

The Straight Arrow



The Monthly Newsletter of the Pontiacs of Central California

April 2002

www.pontiacsofcentralcalifornia.org

Webmaster - Brian Massey

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Presidents Message

Last month I wrote about one of the best days of my life as pertaining to cars. This month I am going to tell you about one of the worst day(s) of my life also having to do with cars. It all started when my son Michael , who was driving a Plymouth Duster at the time, convinced me that we should install a set of headers on his car. He got a set of used headers from a friend, and I asked a couple of people with a similar car how much was involved with this undertaking. I was told it was not too bad. They were wrong, It was one of the, if not the worst, projects I have ever attempted.

Now, I have seen the shows on TV where the guys install all sorts of stuff on cars on a half hour program, and of course I realized that the did not show all the little things that may cause you a problem, but when they say you may need to fiddle with a certain part to get it to fit, Yeah Right!!

What I am going to attempt to do is show you two versions of step by step instructions on installing header on a V8 Plymouth Duster. (A) instructions are what the guys on the TV show would tell you, and (B) instructions are what they should really say.

A) Easy step by step instructions for installing exhaust headers on your V8 Duster

B) Please read these instructions on installing headers on a V8 Plymouth Duster before you start, so you can be sure to get your money back for the headers before you take them out of the box

1. A) Be sure to buy 12 special small head header bolts for installing your new headers

B) Be sure to buy about 9 special small head header bolts because, that is how many you will probably use after 3 of the original exhaust manifold bolts will break off when trying to remove them

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Minutes of the P.O.C.C March 11, 2002 meeting

The March meeting of the *Pontiacs of Central California* was called to order by our president Joel Garrett at 7:35 PM.

Visitors included Gene Clarey who is involved with many different area car clubs.

The minutes of the February meeting were S&A.

Treasures report – the club is still in the black with 22 paid members.

Newsletter editor's report – everyone is encouraged to fill out the personal information form that was in the December newsletter and send it in with your dues. An Oregon newsletter received recently was passed around along with the sales and newsletter article request forms.

Web site Webmaster report – Everyone is encouraged to ck the site for updates. We need contributions for the web site.

Old Business – Dues are due to receiving the newsletter and to be eligible for the attendance raffle. A meeting for the show will be held 3/12/02 at Ferrgies Restaurant in Madera Ranchos at 5:30. We are working on the final flyer. Everyone is encouraged to talk it up and send in your pre-registration. We need vendors and raffle prizes.

The 2002 Pontiac Western Regional Show will be sponsored by the Channel Islands Chapter, for 2003 the sponsor will be the Southern California Chapter and for 2004 the Reno Chapter. There is some interest to have our club sponsor the 2005 show.

According to Brian Massey the Madera Speedway is officially a go – maybe – there was talk after this announcement that maybe it's all a smoke screen by the promoter because some individuals who should be working this in Madera haven't been contacted. Let's all keep our fingers crossed.

Past and Up-coming activities- the Mystery Cruise was a HUGE success thanks to Ron and Marlene Berglund. The possibility of a tour of a car collection in Lindsey may happen. The

(Continued page 7)

(President's message continued)

2. A) Remove stock exhaust manifolds

B) Remove stock exhaust manifolds by first hacks sawing off head pipes below exhaust flanges because it is impossible to unscrew rusted, rounded off flange bolts. Then try and unbolt the 12 manifold bolts without snapping off more than 2 or 3 if possible.

3. A) Jack up car and arrange headers in the position they will go

B) Jack up car as high as you possibly can, and then raise it another 2 inches to position headers

4. A) You may need to raise engine slightly to position headers

B) You will need to undo both motor mounts, and jack up engine until you yank lower radiator hose off radiator, and rip fuel line off of fuel pump. Make sure you know if it is coolant or gasoline you are laying in. This will also come in handy when you ruin oil filter, by not removing it in the first place and now have to dodge dripping motor oil every time you are under the car.

