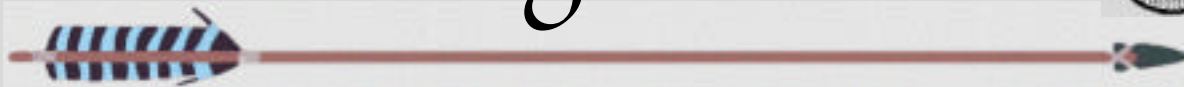
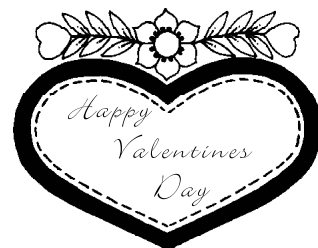


# The Straight Arrow



The Monthly Newsletter of the Pontiacs of Central California  
February 2003

[www.pontiacsofcentralcalifornia.org](http://www.pontiacsofcentralcalifornia.org)  
Webmaster - Brian Massey



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# President's Message

Joel was right about being President and what to write for the monthly President's message. How did He do it for 2 years?

How did I get into this Pontiac thing??

Well....., it goes back a long time ago. I was raised on a farm back in North Dakota. My dad farmed 1200 acres of wheat, oats and barley. We lived about 15 miles away from the nearest town called: Brantford. So, any time farm machinery broke down, he had to repair it on the farm. My dad was very mechanically minded, and he taught me a lot about how to take something apart, repair it and put it back together. In the Fall, we would thrash wheat with a combine and it was my job to drive a 1937 Chevy truck and haul the wheat to the grainery. As a result, I had my Drivers License at the age of 13. Bet the kids would love that nowadays!!

In the fall of 1957, my dad and mom sold the farm and we moved to New Rockford.

My dad bought a Standard Oil Service Station. It had: 3 gas pumps, a lub bay and a wash bay.

This is where I got my real education about how to repair cars. We did oil changes, lubs, fixed tires, tune-ups and brakes. My dad had all the latest tools to do the repairs, so it was quite easy and fun. The winters got to be a challenge when it got down to 20 degrees below zero. But, we lived through it.

The town of New Rockford had a Pontiac Dealer called: Schafer Pontiac & Machine. Bill Schafer was a friend of my dad's, so we did all his Auto Service for him. He would put the charges on account. Well....., Bill was a little slow on paying, so my dad would trade the account due balance for a new car. My dad's first Pontiac was a 1962 Catalina 4 door, light blue with Tri color interior. It had a 389 - 2 Barrel. That was one of the fastest cars in town. In 1964, my dad sold the 62 to my

(Continued on page 3)

# Minutes of the P.O.C.C January 13, 2003 meeting

Our new President, Ron Berglund, called the first meeting of the new year to order at 7:05 PM. Ron opened the meeting by presenting our outgoing president, Joel Garrett, a plaque for a wonderful job for the past two years.

Visitors included Denny and David Strunk who own a 67 GTO.

The minutes of the November meeting were S&A.

Treasures report - the club is still in the black with 34 paid members.

Newsletter editor's report - a for-sale and newsletter article sheet was passed around.

E-mail Sam if you would like for him to send you a copy of the newsletter for you to download off the Internet. If you don't receive the newsletter contact Sam. However, if you are reading this you must have received your newsletter.

Web site Webmaster report - no new news so lets all visit the site and see what we can contribute as far as articles, pictures, jokes, ads etc.

Old Business - Anyone who has received a sweatshirt or T-shirt but hasn't paid please see Bill Truckell.

Club By-Laws - A review committee for the by-laws is needed and Andy, Bill and Sam have volunteered to act as that committee.

Western Regionals 2005 update - The club needs to start thinking about a show name and locations. Some ideas included a local Indian (get it) casino. Lets all put some thought into this. A motion to reimburse Tim Saltzman for the show flags was S&A. Bill T. currently has them. Now we know where they are Bill.

