

# The Straight Arrow



The Monthly Newsletter of the Pontiacs of Central California  
July 2004

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



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## President's Message

Well, here we are in the middle of summer. The car shows are fewer and attendance at cruise nights is slowing down a little because, it's getting hotter. We Pontiac owners are probably more than a little aware of what could happen when temperatures creep up and our cooling systems misfire. Having said that, it was great to catch up with some folks at Mar's when a few folks decided to cruise over on Friday night. We talked to some new people including a young man who has a '67 GTO and intends to join our club at the July meeting (can't have too many '67 Goats!). Those club business cards come in handy. I continue to appreciate our club as a place where classic car enthusiasts can meet, enjoy each other's company, our collection of cars and part friends while making new friends. That feature alone, makes our club unique among others.

In the June issue, I got more than halfway through a story about my high school buddy's '66 Olds 442. I left the story off just before the part where he gets beat, badly. As you may or may not recall (depending upon whether or not you really care about my high school days), we spent a couple of summers using up that curiously fast 442 street racing for fun and profit. One summer evening, we were cruising Belmont Avenue when a '65 Catalina 2+2 rolled up alongside and tapped the load pedal. We traded a few 50 foot races back and forth and made a deal to race for dollars. We followed him out to somewhere west of Parkway Drive. His buddy was the flagman and I stationed myself at the finish line so I could watch the 442 destroy that big boat. By the way, it was painted Iris Mist with parchment interior and, best of all, it was a convertible. Great.....even heavier than a hardtop! Curiously, it was missing a front bumper. No matter, it was a boat. The starter flagged them off and 13 or 14 seconds later it was over. Actually, probably nine or ten seconds later it was over as that big Cat' beat

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## Minutes of the P.O.C.C June 14, 2004 meeting

The June meeting was conducted by our V.P. Gayle Huls because our fearless leader, Andy, was away on vacation. Due to Gayle's enthusiasm in getting the meeting started on time - before our trusty secretary Dennis arrived - the minutes were started by Janet Massey. *(If there are any inaccuracies in this part of the minutes, please blame it on Dennis! -JM)*

The meeting was called to order at 7:05 by Gayle Huls and the agenda was approved. There were no first-time guests present. Minutes of our last meeting were accepted.

Treasurer's Report: Bill Truckell presented his report. There was very activity in the treasury last month.

Newsletter Editor Report: Joel Garrett requested that Dennis Schwartz write an article on his GTO for the next newsletter. Sam Fisher clarified any updates on classifieds. The *Central Valley Classic* car show financial report was incorrect in the June issue of *The Straight Arrow*. Lunch expense for judges should be \$35 (not \$435 as listed). Additional figures from Bill Truckell were as follows: Day-of-show registrations were \$630, pre-registered and vendor income was \$1357. Expenses were \$1651.

Webmaster Report: Brian will update the website with photos of the Wine Tour that took place June 12. All members are encouraged to submit anything for the site anytime to keep it interesting. Our POCC site gets about 150 hits each month.

Activities: Greater Valley Concours d'Elegance on May 16 was discussed. It was Gayle Huls' first time serving as a judge, and he really enjoyed it. Brian Massey did a great job on getting all the food for our delicious lunch.

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President's message continued.....

the Olds by three car lengths. The worst whuppin' ever. Now we had raced a version of most muscle cars and had only lost once before to a very heated up big block Chevelle that we later beat without a problem. After the guy in the Catalina took our weeks allowance, he popped the hood and we stared at a tri-power 421 with headers, and special ignition system and other details I can't remember. He regularly drag raced the car and had spent a great deal of time making that two-ton monster scoot. I guess that was another reason why I have always like Pontiacs, big and small.

A few months after our 2+2 encounter, the 442 started to wheeze and my buddy's dad determined it needed a rebuild. Off the car went to "Old Time Conservative Automotive" where the magic was lost in a very practical, by-the-book rebuild. It was fast no more. The car was sold. We both lost track of it after that. My buddy went on to Mopars and raced a very hot 340 Dart and eventually a 440 Road Runner. Now, I hear, he owns a Viper. I bet everyone in the club could trace a similar history of the cars they owned and how the events of youth lead us to be Pontiac fanatics. If you have the time, let's hear about them. Hope your summer is cool.....and restful. See you at the July meeting. More later.