5. A) You may need to move steering center link to position headers.

B) Use a pickle fork ball joint tool to pound on tie rod ends until they come off or break, and try not to change the position of tie rods so your alignment will not change

6. A) You may need to remove starter motor

B) Remove starter motor, but be sure to disconnect battery so you don't get shocked

7. A) You may need to loosen steering box to position headers

B) Unbolt steering box and try to pry it out of the way while not doing too much damage to the steering column coupler

8. A) After headers are in position, use your 12 special small head bolt and new gaskets and bolt headers to heads and tighten to 35 lbs ft of torque

B) After headers are in position, run around to as many auto parts stores as you need to, to try and find header gaskets for a small block Mopar. Install headers with gaskets using the special small head bolt in as many header holes as you can that don't have broken off bolts in them, and that you can reach with the tools you currently own. Tighten bolt as tight as you can to minimize the exhaust leaks you are bound to have when installing headers without using all the bolts

9. A) Reattach and tighten all the items you had to loosen to position headers.

B) Now you need to reattach all the items you removed to position headers. First try and start all 3 bolts that hold the steering box to the frame. Finger tighten them as much as possible because you will only be able to get a wrench on one of the bolts. Try and install starter motor only to realize it fits in the space between the headers and the block, so remove all the bolts you spent an hour installing on the driver side header to the head and install starter, then spend another hour re-installing the header bolts. Re-attach steering linkage and worry about front end alignment later. Lower engine to attach motor mounts and notice how header now rubs on steering column. Re-attach radiator hose and go to auto parts store for gallon of coolant. Go back to auto parts store for 8" of new fuel line.

10. A) Lower car back on ground

B) Lower car back on ground and now notice how low those headers are to the ground, and make a point to remind who ever may drive this car to avoid anything that may be in your path that sticks up higher than 1/2"

11. A) Trailer car to muffler shop so they can install new exhaust system to newly installed headers

B) Install used blown out swap meet glass packs to headers using any bolts and hangers and bailing wire you have around the house.

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POCC St. Patrick's Day Picnic

Our second major club event of the year was held on March 16th. The event was a combined club picnic. In this case we had a good turnout of both POCC members, as well as a large group from the local Mopar club (Sadly, the local Mustang Club had a prior commitment for the day). The day began under somewhat threatening skies, but held up to be a great, although somewhat cool, day.



Greg and Gloria Griggs were the Event Captains (I'm sure Gloria was the real Captain) and did a fantastic job of putting this event on. They researched a number of parks before making a commitment on Hickey Park in Lemoore (Greg spent most of the day scratching his neck, and asking everyone what "Hickey" meant). The park has many different



sized picnic areas, each with a BBQ, large grassy area, adjacent parking and a varying number of picnic tables.

The drive down was very pleasant.

Enough of a drive to get the great Pontiacs warmed up, but not too long to be boring. It turned out to be just over 30 minutes, about what the Griggs' had planned on, so we arrived only a few minutes after 10am, our scheduled start time. When we arrived, the site we were assigned seemed a tad small, so we moved (the park was empty except for us) to a somewhat larger picnic area; Great! All the sites boasted very large trees, I mean HUGH trees; this is a great park!



The Mopar club showed up with close to, if not slightly more than 20 members. And remember, this was a semi-pot luck! The food they brought was Fantastic! One member brought Chile Verde, which may have been the best I've ever eaten! It was Great!! Oh, did I mention he brought home made tortillas to go with the Chile Verde; WOW!!

The picnic has to go down as one of our better events, despite the "cool" weather, and a bit of a "breeze". Those of you who missed it should feel sorry for yourselves; I sure don't, because that just left more food for ME to Eat!!!

After the food was devoured, we went to Robert's Sassy Classics in Hanford. There were about 25 or so great cars on the floor, along with lots of



car memorabilia all over the walls. We spent about an hour there, looking at the cars and "stuff" before moving on. Most of the group made the trek over to Superior Dairy for an Ice Cream, but Janet and I had left the dog in the house, and were beginning to get "accident concerned" so we headed home.

Over all, this was a great event, one that we will have to keep on the calendar for future years! Congratulations to Greg & Gloria for a "Job Well Done!"

Brian Massey

(President's message continued)

You definitely don't want to go back to the auto parts store

12 A) Now that job is completed, take a test drive and feel and hear the difference this easy do it yourself job has accomplished

B) Now that job is completed, notice when you start it, the loud and numerous exhaust leaks you hear. Turn the steering wheel and feel the play in the steering from a steering box that is only being held on by one tightened bolt, and feel the metal on metal of the steering column rubbing on the header. Put it in gear and notice nothing happens. Jack up car and re-attach transmission linkage you dislodged while under there. Now, put it in gear, and feel the headers scrape the ground as you pull out of the driveway. Notice the way the car pulls to the left when you let go of the wheel.

