

Mid-Summer 2010 NEWSLETTER

THE ORIGINAL **Pontiaction** CHAPTER



KEYSTONE STATE CHAPTER of POCI Founded 1975



FREYSINGER SPRING MEET CLASS WINNERS

Class	1st	2nd	3rd
A - '08-'58 All	No cars		
B - '59-'64 Full Size	Al & Carol Koszi '62 GP	Bill McIntosh '60 Bonneville	
C- '65-'77 Full Size	Bill Ruch '77 GP	Scott Shuman '65 2+2	
D - '78-'95 except FB & Fiero	no cars		
E - '61-'77 Compact/Intermediates	Brenda Steinhower '65 Lemans	Merle Wright '65 Tempest Convertible	
F - '64-'74 GTO	Bob Romig '67 GTO	Tie: Dan Romig '64 GTO & Ed Black '68 GTO	Vic Schreck '70 Judge
G - '67-'81 Firebird/TransAM	Dennis & Wendy Groh '75 TA		
H - '82-'95 Firebird/TransAM	Betsy Wright '83 TA		
I - Fiero (all cars joined the joint Fiero show)	No cars		
J - Commercial/Stock up to '95	Don Hughmanick '72 GMC Sprint		
FREYSINGER CUP	Al & Carol Koszi '62 GP		

See all the Freysinger meet pictures at www.kscpoci.org, select the Photo Gallery, then Freysinger Spring Meet

Hail to the Chief

By Stephen Liebert

Welcome to the dog days of the northeast area summer! Hey! There hasn't been much rain to mess up those weekend plans. I hope the cooling system in your choice of collector car is up to the task. We had a great day at our mid-year meeting at Knoebels Amusement Resort. Frank suggested purchasing 10 of Tim Dyes new book on Pontiac collectibles so we get a discount. Then offer them to the membership at the discount rate. Any books left over would be sold through promotions at the standard rate. We gave Ralph the OK to book next years meeting at Knoebels so we would get a choice pavilion. We were invited back to the Freysinger's dealership for the Spring Meet 2011. We favored May 14th as a date, and our host club, MAFOA agreed. It would be nice to have a little more participation at this show. The Fall Meet is on track at Golden's' dealership on Rt. 61 in Reading, Pa. Our fall tour of the Yuengling Brewery and Jerry's museum is on track. We will announce the breakfast meeting spot. The Junkyard tour looks good, a breakfast meeting spot will be determined. Jim announced a slight change to the Christmas Dinner time line, our dinner time is 3-3:30 PM Dec. 4th. We had been invited to participate in the New Hope auto show's tribute to the Pontiac during this years show Aug. 14 & 15th. We haven't really thought about it so we doubt we will participate. To anyone who would want to visit the show, this is a great show. It's probably this areas largest classic and concourse auto show. A suggestion was raised about having a "presence" at the G.M. at Carlisle event, we agreed to revisit this at the January meeting. We also had a suggestion to do a Finger Lakes N.Y. area wine tour for the upcoming fall season, we will revisit this as well. Our date for GM on display is firm, May 1st 2011. So we covered some open items and firmed up some others, and talked about future options. Some great ideas were brought forward for the following year, all told a productive meeting. Then we went and played in the park. See you at Das Awkscht Fescht, Macungie Pa. the first Sunday in Aug.

Das Awkscht Fescht

By Dick Stover



August 6th, 7th, and 8th, 2010

47th Annual—now that says something!

ANTIQUE & CLASSIC CAR SHOW Starring over 1,200 antique, classic and sports cars sparkling with fun-filled memories (Saturday)

ANTIQUE AND SPECIAL INTEREST CAR CLUB SHOW a 'cast' of 34 car clubs puts on quite a show with over 1,000 vintage autos (Sunday) - THIS IS KSC time!

This is an outstanding show in Macungie, PA on route 100 southwest of Allentown. There is always a featured car. A few years ago it was our own Oakland. This year it is the Thunderbird. We are talking over a thousand cars with nothing newer than 1985 on Saturday, and no street rods/customs allowed any day. AACA holds a judged show within the overall show, but anyone can register. Go to their website: <http://www.awkscht.com> or

if you are interested in Flea Market space, or Car Registration information, please contact Shirley Schaeffer at 610-262-9718. There is also a car corral, stuff for kids, and much more.

Do not miss one of the premier car shows in the country.



