 317-619-2714
gibvancejr@gmail.com

V. PREZ (interim): MIKE GERDES 317-250-0722
mgerdes737@gmail.com

SECRETARY: T.B.A.
tba@tba.net

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