13. A) N.A.

B) Reverse above steps to install stock exhaust manifolds and promise yourself you will never attempt a job like this again

Thanks for listening,

Joel

Editors Comments: This is the nice thing about being the newsletter editor, you can always have the last word. I can easily relate to what Joel has said as, I'm sure, many of you can. But I cannot help but feel he left some parts out. They always occur when I'm attempting one of the above type of jobs. Let us revisit step 7 (B) with the left out parts added in;

B) Unbolt the steering box and try to pry it out of the way while not doing too much damage to the steering column coupler

Now Joel isn't this more like you actually remember it?? Of course, now that I think about it this is a family newsletter and I can see that Joel's way was best.

A New GTO in 2004?

Will a new GTO arise from the ashes of the Firebird? According to General Motors, not sure what Mrs. Motors has to say about this, the GTO is returning in 2004. It will be modeled on the Holden Monaro coupe. This was all according to GM Vice Chairman Robert Lutz who made the announcement at the recent New York International Auto Show. Lutz stated the Monaro "shares that V8 heritage and brawny, muscular stance with the classic GTO". Not sure what the Monaro looks like and not sure if they are comparing it to the 1967 and earlier Goats or the 1968 and later GTO's.

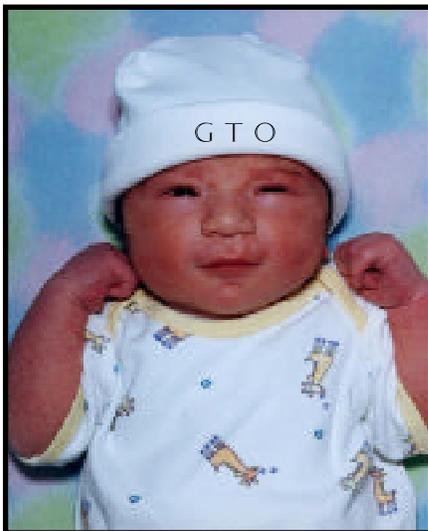
The following comments were made by Joseph Genera, president of the Connecticut chapter of the GTO Association of America. It will be welcomed news if it (the new GTO) stays true to its original form. "It has to exude 'muscle car' ". "It has to look strong standing still, should be able to perform the way it looks, with power." What does Joel Garrett, president of the Pontiacs of Central California have to say? Will Ronnie and the Daytonas have a new hit song in 2004, "GTO, Revisited" to go along with their 1964 hit song "GTO"? Will the new GTO have Firestone Wide Oval or Red Line tires? Will it be a wide track? Will it Generate Excitement? Will it be able to seat five comfortable? Will you be able to roll all of the windows down all of the way with no center post? Will it have a full size spare and a monster trunk? As the saying goes, only time will tell!!!

Greg wins but Gloria

ended up with the \$50 progressive pot for attending and getting his name drawn at the March meeting. Starting back at \$10 in April.

Newest Pontiac Fan

The Fisher's would like to announce the arrival of their first Grandchild and the newest Pontiac fan. Little "Buddy" as he has been nicknamed by Grandma (Grandpa wanted to call him Little Goat, but got out voted) arrived at 10:37 pm on March 11, 2002. For those of who are into remembering dates and time this was about an hour and half after the end of our March meeting. He weighed in at 8 pounds 1 ounce and was 20 1/2 inches long. Grandpa is already trying to figure out where to attach the GTO emblems on his new super fancy stroller, which, by the way, has two cup holders and a convertible top. If I'm not mistaken it is also a wide track.



Little Buddy on the day he left the hospital. Cool cap.

Grandpa can't wait for those little hands to be able to grab and hold stuff, do you realize how easy it will be for him to remove and install those hard to reach spark plugs and nuts and bolts. Not to mention crawling under the car to change the oil and filter as well as clean those hard to reach places.

NOS Key Blanks



Need some NOS key blanks for your classic car. Rick Westcott has GM key blanks from 1938 to 1987. Cost is \$8.00 for the first pair and \$7.00 for each remaining pair. 1967 and 1968 GM sets still have the knockouts, all other GM sets have

knockouts removed. For the GM challenged Rick also has 1955 to 1959 Ford (used one key) for \$4.00 each and Dodge/Plymouth blanks for \$8.00 a set.



Shipping is \$0.57 for one pair, add \$0.50 for each remaining pair. He will give discounts for 20 sets or more (\$6.00 per set).

