

Summer 2015 PONTI ACTION

The Original Pontiaction Chapter...

The Keystone State Chapter

Pontiac Oakland Club International



Founded 1975; LONGEST CONTINUOUSLY OPERATING



Calvin High's
'50 Pontiac

Northern California
style RV



KSC and Pottstown
AACA folks at the
Calvin High Collection



Ralph Keller's
72 GrandPrix
lookin' good



Calendar of Events

Saturday, April 25th	Spring Tour #2; See details elsewhere in the newsletter
Sunday, May 3rd	GM on Display, Macungie Memorial Park, Macungie, PA. Preregistration end date is April 27th. Contact Don Haley at 610-608-7904 or rfhaley@gmail.com
Saturday, June 20th	Option#1: for cars 64 on, Max Performance and Pypes show in Hatfield, PA; #2: AACA Museum CARnival at Hershey; #3: Langhorne, PA car show 3-8pm, jct. 213 & 413; see KSC website
Saturday, July 11	Mid-Summer meeting and fun time at Knoebel's Grove Amusement Park. Meet at Pavilion P1 at noon
Tuesday, July 21 thru Saturday, July 25	POCI Convention, Louisville, KY. See www.POCI.org
Sunday, August 2nd	Das Awkscht Fescht, Macungie Memorial Park, Macungie, PA. Pre-registration ONLY by July 1st. Contact Don Haley at 610-608-7904 or rfhaley@gmail.com or http://www.awkscht.com
Sunday, September 27th	Fall Meet at AW Golden's FasTrac car care center on the north side of Reading. Preregistration deadline is September 20th. Survivor class pre-registered ONLY. Contact Frank Kemp at 610-367-6664 or fkemp@dejazzd.com ; also see www.pontiacfallmeet.com
Saturday, October 17 or 24	Fall Tour, TBD
Friday, November 27th	Junk Yard Tour, TBD
Saturday, December 5th	Christmas Party; Bird-In-Hand Family Restaurant, east of Bird-In-Hand and the underpass on HY340; 12:30-4, dinner at 1; \$25/person, \$10 for age 12 & under. Contact Jim Martin 717-393-3031 or jamesamartin@comcast.net
Sunday, January 3, <u>2016</u>	Board Meeting and annual planning at the Bird-In-Hand Fire House; just before the underpass on HY340 east of Bird-in-Hand. Contact Jim Martin 717-393-3031 or jamesamartin@comcast.net

The events above are those that KSC specifically sponsors or participates in. There are other regional and local events that KSC encourages its members to participate in, such as those sponsored by neighboring POCI chapters. See our website, www.kscpoci.org and select the OTHER EVENTS button to see the ones we know of. Please feel free to email details of events you know of.

From The Chief

With our annual European vacation behind us and several small health issues resolved (not fun getting old), Elke and I are looking forward to a fun summer with our POCI family. We just returned from The Elegance at Hershey and were please to see and visit with several of our members. Club member Loren Hulber showed a magnificdant 1936 Chrysler Imperial C-10 Airflow and he looked great in period attire. I was surprised that a "modified" Pontiac was also an honored invitee to the show. The car, based on a 1969 Grand Prix, was a 1969 Farago CF428 Coupe (photo below) shining brightly with so many other unique and beautiful classics. This concept car was built on a Pontiac Grand Prix platform to showcase the design capabilities of Carrozzeria Coggiola, an Italian-born designer at Ghia. Engine (428) and suspension are stock with chassis modification and a custom body. What a great "what if" based on our favorite marquee. Google "1969 Farago CF428" for some interesting photos and YouTube discussions of this fabulous one-off classic.

Just a reminder that our summer season is only getting started. Though nothing formal and club-specific for the month of June, there are at least three optional POCI related activities of interest to our membership. More formally, our mid-year board meeting is scheduled for noon on 11 July at pavilion P-1 in Knoeble's Park at Elysburg. We will have a short agenda of unfinished business to finish and then... lots of fun for the whole family. Please let Ralph know that you will attend so that he can plan for snacks. Additionally, Elke and I are looking forward to seeing many of you at the annual POCI convention in Louisville. The convention committee has a lot scheduled but, we are looking forward to getting together with everyone attending. Maybe an evening dinner together??? Also, Please remember to sign the attendance roster after you have gone through the registration process.