New business - Dues are due. So send a check to or bring your money to the meeting and see Bill Truckell. The March newsletter will

(Continued on page 3)

(Presidents message continued)

Uncle. Well.... Bills account due was still getting behind in payment, so, then my dad traded for a 1964 Pontiac Bonneville 4 door, Hard Top, Black with Black & Blue Tri color interior. This was the most beautiful car I had ever seen. It wasn't as fast as the 62, but you sure looked good behind the wheel. The fall of 1966, Bills account was getting up again. So, it was my turn to get a new car. I can still recall the day I ordered it. I took the order sheet home and checked off the options. We ordered a 1967 Pontiac Lemans, 2 door, Hard Top, Dark blue with dark blue bucket seats and interior. The options were: 326 HO Duel exhaust, a wood steering wheel, rear window defogger, floor mats, am/fm radio and a 4 barrel carburetor. I can't believe I didn't order air conditioning. I could hardly wait to get the car. Then one day in late October, the car transport drove by the Service Station with my new Pontiac on the truck with several Chevys. When it was unloaded, I drove it to the station and did a complete detail to it. Schaffer never did get it to the Dealership. I had ordered the car without tires. So, it came with cheap black walls on it. I took them off and put a set of Atlas white walls. The Lemans was very strong running, but not like a GTO.

In the fall of 1967, we moved to Fresno. I had Schafer Pontiac put a trailer hitch on the Lemans. We put all of our possessions in a trailer and headed for Fresno. In 1971, I sold the Lemans for \$500.00 to a man in Fresno. three days later, he came by to see if I wanted to buy the car back. He had it parked on the street by his home and someone hit the car and totaled the Lemans. I should have bought it. Today the wood steering wheels, alone. are worth \$350.00.

We went down to Dan Day Pontiac and bought a 1971 Pontiac Bonneville, 2 door, Hard Top, 455 with Dual exhaust. It was light blue with a white vinyl top and the interior was white parchment. We kept this car for about 4

years. My next Pontiac was a 1970 Bonneville Convertible followed by a 1973 Grand Am, but that's another story.

Our Club has a lot of fun things to do for February. The Tustin Car Show & Shine and the Valentine's Mystery Trip. I hope everyone can attend these Events.

Thanks, Ron Berglund

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(Minutes continued)

be the last free issue.

Car show Committee - Show is April 26<sup>th</sup>. Brian gave a quick overview of what is needed and the volunteers for the individual committees. We need lots of volunteers to make it as successful as last year. Jackets - Mike Young will research the digitizing of the jacket logo.

Past events - thanks to Brian Massey, Greg Griggs and Dan Seibert for organizing and staffing the show. Thanks to Sam and Renate for their hospitality for hosting last years successful Christmas party.

Upcoming events - Valentine Mystery Cruise Feb. 8<sup>th</sup>, meet at Krispy Kream.

Daytona 500 party - Feb 16<sup>th</sup>- meet at Starbucks 7:30am.

Hickey Park - April 5<sup>th</sup> flyer to follow.

Orange Blossom Trail - Date TBA Andy Hoff to chair.

Progressive raffle -This month's lucky winner of the \$30 was Paul Duran. Opps, not here so next months raffle will be \$40.

Respectfully,

Dennis Baker

Secretary



**LINCOLN'S  
BIRTHDAY**

# Royal Pontiac " The Performance Dealership"

by Greg Griggs

The story of Royal Pontiac reaches back to the late 1950s, when Ace Wilson, Jr., purchased a Pontiac franchise in Royal Oak, Michigan, a suburb on Woodward Ave halfway between Detroit and Pontiac. Wilson's new Pontiac dealership was located on North Main Street, not far from Jim Wangers' home in Royal Oak.