I personally purchased some key blanks for my 67 GTO and 81 Corvette from Rick, paid with a personal check and had my keys within seven to ten days. The keys arrived as advertised and I am completely happy with the purchase and service.

Contact:

Rick Westcott

10739 E Palm Ridge Drive

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Upcoming Events

(POCC Club events are in bold).

POCC Club meetings are held at the Denny's on Shaw in Clovis. Meetings start at 7:30.

April:

April 7th - Fresno State baseball game and car show. Tickets are \$3, see web site for more details.

April 8th - Monthly POCC club meeting.

April 11th - Final Car Show meeting at Fergies Diner in Madera Ranchos starting at 6 pm.

April 14th - Turlock Swap meet

April 21st - Cruise Night. Malt Shop @ Blackstone and Nees, 6:00 pm.

April 27th - Sixth Annual POCC all Pontiac, Buick, Oldsmobile and Cadillac Car Show in Madera.

May:

May 13th - Monthly POCC club meeting

May 19th - Concours d'Elegance at CSUF

June:

June 8th - Shriner's Car Show, contact Ron Berglund for more information.

June 10th - Monthly POCC club meeting

June 22nd - Racing for a Cure at Madera see the web site or contact Brian Massey for additional information.

September 27 - 29, 2002. The Channel Islands Chapter of POCI will host the Western Regional POCI car show at the Ventura Beach Hotel. Special room rates have be arranged.

(Minutes continued)

St. Patrick's Day picnic and cruise is set for Saturday at 9:30. The Malt Shop Cruise night is set for Apr.21 at the NW corner of Nees / Blackstone. April 7th is the Fresno State baseball game /car show all tickets are \$3. See the web site for additional information. Turlock swap meet - April 14th. Shriner's Show - June 8th.

The \$50 progressive attendance raffle winner was Greg Griggs but the \$\$ went to his wife.

Respectfully,

Dennis Baker

Secretary

Car Show Update

Our car show is rapidly approaching, and we have lots of jobs to fill. I will be bringing "sign-up" sheets for each of the major jobs and will be passing them around. The jobs must be done, and therefore we must have people there to do them. I'm hoping for enough volunteers to fill them up, but if forced to I will assign them; I do not wish to resort to "assigning", but remember, this is YOUR club and this is OUR biggest fund raiser.

April 11, final car show meeting at Fergie's Diner in the Ranchos starting at 6 pm.

We need raffle prizes, letters at the April car show meeting and at the regular meeting on April 8.

If you know of and/or have leads on vendors for the car show let Brian or Ron know.

Thanks, Brian

CAR SHOW - HELP NEEDED

Attention all Pontiac Club members who are coming to the April 27, 2002 Car Show. Please consider helping in some way. Each committee member can use help!!!! That includes me, Dennis Simonson. Call me, or e-mail me, and I will put you on the help list. Eight members have signed up at this time for food preparation. The more help we get results in less time you have to be on sight to help me. I will be there at the start of the show, and probably, be one of the last to leave. I would like to have members donate some cakes, doughnuts, bagels, Danish pastry, or cookies for sale at the food booth for the day of the car show. Donations offset expenditures of buying food for the show. Also, if any person can receive food as a donation, please let me know. We can use buns, hot dogs, or whatever. Every item that is donated is eliminated from the overhead food expense. I also need a large coffeepot.

Thank You

Dennis Simonson

dennis.simonson@worldnet.att.net



Pontiacs of Central California (POCC) is a club for owners and lovers of Pontiacs. The club members range from young guys and gals to old guys, who own all types of Pontiacs from the Muscle to the Luxury cars. A few members don't even own Pontiacs, they simply like them. Club dues are \$24 per calendar year or \$2.00 for the remainder of any calendar year. Members must also join the Pontiac/Oakland Club International (POCI). POCI dues are \$25 per year and includes a subscription to the POCI monthly magazine - "Smoke Signals". The magazine alone is worth the \$25. It's full of interesting Pontiac stories, tips on doing Pontiac things, as well as free advertising for members. Since this magazine goes out world wide, it is a great place to find parts or that special Pontiac you have been searching for.



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Activities Webpage	Brian Massey	645-8018 bjmassey@bigfoot.com

(All area codes are 559)

Club meetings are held the second Monday of each month at the Denny's restaurant at 710 West Shaw in Clovis. Meetings start at 7:30 pm. Please feel free join us.