A short follow-up to my previous discussion regarding the 3-D printing of a horn button for my 1926 Pontiac. Though a bit costly due to this being a one-off production run, I am extremely satisfied with the reproduction. Now all I have to do is reroute the horn wiring into the steering column, connect it properly and make the horn work as originally designed.

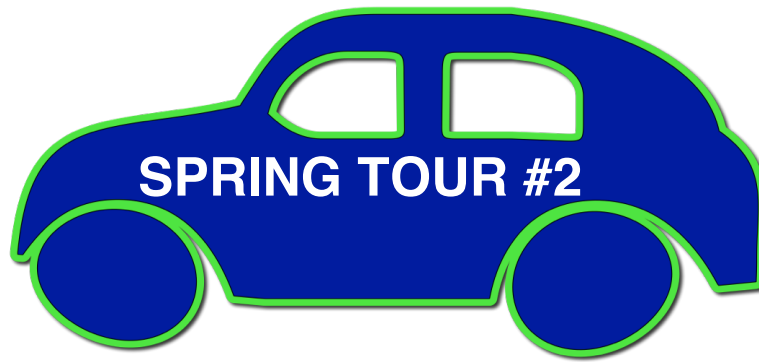
Enjoy the summer, be safe, and we are looking forward to a GREAT POCI summer.
Jim



GM on Display

Great Job, Don and Rosemary!!! The Sun God blessed you again this year. We really appreciate your dedication and efforts to make this year's GM On Display a rousing success. We also need to thank all the club members who assisted with the show; we had plenty of help and the show was truly a well organized and coordinated effort. Turnout of cars was a bit lower than other years with about 165 cars. However, the quality of cars was exceptional including a lot of Corvettes and some interesting street rods. This year's highlighted cars were the Firebird's in honor of Betsy Wright who we sadly lost in November. What a very special tribute and we were were blessed to have quite a few on the show field. A relatively new class is the "Special Interest" class. This year we have several interesting cars in that class including two modified Cadillac hearses that came with some very questionable attendants. There was also a very diverse representation of GM cars built from 1922 through 2015; including, the elusive 1930 Oakland that we have heard so much about the past seven years. The six vendors had an interesting variety of parts and most seemed to be pleased with sales. Our Christmas Party DJ, Lenny and the Groove Machine, performed exceptionally well. His selection of music was very "car show" appropriate and he maintained the sound at a very reasonable level. We were fortunate to have great door prizes for about one-third of the attendees. Scott and Brenda came through again this year with some great items as did many other board members. Thanks to everyone who attended and helped make this special show a great success. Thanks again Don and Rosemary... keep feeding the Sun God or doing whatever it is that you do to make the sun rays shine upon us.





On 24 April approximately 37 members of the Keystone-POCI and guests from the AACA Pottstown Region were blessed with a perfect day to drive to Lancaster, Pa for lunch at the Bird-in-Hand Restaurant and a tour of Calvin High's collection of beautiful cars and related memorabilia. A longtime member of POCI and a life member of the AACA, Calvin has collected, reconditioned, and maintained a wide variety of rare and significant automobiles manufactured in the US. His stable includes a beautifully restored 1950 Pontiac that is exactly like the car he and his wife dated in and used as a family car after their marriage. Currently the only Pontiac in hi stable, although it was obvious that the roots of his hobby are firmly with our favorite marque. Calvin favors convertibles manufactured in the '30's and early '40's although he has several extremely beautiful post-WWII cars. The cars in his collection range from a beautifully restored Model A Ford Roadster to a Model J Duesenberg. Between these two awesome automobiles were a very rare 1942 DeSoto, a beautiful and also very rare 1932 REO, a Cadillac convertible, and a Chrysler Convertible. Particularity partial to cars painted in burgundy, his collection includes two extremely rare Chevrolet convertibles, a burgundy 1937 and a blue 1942, as well as a bright red 1955 Corvette.

In addition to enjoying his collection of over 25 cars, our group was fascinated with Calvin's collection of 88 hand-built metal models of New Holland (and several John Deere model) farm equipment. Each model precisely duplicated equipment built in the manufacturing plants in New Holland, PA. In addition, he pointed out metal, hand-built models of his most valuable cars, the Duesenberg, Chrysler, and Cadillac. Also on display in his memorabilia room were exact wooden scale models of the equipment and trucks that High Steel Company owned and used in their bridge and construction business. Calvin was particularly proud to point out a book presented to him by his family that included the history and photo's of every automobile he ever owned.