Andy



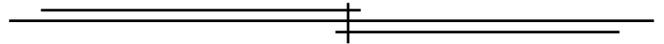
Minutes continued.....

Wine Tour-Several members met in Madera and went on the Wine tour sponsored by several local Madera wineries. Racing for a Cure - June 26<sup>th</sup>, Bonander Car Show in Turlock- 26 June, Barbeque party - Dave Valla and family have volunteered their home for this years Bar-B-que date to be determined.

Open discussion: Ken Mueller is in need of a single wide mobile home to help accommodate family members whos child is in Valley Children's Hospital

Meeting adjourned sooner than expected at 7:45.

Respectfully Janet Massey (interim secretary) with a very small by part added by Dennis.



# My Pontiacs Through The Years

By Gary R. Kizer

Although my father had owned several Pontiacs while I was growing up, my interest in them didn't start until 1957 when they were kicking butt on both the racing circuit and the drag strip.

At that time I was driving a '49 Mercury coupe with a Flathead V8, 3-speed overdrive, milled heads, and an Offenhauser 4bbl. Intake with a Rochester carburetor. Being 17 years old I was naturally a very cautious driver and only went through five transmissions and countless used tires. Late in '58 I purchased a used '56 Pontiac 316 cu. In. engine with Hydromatic trans. To replace my totally thrashed Flathead (Even bone stock that Pontiac Engine could give those '55 and '56 Chevys hell!)

Uncle Sam came calling in early '60 so I signed up for the Army National Guard as a helicopter mechanic, which meant 6 months active duty. Before going, I took the engine out and tore it down with the expectation of rebuilding it when I got back home. While I was on active duty I saved all my pay plus travel expenses (about \$800—I even hitchhiked from Kansas to California to save money) for the most important thing I could think of—my car. How did I spend the money? I had the Pontiac Engine rebuilt, bored out 1/8", Jahns pistons, Webber 3/4 cam, '57 tri-power, 4:11 rear end, 36" glass packs, recapped racing slicks, and beefed up the Hydro. Talk about a "sleeper": The interior was worn, the headliner falling down, the paint so-so—but the engine compartment was immaculate. I could lift the front tires off the ground when I launched (bye-bye Chevys!!).

After I got rid of the Merc in 1962, I bought a '61 Catalina 2-door hardtop with a 389 4bbl.,



4 speed trans., and 3:90 rear (I wish I had that car back). I had it until early '63 and then sold it to get out from under the payments (getting married).

Then, in mid '63, I went to the Pontiac dealership to see if I could buy a '63 LeMans minus engine so I could put a 389 in it. They said no way, it only comes with an engine. There went that idea. Later that year I received a call from the dealership and they told me that they had the car of my dreams. It took me all of 10 minutes to get there. The salesman showed me a '64 GTO convertible (4bbl., 4 sp.) just off the truck. We took it for a test drive and by the time we got back both of us were grinning from ear to ear with sheer delight. That's it, I had to have a GTO; but not a convertible, a hardtop. Because hardtops were not available until mid-year I waited to put in my order. When I did, it took about 4 months to get my car.

It was worth the wait!! I was the proud owner of a 1964 GTO hardtop with two-tone paint (Saddle Bronze over Palomino Beige), bronze interior, wood wheel, close-ratio 4-speed with consoloe, and 3:90 Positraction rear end. I paid cash and played with my "baby" for about 3 years before trading it in for a real child. Had to be responsible and get a "family car" instead.

For 16 years I wished I had kept my GTO—until 1982 when I traded for a '64 GTO sports



coupe. The interior and body were in good shape, but the running gear, bumpers, and molding were missing. No problem—Pick-a-Part was in its infancy and a guy could find all kinds of '50's and '60's parts in great shape for a decent price.