UPCOMING EVENTS

YOUR BEST SOURCE OF THE LATEST INFO IS THE CLUB WEBSITE—

www.ksepoci.org

May 15 (Sat.): KSC/POCI Spring meet at Freysinger in Mechanicsburg. Joint meet with the Mid-Atlantic Fiero Owner's Assn.; Contact Stephen Liebert at 215-322-9636 . Check the website for the pre-registration form. Registration starts at 9.

May 22 (Sat.) 9:00 - 3:00: The Delaware Valley Oldsmobile Club, official chapter of Oldsmobile Club of America, invites all BOPC owners to their 5th Annual Spring Buick, Oldsmobile, Pontiac & Cadillac show at K.D. Markley School 354 Swedesford Road, Malvern, PA. Contact: Tony Moller (610) 637 2100 or <http://clubs.hemmings.com/clubsites/delvaloldsclub/BOPCshow2010.pdf>

June 19 (Sat.): KSC/POCI Mid-year membership meeting (11am) and fun event Pavilion 'Q' at Knoebels Grove, Rt. 487 east of Elysburg, PA, west of Sunbury, PA; Contact Ralph Keller 570-326-9237

July 6-10: POCI National Convention—Charleston, WVA; check the POCI website: www.poci.org

Aug 6-8: Das Awkscht Fescht at Macungie, PA. Club day is Sun. Aug. 8. Contact Don Haley at 610-640-7464 or chiefpontiac1@aol.com

Aug. 21 (Sat.) 9am - 3pm: Susquehanna Valley GTO 3rd annual All Pontiac Show (formerly at Jones in Lancaster) at Amos Herr Park, Harrisburg Pike & Nissley Rd., Landisville, PA. Contact Vic at 717-898-8107 or http://www.svgto.com/documents/2010_SVGTO_Pontiac_Flyer_pdf.pdf

Sept 9-11: Flathead Reunion, West Dover, VT, hosted by the Early Times Chapter of POCI. Check the website: www.earlytimeschapter.org

Sept 26: KSC/POCI Fall meet at AW Golden, Reading, PA. Contact Frank Kemp at 610-367-6664 or fkemp@dejazzd.com

Oct 16 or 23: KSC/POCI Fall driving tour—TBD

Nov. 27 (Fri.): Junkyard tour, Friday after Thanksgiving—TBD; contact Stephen Liebert at 215-322-9636

Dec. 4: KSC/POCI Christmas Party, Bird-In-Hand Family Restaurant, east of Bird-In-Hand, PA on HY-340; 1-4 pm. Contact Jim Martin 717-393-3031. \$15 to be paid at the door. RSVP no later than November 27

Jan. 9, 2011: KSC/POCI Board Meeting, 1pm, Bird-In-Hand Fire Company, Bird-In-Hand, PA on HY 340 near the railroad underpass; contact Jim Martin 717-393-3031

My Two '60 Pontiacs



My Two 1960 Pontiacs – Part 3 of 3 My 1960 Pontiac Catalina Safari 9-Passenger Station Wagon by Bill McIntosh

Introduction

This is the third and last of my mini-series about my small, two-car collection of 1960 Pontiacs. For those of you who did not read Part 1 or Part 2, you will have to go back to the last couple of editions of *Pontiaction*, the Club's newsletter. As in Part 2, I will refer back to Part 1 and Part 2 as there are themes that connect all three articles. This article is about my relatively recent acquisition of a 1960 Catalina Safari 9-passenger station wagon. As such, its story and its refurbishment is a "work in progress." Perhaps a few years down the line, I will finish the work and write a follow-up article.

Pontiac Station Wagons for 1960/Technical Details

Of the 399,646 1960 Pontiacs built for the 1960 model year, only 35,926 (or 9%) were station wagons. And, despite the expansion of the model lineup to four by the addition of the Ventura, only two models of station wagons were available in 1960 -- the Catalina and the Bonneville. The Catalina was available as a 6-passenger and a 9-passenger with rear-facing third seat. The Bonneville was available only as a 6-passenger. Thus, if you were purchasing a Pontiac wagon in 1960 as a family hauler and had to have 9-passenger seating, there was only one wagon available to you.