Wangers, already established as an advocate of high performance, had been pushing for a network of Pontiac dealers across the country who would become performance dealers, specializing in sales and service of Pontiac Hot Chiefs. Wangers was turned down several times, but his persistence finally paid off. Frank Bridge, Pontiac's general sales manager, eventually agreed to allow Wangers to find one dealer who was willing to be a guinea pig. If the dealer would agree to stock special cars and special parts and get involved in special activities-read drag racing- Bridge promised to find a way of supporting it. The catch was, the connection had to be covert. "I don't want anyone to know it," Bridge told Wangers.

Wangers hooked up with Wilson and things began to happen. "Wilson liked racing," Wangers recalled. "He liked performance, he was a relatively new Pontiac dealer and he thought this was a swinging idea."

# How to Keep a Healthy Level of Insanity

1. At lunch time, sit in your parked car with sunglasses on and point a hair dryer at passing cars. See if they slow down.
2. Page yourself over the intercom. Don't disguise your voice.
3. Every time someone asks you to do something, ask if they want fries with that.
4. Put your garbage can on your desk and label it "IN".
5. At work put decaf in the coffee maker for three weeks. Once everyone has gotten over their caffeine addictions, switch to espresso.
6. In all correspondence dont use any punctuation marks
7. As often as possible, skip rather than walk.
8. Ask people what sex they are. Laugh hysterically after they answer.
9. Specify that your drive-through order is "to go".
10. Put mosquito netting around your work area. Play a tape of jungle sounds all day.
11. Five days in advance, tell your friends you can't attend their party because you're not in the mood.
12. When the money comes out the ATM, scream "I won! I won! Third time this week!!!!!"
13. Tell your children over dinner. "due to the economy, we are going to have to let one of you go."

And the final way to keep a healthy level of insanity.....

14. Send this e-mail to everyone in your address book, even if they sent it to you or asked you not to send them stuff like this.

Thanks to Dennis Simonson

# Hurst Wheels

The relationship between Gorge Hurst and

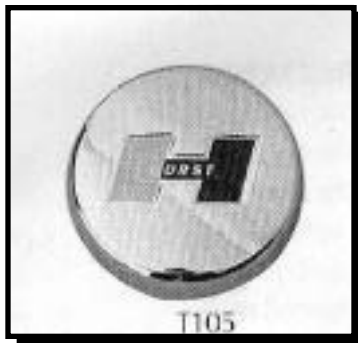


Pontiac was firmly established in the early 60's. Pontiac was the first to offer Hurst's stout three-speed floorshifters, which it did in 1961. Pontiac immediately put it in their order book. When the GTO arrived in 1964, it was equipped with

the Hurst lever, in fact, every manual gearbox GTO built until 1974 was stirred with a Hurst stick.

When Hurst decided to build aftermarket wheels, he constructed them with the same bulletproof engineering that went into his shifters. In the early 1960s, aftermarket wheels were prone to breakage because in the manufacturers' zeal for light weight or style, lateral load capabilities were less than adequate, and many wheels failed, often causing accidents. Gorge Hurst chose to build an unbreakable wheel.

Hurst built his wheel center out of forged aluminum alloy with heavy-duty steel rims. The rims featured a load-distributing stabilizer plate welded to the rim, and by riveting and welding the center section to the rim,



the wheel was virtually unbreakable. Dubbed The Dazzler by Hurst because of its zinc dichromate coloration, the Hurst wheel could be personalized by choosing one of twenty-four different combinations of beauty ring finishes, rim bead design and center spoke finish. The Hurst wheels, unfortunately, were

not cheap, priced at \$69.50 less lug nuts in the Hurst catalog, but then Hurst was selling safety, construction and styling. The wheels were assigned individual serial numbers for theft protection, and Hurst issued an unconditional guarantee against wheel failure because of faulty design or manufacture.