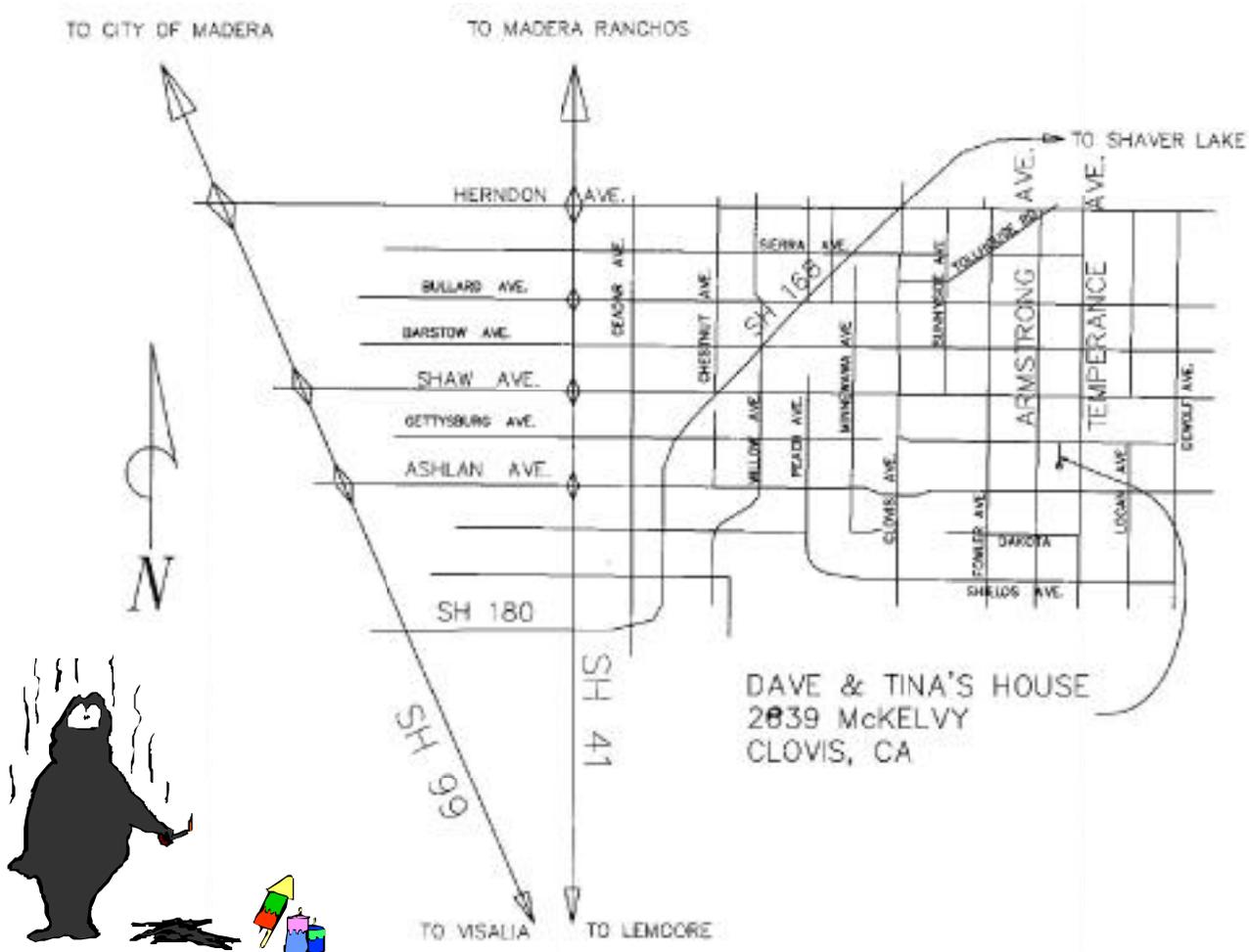
It took me 11 years to get my Goat running and looking the way I wanted. Everything on my car is pretty much "stock" (ha ha). The engine (a 455) has Bill Miller aluminum rods, Venolia pistons, Schneider roller cam and a compression ratio of 8.2:1. Completing the package is a '66 tri-power, Richmond 5-speed trans., and a 12 bolt 3.31 posi. Rear end. I've probably got over a couple hundred bucks tied up in it all.