Both the Bonneville and Catalina station wagons for 1960 were built on a 122" wheelbase as opposed to the 124" wheelbase of the Bonneville and Star Chiefs. Technical details were much the same as other Pontiacs of the day, and readers should refer to Part 1 of this series for both the history and technical development of the 1960 model. There were some differences relative to sedans, hardtops and other models including:

- A special stabilizer bar installed in the rear, absent from other models.
- Electric rear window was standard on the 9-passenger wagon but optional on the 6-passenger models; switches were installed under the dash and on the side of the third rear-facing seat.
- Folding second and third seats to accommodate very large loads; while a sheet of plywood would not fit in the area, it still was a generous 46.2" by 93.6" with tailgate closed.
- Rear-facing seat on the 9-passenger Safari.
- Special rear bumper with cut-outs for tailgate hinges and steps to allow third-seat passengers access to the third seat.
- Slightly heavier tires were fitted on the wagons and were 8:50-14 versus 8:00-14 for all other models.

Engine and transmission options were essentially the same as other Pontiac models (see Part 1 article) and this included the Tri-Power set-up, although I doubt that many wagons were ever equipped this way.

Despite the limited range of station wagon models available for 1960, Pontiac did offer a full range of "special conversion equipment" to turn the station wagon into an ambulance, hearse or rescue vehicle (see attached page from the dealer catalog). Special equipment included cots, stretchers, mattresses, lights, sirens, drapes, shades, oxygen and emergency equipment, as well as a full selection of accessories for outfitting a hearse. (continued on page 5)

(Continued from page 4)

How I Found and Acquired the Safari Station Wagon

As many of you are, I am a long-time subscriber to *Hemmings Motor News*. When I get the latest issue, I usually look for any "up front" articles of interest and read them. Almost always, I look in the sections of cars I am interested in and particularly scan any Pontiac ads for cars from about 1955 to about 1965. While living in Maryland before my move back to Pennsylvania, I was looking through the July 2006 issue and came across a 1960 Catalina Safari station wagon for sale. What peaked by initial interest was the fact the seller was claiming it had only 64,000 original miles and was in virtually original condition. The owner was in Mendham, New Jersey, so I called and made arrangements to see the car. Both my nephew and niece were visiting at the time and I needed to bring them back to their home in Philadelphia. So, we made an adventure of the day by going first to see the Safari in New Jersey and then to Philadelphia.

We arrived at the house of the owner, Joe Carfagna. The Safari was outside in his driveway and a casual inspection suggested that the vehicle was in pretty good condition. The kids and I spent a long time evaluating the Safari. Joe started the engine and it ran, albeit pretty roughly and the muffler was shot. Transmission seemed OK and went into drive and reverse reminiscent of my Bonville (see Part 2). The engine bay was pretty nasty looking but it was clear that everything was absolutely original, right down to the hoses, belts, hose clamps, etc. The interior was in almost-perfect condition, very unusual for a 9-passenger wagon which is typically trashed by a bunch of kids. Joe indicated that he acquired the Safari from a party in New York state and that he had the original invoice and other papers that came with the car. That revelation (from upstate New York) set off alarm bells as I figured that the car must be a "rust bucket" underneath. So, I crawled under the car with my trusty pen knife and began poking around, literally. While the frame and running gear had much surface rust, the body was surprisingly sound. In particular, the rear floor pans were in perfect condition. I attribute the relative sound condition to the fact that the Safari was undercoated within an inch of its life! Undercoating in my mind is classic "good news - bad news." The good news: it preserves the vehicle. The bad news: it's undercoated.

After satisfying myself that this was a original survivor with 64,000 miles and would not have to be restored from the ground up, I indicated that I would like to purchase the vehicle and Joe and I negotiated a final selling price. Part of the negotiation was to have Joe continue to store the Safari for the next few months while the garage at our new home in Pennsylvania was constructed. I had no room for the wagon in Maryland and I did not want to have to move it twice -- once to Maryland and then to Pennsylvania.

My brother and I returned in November once the garage in Bernville was under roof. While my brother has a trailer that will handle the largest of classic cars, the challenge was getting the car without brakes on and off the trailer. Yes, Joe had indicated that the previous owner had started rebuilding the brake system and got only as far as disabling them by cutting the brake lines!

One of the bonuses of visiting Joe Carfagna was that he was an avid collector of late 1950s and early 1960s vehicles. His garage was four bays wide and two bays deep, high enough to accommodate lifts in all bays -- and it was stuffed to the gills with vehicles, so many that he had to store the Safari off site! In addition to a wide range of cars, he was an avid collector of station wagons and thus, his buying the Safari. He had some most unusual makes and models of station wagons including a 1959 Oldsmobile and a 1959 Mercury with wood siding. My favorite car in his collection though was his restored 1960 Pontiac Catalina convertible in Skymist blue with a white convertible top!