The Hurst wheel was introduced to the public and tied to the GTO. Because of the Name the Tiger contest conducted by Hurst, Pontiac and Petersen Publications, publishers of Hot Rod and Motor Trend, the GTO was chosen to pace the Motor Trend Riverside 500, and the wheel was introduced at a large press bash in Los Angeles on January 5, 1965, mounted on several GTOs, including one dressed out as the pace car for the race.

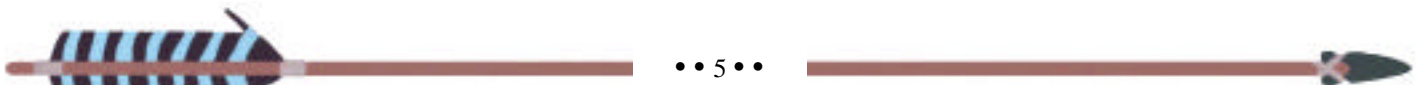
Although the wheel was superbly built (it was certified for race use by the NHRA), very handsome and highly advertised by Hurst, the wheel was one of Hurst's few marketing failures.

Greg Griggs



Hurst wheels were produced from early 1965 to mid 1969 by George Hurst. They were constructed using a forged steel rim with aircraft grade aluminum center spokes. The removeable chrome trim ring, center cap, and special lug nuts made these wheels quite attractive. Each wheel was serial numbered and had a lifetime guarantee.

Back when you could buy a new Hurst wheel you would fork out over \$70 plus cost of spinner and lug nuts. Just recently a complete set of GTO Hurst wheels sold on eBay for over \$3,000.



# Upcoming Events

**NOTE:** Many of the dates in last months newslewttter were incorrect. I took them form the 2002 events calendar by mistake. (POCC Club events are in bold).

POCC Club meetings are held at the Denny's at 710 West Shaw in Clovis. Meetings start at 7:00 pm.

## January:

**31<sup>st</sup> to Feb 1<sup>st</sup> - Tustin POCI Show**

## February:

**8<sup>th</sup> - Valentine Mystery Cruise, meet at Krispy Kream parking lot, leaving at 9:00 am.**

**10<sup>th</sup> - Monthly POCC club meeting. Car show meeting preceeds regular meeting, starts at 6:00 pm.**

**16<sup>th</sup> - Daytona 500 Party, meet at Starbucks' parking lot, leaving at 7:30 am.**

## March:

**Blossom Trail Cruise, details to follow**

**10<sup>th</sup> - Monthly POCC club meeting**

**22<sup>th</sup> - Picnic Show'n Shine at Hickey Park in Lemoore. Details to follow.**

## April:

**12<sup>th</sup> - Cruise night, info to follow**

**14<sup>th</sup> - Monthly POCC club meeting**

**25<sup>th</sup> - POCC car show Bar-B-Q at Don Bonander's Vintage Buick, Pontiac, Cadillac & GMC Truck dealership in Madera.**

**26<sup>th</sup> - POCC Annual Buick, Pontiac, Oldsmobile & Cadillac car show at Court House Park in Madera**

## May:

**10<sup>th</sup> - Cruise night, details to follow**

**12<sup>th</sup> - Monthly POCC club meeting**

**18<sup>th</sup> - Greater Valley Concours at Fresno State. If you are not showing your car then join us in the "Club Corral" area.**

## June:

**7<sup>th</sup> - Shriner's Car Show at Manchester Shopping Center. Info to follow.**

**9<sup>th</sup> - Monthly POCC club meeting**

**14<sup>th</sup> - Cruise Night, details to follow**

## July:

**12<sup>th</sup> - 2nd Annual Bar-B-Q at the Griggs. Details will follow.**

**14<sup>th</sup> - Monthly POCC club meeting**

**26<sup>th</sup> - Cruise night, details to follow.**

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## Electronic Newsletter

If you would like to receive the newsletter via your e-mail then send an e-mail to Sam Fisher at "fisher\_s@madera.k12.ca.us". When you e-mail me tell me that you would like to receive an electronic version of the newsletter. If you wish to stop receiving the regular mail version of the newsletter then let me know this also. I will not take you off the regular mail version unless you specifically tell me to do so. You can receive the newsletter both ways with no problem or penalty.

