

Fall 2014 PONTI ACTION

The Original *Pontiaction* Chapter...
The Keystone State Chapter
Pontiac Oakland Club International



Founded 1975; LONGEST CONTINUOUSLY OPERATING



FROM THE CHIEF

Well... the touring and show season has unfortunately come to an end and it is time to start thinking about putting our "toys" in storage, or starting a new project, or maybe resurrecting that long overdue project. However, we have two more club events before the new year and I am looking forward to both. This year's Junk Yard Tour (the day after Thanksgiving) looks like a great venue and I want to thank Steve Liebert and Dick Stover for their efforts in securing this location. Our Christmas party is locked in and Santa's elves have already delivered. I have reservations space for between 35 and 50 people and look forward to seeing you at the party. By the way, I guarantee that the food will be delicious as always.

Since this is the last newsletter for this year I want to personally thank everyone who participated in our many activities. It is your attendance that made this another successful and enjoyable year. I also want to thank everyone who spent their valuable time and hard efforts to organize and coordinate our activities. Without their dedication we would not have enjoyed the company of our Keystone Family events. Next year's event planning is already well under way. In preparation for our 2015 membership and Board of Director meeting in January I encourage anyone with ideas for tours or other family events to please let us know. We want to organize activities that provide family fun, are informative and educational while keeping us engaged with our favorite Oaklands and Pontiacs. One example is that, already, many club members are planning to attend the National POCI convention next July in Louisville; sounds like we will have a great showing of cars there next year. Thank you for all you do to preserve the history with our great cars!

Elke and I wish everyone a Happy Thanksgiving and a very Merry Christmas!
We are looking forward to a great 2015. Jim

ELECTION RESULTS - The officers for 2015 & 2016 will be:

President - Jim Martin
Treasurer - Brenda Steinhauer
Director - George Burbage
Director - Frank Kemp
Director - Marlin Quigley
Director - Merle Wright

Vice President - Bill McIntosh
Secretary - Richard Stover
Activities Director - Ralph Keller
Activities Director - Don Haley

2015 Junkyard Tour

On Black Friday, November 28th we will go to EZPull in New Ringgold, PA, above Fogelsville, off 309. Make sure you download their rules and pricing which is another selection off the web site. This is a HUGE lot and very well organized. All the "older" stuff is separated and quite accessible. Older means 80ish on back. They have all brands, even old Saabs and Jag sedans. The oldest Pontiac I saw as a 48 4- door, but pretty rough. I saw a 50/51, 55/56, 73 Lemans, & 66 4-doors. Also saw several GP's, a couple Grandvilles, and an 80 FB. There may be more, but I only had 30 minutes to spend at the yard. Anyone with mobility issues should NOT go since there are lots of rocky rows and the yard slopes down hill. According to my contact John, Black Friday is one of their busiest days. Here is the proposed plan:

-Meet for breakfast at 8:30am at Cracker Barrel on the north side of I-78 exit 49B/100 north/ Fogelsville. Once you are headed north on 100 turn left at the next light, then left again and follow the road back towards I-78.

-Head for the yard at 9:30, arriving at EZpull by 10. We will head north on 100 to 309, then left to 895.

-I figure we would be done by noon and I found a pizza place on 309 on the way back south for lunch.

-The GPS address is: 2401 Summer Valley Rd. (Hy 895), New Ringgold, PA 17960. Ph# 570-386-2171. This will get you within a mile or so of the actual yard entrance. There are large orange signs. To get to the yard from where the GPS drops you, you have to go about 1/4 mile WEST and turn south on Koenigs Creek Rd. (there was no road sign when I went there) and then left at the "T". The yard entrance is another 1/4 mile on the left.

-In case there is bad weather call or text me at 215-499-8530 and I will try to make some final decision on whether we will go or not. I live in the Langhorne area (north of Philly) and will probably leave my house about 6:30am.

-PLEASE let me know if you are planning on attending and best way to get in touch with you in case plans change. My email is: rtstover@gmail.com and phone no. is above.

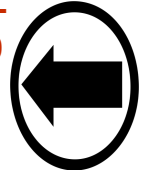


KSC 2014 Calendar of Events

Nov 28: Junkyard tour - see details in this newsletter

Dec 13 (Sat.): Christmas Party; Bird-In-Hand Family Restaurant, east of Bird-In-Hand and the underpass on HY-340; 12:30-4pm, dinner at 1, \$25.00/person, \$10-12 & under; contact Jim Martin at 717-393-3031 NOTE DATE CHANGE

Jan 18, 2015 (Sun.): Board and Membership Meeting; 1pm, Bird-In-Hand Fire Co., at the underpass on HY 340; contact Jim Martin at 717-393-3031



THE BEGINNINGS OF PONTIAC

The first Pontiac car made its debut in 1926, but the Pontiac division's history actually dates back to 1893, when Edward M. Murphy established the Pontiac Buggy Company in Pontiac, Michigan. This company produced horse drawn carriages. It wasn't long before it became clear that motorcar sales were going to out distance the carriages. In 1907 Murphy started the Oakland Motor Car Company as an offshoot of the buggy company.

In 1909 General Motors acquired half of Oakland Motor Car Company. GM's founder William Durant, a friend of Murphy's, was actually more interested in his talent and expertise than his Oakland cars. But before Durant could use these talents, Murphy died. Shortly after this GM purchased full control of Oakland. The Oakland was very successful car through 1920. Then, a minor economic depression combined with inefficient production weakened Oakland and GM.