History of the Catalina Safari

My Safari started life in the Linden, New Jersey BOP assembly plant in May of 1960. It is not clear if this Safari was manufactured to a specific order or was manufactured for dealer inventory. Based on the documentation I have, I suspect that it was a special order. The Safari was delivered to Albee Motors, 401-409 State Street, Elmira, New York. On May 27, 1960, the Safari was prepared for customer delivery and the next day the Safari was delivered to Paul M. Brown, RD #2, Pine City, New York. The purchase price for the Safari was \$4,257.70. Mr. Brown's trade-in was a 1959 Chevrolet Kingwood station wagon. He received \$1,490.30 for the Chevy. Can you imagine, a one-year old 1959 Chevy station wagon for \$1,490?

I was told that Mr. Brown was either a fireman or fire chief in his hometown of Pine City. As part of the dealer preparation of the Safari, the dealer installed two round, red-lensed Dietz lights in front of the grill (see front shot of the wagon). It was wired such that a switch under the dash activated them and they were connected to a separate flasher so when activated they flashed on and off. In addition, Mr. Brown installed a high-quality fire extinguisher on the interior between the front and rear driver-side doors. Based on the immaculate condition of the interior, it appears that Mr. Brown used the Safari to go to "fire events" and only rarely did other passengers ride in the Safari. (continued on page 6)

(Continued from page 5)

Technical Details and Specifications

My Safari was painted two-tone, Coronado Red Metallic (Code L) with a Shelltone Ivory (Code C) roof. The interior is fitted with all-Morrokkide seats in two shades of metallic red and maroon. Doors are two shades of red and white. Apparently, Mr. Brown wanted a well-optioned Catalina Safari and this one was equipped with:

- Hydra-Matic automatic transmission
- Wonder-Touch power steering
- Wonder-Touch power brakes
- The Tempest 425 V-8 with 2-barrel carburetor
- The Basic Option Group including: Circ-L-Aire heater and defroster, "Wonder Touch" deluxe radio with manual antenna, back up lamps, heavy duty air cleaner, full-flow oil filter and Custom Latex Foam front seat
- White sidewall tires
- Dual speed wipers and windshield washers
- Rear speaker
- Padded dashboard
- Lamp Group
- Mirror Group
- Decor Group including, De Luxe Wheel Discs, custom steering wheel, instrument panel custom trim and custom exterior trim

Getting the Safari Back on the Road

Once I acquired the Safari and brought it to our new home in Bernville, it sat there undisturbed for 2-1/2 years. I had no time to work on the car as we finished up building our new home, sold the old one in Maryland, moved back to Pennsylvania and began to settle into our new home. In the fall of 2009, I was determined to take the cover off the Safari and begin working toward an interim goal of getting it back on the road. While progress is slow due to the other demands on my life, I am beginning to see daylight. The engine bay has been completely restored including rebuilding the heads and installing all new service parts (water pump, hoses, belts, ignition parts, fuel pump, etc.) as well as cleaning and repainting all other parts. As of this writing, I am now in the process of installing all new brake components and refurbishing those that I am not replacing (backing plates and drums). Wheels have been blasted and powder coated and a new set of wide white wall radial tires are on order. I am hoping to have my first test ride (with brakes!) this summer.

Future Directions in Refurbishing the Safari

After reaching my goal of getting the Safari back on the road, I hope to continue the work with the goal of having a very nice driver that could win a trophy or two in a local show. Because the value of these cars will never be high, it simply does not make economic sense to do a complete restoration unless you have a special car such as a 1960 Bonneville convertible. I will be looking to restore the paint work where necessary, do some limited re-chroming, install new carpeting and do other "touch ups" on the interior.



See all of Bill's pictures at www.ksepoci.org
Select the Articles and other Documents, then
"Related Photos" under Bill's articles

Odds and Ends

PONTI-MAC

by Gary Schuck

Our daughter was barely 2 years old when we acquired our 1933 Pontiac sedan, and her mangled pronunciation of the name stuck with the car through 17 enjoyable years of ownership.