Some advantages of the e-mail version is you will get the newsletter quicker and the pictures will be in color. If you would like to see what an electronic version looks like go to the POCC website and follow the links to the newsletters. Last years newsletters are all stored there as well as this years.

For Sale

**Weather striping, seat covers, head liners,** sun visors, seat belts and carpets for most makes and models. Call Dennis Baker, (559) 322-8441.

**1968 Hurst Olds.** Needs restoration. \$8,000. Call Dennis Baker at (559) 322-8441.

**Tempest, GTO & LeMans** 1964 to 1967 parts. Left & right fenders, some trim, lenses and miscellaneous parts. Call Andy Hoff at (559) 298-4527 for complete list and prices.

**1981 Pontiac Turbo Trans Am.** White with gold bird decal on hood. In good condition. 4.9 L engine, 124,907 miles. \$3,000. Call (559) 294-8286 (days) or (559) 323-1167 (evenings)

**Two 14" x 6" Pontiac GTO** steel stock wheels - \$20 for pair. **Bias Tires and Tubes** for your all original antique. Call Gene Clarey at (559) 323-9280 for all details.

**1970 Pontiacs Catalina 400.** 4-door sedan with factory air that works. 89,000 miles, one owner. \$3,500 OBO. Call Gayle Huls at (559) 661-0889.

**1965 Buick Electra convertible.** White with red interior. Full power - windows and seats. Appraised at \$15,000 asking \$10,500. Call Charlie Capparelli at (559) 299-7220

**Miscellaneous 67 GTO parts.** Fenders, bumpers, AC parts, some trim. Call Sam Fisher at (559) 674-0821 for complete list.



**WASHINGTON'S  
BIRTHDAY**

## New Member

Our first new member of the year is Denny and Nancy Strunk. Denny and their son, David, attended our January meeting and in spite of that joined anyway. Way to go!!! They join us with their 1967 GTO. They also own a 1923 Bantam T and a 1931 Alfa Romeo. Be sure to say "Hi" and welcome Denny and Nancy to our club. Hope you can make it to the Valentine Mystery Cruise on the 8<sup>th</sup>. Feel free to bring your daily driver if the Goats not on the road yet.

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## Do You Owe for T-Shirts/Sweatshirts??

If so please send a check to Bill Truckell or give him your check/money at the next meeting. We ordered T-shirts and sweatshirts before the Western Regionals and in all of the hussle and bussle of the show some members may have picked up their shirts and not yet paid for them. Check with Bill if you are in doubt.

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## Dues are Due!!!

A new year and club dues are due. You must get your yearly dues to Bill Truckell before the March meeting to remain a member in good standing. If dues are not paid by the March meeting you will be dropped from the rolls and no longer receive the newsletter or be able to enjoy the club activities. Dues are only \$24 per year and have not changed since the beginning of the club in the early '90's, what a bargain, too bad the economy hasn't remained as stable. Don't forget to renew your POCI dues when they become due since you must also be a member in good standing with POCI to be a member of POCC. You can send club dues to Bill at:

Bill Truckell  
444 E Michigan  
Fresno CA 93704



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 per month 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.



February 2003

Sam Fisher  
25505 Dawnridge Drive  
Madera, CA 93638

### Pontiacs of Central California Officers for 2003

President	Ron Berglund	449-0645 pontiac335@aol.com
Vice Pres.	Gayle Huls	661-0889 gohuls@hotmail.com
Secretary	Dennis Baker	322-8441 socialolds@aol.com
Treasurer	Bill Truckell	226-4049 goldengoat70@webtv.net
Newsletter	Sam Fisher	674-0821 fisher_s@madera.k12.ca.us
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 7:00 pm. Please feel free join us.