Little Known Facts about Pontiacs – Number 3

“The Pontiac Silver Streak”

by Bill McIntosh

As all Pontiac faithful know, the two most iconic images associated with the Pontiac are its “Indian chief” and the “silver streaks.” While a future article will tackle the subject of Chief Pontiac, this article deals with the latter. Pontiac enthusiasts know that the “silver streaks” refer to either the chrome or the stainless steel trim running down the center of both the hood and the trunk, do you know who designed them? When were they used? When and why were they discontinued?

In late December 1934, Harry J. Klingler, general manager of Pontiac, assembled the automotive press corps to announce the introduction of the 1935 Pontiac. Dubbed “the most beautiful thing on wheels,” the 1935 model was indeed dramatically new compared the 1934 model. The new Pontiacs had all-steel-roofed bodies (so called “Turret-Top”), built-in luggage space, front-opening “suicide” doors, concealed spare tires, “vee” windshields, and hydraulic brakes. Offering little-changed six and eight cylinder engines, the car did have the Dubonnet front suspension on deluxe models, and an I-beam front axle on the least expensive model.

As impressive as this new Pontiac was from an engineering standpoint, it also ushered in Pontiac silver streak styling. As reported in Automobile Topics, they described this styling as “a wealth of horizontal lines running along the hood and trunk giving an effect of fleetness without awkwardness, while the vertical lines of the radiator grill create the impression of narrow sleekness.” The automotive press collectively concluded that the silver streak styling was frightfully daring and unusually effective. The idea of chrome trim strips had been conceived by Frank Hershey (a protégé of Harley Earl) who worked in Earl’s Art and Colour studio. Hershey’s idea was inspired by a photograph of a Napier automobile he had seen in the magazine L’Auto Carrosserie.



The First Silver Streak Pontiac – 1935 Model

The silver streak strips took many forms and designs, and were either chrome-plated or stainless steel but always stayed with the general approach of the original design. The greatest deviation from the original concept was in the 1954, 1955 and 1956 model years where, instead of a cluster of strips centered on the hood and trunk, the silver streaks were in two parallel pairs. Silver streaks were a remarkably long-running phenomenon used on Pontiacs from 1935 through 1956 model years --19 production years (Pontiacs were not produced during WWII years of 1943 through 1945.)



The Last Silver Streak Pontiac – 1956 Model

Surprisingly, the “Silver Streak” moniker was not used as a model, engine or other name on the cars themselves until 1948, when the name “Silver Streak 8” (the badge actually read “Silver8Streak”) appeared on models equipped with an eight-cylinder engine. This badge continued to be used on 1949 and 1950 model years, but was dropped in 1951 in favor of the badge “Pontiac Eight.”

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The silver streak era abruptly ended with the 1957 model year -- and the individual responsible was the recently arrived new general manager Semon E. (Bunkie) Knudsen. It was the summer of 1956 and the 1957 Pontiac was just a month away from production. He walked around the new model and pointed to the silver streaks and said, "Take those things off." The immediate response to that command was, "But it was your Dad that put them on!" A former general manager of Pontiac was "Big" Bill Knudsen, father of Bunkie. Bunkie said again, "Take them off." The era of the silver streak Pontiac had suddenly ended.

EZPASS And Your Old Car

Have you tried using your Ezpass with your old car and gotten mixed results, even a letter in the mail wanting you to pay up including fines? Here is what I did to resolve this with my '48. First, register your car with the license plate number. Yes, I know, the oldest Pontiac you can pick from their list is a 1960, but go with that. There is an option for "Model"; if nothing matches pick "Other". Second, when you use it open the driver's window and hold the Ezpass transponder out the window and at roof level. Why? The older cars have a minimal slant to the windshield reducing the scan angle and time, and as with my '48 there is a center middle divider that may cause "electrical" interference. Once I did all the above I started getting that nice green light with the THANK YOU message.

Dick Stover

Use this internet URL link to read a great article. You may remember seeing this car at last Fall's meet.

<http://readingeagle.com/news/article/bowers-woman-donates-1964-pontiac-tempest-to-illinois-museum>



Not wanting to be accused of ignoring the craze over classic cars in Cuba, here are a couple examples



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

2015 and 2016 Officers and Directors:

President: Jim Martin
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Director: Frank Kemp
Director: George Burbage
Director: Marlin Guigley
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Chapter Historian: Ralph Keller
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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 Brenda Steinhauer; 48 Shillington Rd;
Sinking Spring, PA 19608

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.