Ponti-mac was one of more than 90,000 completely redesigned Pontiacs produced during a very successful and pivotal 1933 model year. The last vestiges of parent Oakland vanished with the '32 Pontiac V8, and the former "Chief of the Sixes" faced the future alone. As a 4 door sedan with a base price of \$695, Ponti-mac was near the top of a model range which included a roadster, cabriolet, 2 door sedan, and touring sedan with an integral trunk. All were powered by a new 223 cubic inch flathead straight 8 producing 77 horsepower – an engine good enough to remain in production for the next 21 years. Three speed manual transmissions were now synchronized in second and high for easier shifting, but the four-wheel brakes were still mechanically operated. A popular innovation on Fisher bodies for 1933 was "flow-thru ventilation" in the form of vent windows that would be used on nearly all makes for the next 4 decades. Ponti-mac was handsomely finished in two-tone Vendome (very dark) blue and Stygian (very, very dark) blue with black fenders and Tacoma Cream pinstripes.

Our 1933 apparently remained in regular use for about 75,000 miles, until 1955 when it was traded to Walt Arnold Pontiac in Carlisle, Pennsylvania. Mr. Arnold, an enthusiast and collector, stored the car under cover for about 20 years until KSC member Don Barlup put it back on the road. Apart from required maintenance and replacement of a leaky fabric roof insert, Don preserved the wonderful originality of this rare survivor. Those lucky enough to have a copy of John Gunnell's 1982 book "75 Years of Pontiac Oakland" can find a picture of this car on page 120, taken when Don displayed it at the KSC "mini-convention" in 1977.

Chris and I joined POCI in 1975 after inheriting a '61 Bonneville from my parents, and quickly discovered that folks with older cars seemed to be having the most fun. Our search for a 1930s era Pontiac ended in 1979 when Don brought the '33 to the KSC fall tour and invited us to drive it for the day. Needless to say, this absolutely solid, honest, reliable car sold itself and a deal was struck immediately. My confidence was further bolstered when Don delivered the car by driving it for an hour on the Pennsylvania Turnpike with the hand throttle set for 60 mph.

Storage space was tight at the time, and Ponti-mac spent a year living under a car cover on the back porch while we built a new house. Although we would have liked an open car, the sedan was better suited to our needs and the ample back seat allowed us to bring our two kids and luggage for tours or long show weekends. As older members may remember, we did not hesitate to drive this car anywhere in almost any weather and it never failed to bring us back home safely. Driving did require a bit more skill and concentration, but the notion that cars of this vintage must be modified to run with modern traffic is absolute nonsense. My wife immediately adopted Ponti-mac as her special favorite and became a great ambassador for the hobby. She loved piling the car full of kids, and the occasional dog, for rides through the neighborhood. She took Ponti-mac to our daughter's Brownie meeting so the young scouts, and some of their parents, could learn what motoring was like before they were born. In the summer Chris drove it to church and on local errands, patiently answering questions wherever she went.

However, she never had to deal with a question like I encountered while stopped at a traffic light one day. The truck driver beside me inquired about the car, and when informed it was a 1933 Pontiac he immediately asked if I had purchased it new. Since the car was built 7 years before I was born I was at a loss for words, but my fellow club members have had a lot to say about the "did you buy it new?" question ever since!

Ponti-mac was also used for driver training and our son, now 37, is still proud of the fact that the first car he ever drove was a 1933 Pontiac. When she was old enough, his younger sister also enjoyed the opportunity to drive the car she had named as a little girl so many years before.

Being custodians of an original car is a mixed blessing, and for years we agonized over whether to perform a full or partial restoration to make Ponti-mac more presentable and more fun to clean up for shows and tours. Torn by indecision, we took the easy way out and sold the car. To our surprise and disappointment, within a matter of months Ponti-mac was transformed into a street rod.



See the club photo gallery on the club web site: www.kscpoci.org then select Photo Gallery and pick your event or photo grouping. Also see the color version of each newsletter—select the Newsletters button

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- Director: Jeff Reich
- Chapter Historian: Bill Stephenson

Keystone State Chapter Membership Information

For general information, contact Richard Stover at
kscpociinfo@gmail.com

Annual Chapter dues are \$15.00 payable in **January, 2010**. You must be a member of POCI National FIRST before joining a chapter. Send dues payable to KSC-POCI, c/o Rick Harding; 314 Reinholds Rd.; Denver, PA 17517

For Pontiac-Oakland Club International information write: POCI; P.O. Box 9569; Bradenton, FL 34206; or call: 941-750-9234

Annual POCI dues are \$31.00 and include a monthly magazine.

KEEP 'EM ON THE ROAD