General Motors was in disarray by 1920 and Durant who had founded the company 12 years earlier lost control of it again after losing and regaining control several times before. The problem was that all the company's seven divisions were fighting for the same customers, and none were trying to gain the Model T Fords customers, which had the largest market share.

GM's prices ranged from \$795 for the lowest end Chevrolet, to \$5,690 for the highest priced Cadillac. Since GM wasn't in the position to go after the Model T, a committee of company executives led by the new GM President Alfred Sloan, decided to create a car to fill a long-standing price gap between Chevrolet and Oldsmobile. Besides being a gap filler this new car would serve as a platform to share vehicle components. This would improve volume efficiency.

The Pontiac was created in 1926 as a replacement to the Oakland.

The Pontiac had the distinction of being the first General Motors car to be designed to fit in a specific market slot.

The first Pontiac was the Series 6-27, debuted at the 1926 New York Auto Show. It was built on a 110 inch wheelbase and it featured a Fisher designed body and a six cylinder Lead engine.

Demand soon outpaced capacity and by mid 1926, the division began plans to build a \$15 million assembly plant in Pontiac, Michigan.

Railroad Museum of Pennsylvania and Strasburg Railroad Tour

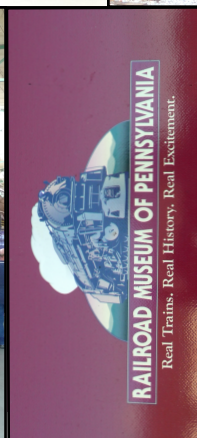
October 18th was a beautiful warm fall day that was enjoyed by 16 members of your club in the small borough of Strasburg, Pa. We met at the Bird-in-Hand Family Restaurant for "all you can eat" buffet breakfast. After breakfast we headed to Strasburg. On the museum tour we had a very knowledgeable guide who explained in detail the historical significance of each locomotive, rail car, or rail artifact stored by the museum. We learned that PRR E6s Atlantic No. 460, The Lindbergh Engine was engaged by the International News Reel Company to rush the film of Lindbergh's reception ceremony to New York so that they would be able to be the first to show a film of Lindbergh's exploits. Our guide even had first hand experience engineering the replica of the John Bull engine maintained by the museum. There were many other interesting engines and stories and I would encourage you to take a day trip and enjoy the sights and sound of this treasure of rail road history.

After a short lunch break, we all boarded the Strasburg Railroad for a 45 minute "Ride to Paradise." Powered by retired PRR Engine 90, our 8 coach train slowly meandered through some of Lancaster County's most fertile and beautiful country side. As we rode, our conductor pointed out many interesting sights. We ended the day at the Strasburg Creamery where everyone enjoyed many flavors of their homemade ice cream. Thanks to all who attended.

Jim Martin



John Bull Replica



Narrow gauge Shay Engine - note gears along the side



***See all the pictures in
the Photo Gallery on
the web site***

FALL MEET 2014

September 28 - The weatherman predicted a beautiful day. We had heard that before, but this time he got it right. Tim Britton and I arrived at the show field around 7:30 AM and began to place class markers. Sandy and Karen arrived shortly after that to set up registration. It was not too long before the participants started to show up. Mr. Golden had arrived early so that he could personally greet everyone and hand out the dash plaques. Larry Goodman was busy placing their collection of display cars into their proper classes.

We were a little short on help this year, but managed to keep things under control and the show moving along smoothly. There were several cars that came from other states and for some it was their first time at the show. When registration closed we had 80 show cars in addition to 10 cars on display by the Golden family on the show field. After a brief review of the judging sheet with the volunteer judges, teams were assigned to various classes. The teams worked quickly this year allowing awards to be presented early. A complete list of winners can be found on the web site.

Our DJ Johnny D did his usual fine job of playing period music and interviewing some of the participants. This year we also had one vendor selling some interesting Pontiac items.

I would like to thank everyone who helped out at the show, especially Tim and Karen Britton, Don Haley, and Dick Stover. Plus I cannot forget Sandy because of all she does prior to and during the show.

Each year the number of people attending seems to go up which makes me think that in the near future we will break the 100 vehicle mark. Keep your fingers crossed. Thanks again. Hope to see your there next year, September 27th.

Frank Kemp

ODDS and ENDS



Return Address:
Richard Stover
262 Watergate Dr.
Langhorne, PA 19053

2013 and 2014 Officers and Directors:

President: Jim Martin
Vice President: Bill McIntosh
Treasurer: Rick Harding
Secretary: Dick Stover
Director: Merle Wright
Director: Frank Kemp
Director: Jim Beck
Director: Brenda Steinhauer
Co-Activities Director: Ralph Keller
Co-Activities Director: Don Haley
Newsletter Editor: Dick Stover
Chapter Historian: Ralph Keller
Promotional Sales: Bill McIntosh
Display Board: Marlin Guigley

Keystone State Chapter Membership Information
For general information, contact Richard Stover at

kscpociinfo@gmail.com

Annual Chapter dues are \$15.00 payable in **January.**
It is recommended that you be a member of the
P.O.C.I. along with being a member of the Keystone
State Chapter. Send dues payable to KSC-POCI,
c/o Rick Harding; 314 Reinholds Rd.; Denver, PA 17517

For Pontiac-Oakland Club International information
write: POCl; P.O. Box 68 ; Maple Plain, MN 55359 ; or
call: 877-368-3454; or email: pociworldhq@aol.com or
check the website www.poci.org. Annual POCl dues are
\$35.00 and includes a high quality monthly magazine.