Several people have asked me what car I would buy if money was no object—would I buy a new Corvette LT-1, or a new Bonneville, or this, or that. After a short pause (a very short pause) my response is that I already own it. I built my GTO for me. I can drive it to work every day, go to the coast or mountains, or blast down the quarter mile (best so far is 12.83 secs. @ 105mph-not bad for 87 octane fuel). Now if it would only get 35 miles per gallon.....

Editor's Note: This is a repeat of the article written by Gary that appeared in a much earlier newsletter. Next month we will continue the story of Gary's 64 GTO since it is now back in the club, so to speak.

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## Map to Dave & Tina's



# Upcoming Events

(POCC Club events are in bold).

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

## July

**12th: Monthly Meeting; Meet in the banquet room at Denny's.**

**17th: POCC Cruise Night. We'll cruise to Chubby's in Madera, on Cleveland Ave. across the parking lot from Wal-Mart. Meet at 6pm.**

**24th: Summer BBQ. We will party "harty" at the Vallas. The club will provide the meat, paper products, utensils, sodas and a great atmosphere! You bring a dish to share, chairs, your swim trunks and a positive attitude! Be there at 6pm, we'll plan on eating at 7pm. . Please RSVP to Dave or Tina (559-292-9441) with your intention of joining the fun, and to get your "Food Assignment" (we don't want 25 salads and no entrées do we!) See article on page 7 for full details and map on page 5 for visual directions.**



## August:

**9th: Monthly Meeting; Meet in the banquet room at Denny's.**

**?th: Clovis Farmer's Market! Date will be the 13th, or 20th or 27th. It depends on the availability, Andy Hoff is getting the info for us. Full details to follow.**

**27th: Mars Drive-in Night: Date may change if the 27th is the "best" Farmer's Market date available. Watch for details soon.**

## September:

**13th: Monthly Meeting; Meet in the banquet room at Denny's.**

**18th-19th: POCC Western Regional Convention: In Reno. Info to follow.**

## October:

**13th: Monthly Meeting; Meet in the banquet room at Denny's.**

**? Fall Mystery Cruise: Info to follow.**

## November:

**6th: 5th Annual Toys for Tot's All Car, Truck & Motorcycle Show. Show will be at the Toy's R Us parking lot, Shaw at Sunnyside in Clovis, CA. The show will be from 11am to 3pm, and will include some special surprise awards. Entry fee is any unwrapped toy with a value of \$10.00 or greater. The show is Rain or Shine! If it's raining, please stop by and drop off your toy and meet some great Marines. You will also be supplied with some great coffee, coco and cookies. Info: Brian or Janet Massey; 559-645-8018, or email [bjmassey@bigfoot.com](mailto:bjmassey@bigfoot.com)**

**8th: Monthly Meeting; Meet in the banquet room at Denny's, 710 W. Shaw Ave. Clovis CA. 559-298-8706. Dinner at 6:30pm, meeting at 7 to 8:30pm.**

## December:

**?th: Christmas Party; Info to follow.**

# Directions to the Barbecue

Map on page 5 for those of us who are visual learners.

From Highways 99 or 41, you can exit on either, Ashlan, Shaw or Herndon Avenues, depending on the direction you are coming from. Proceed east to Armstrong Avenue and turn right. If you are on Ashlan Avenue you will turn left. Proceed south (or north from Ashlan) and turn left (right if came down Ashlan) on to Gettysburg Avenue. Proceed east on Gettysburg about  $\frac{1}{2}$  mile and turn right on McKelvy. We are the third house on the left.

If you are coming from the north on Highway 99, an alternate route would be to continue south on Highway 99 to Highway 180. Take east bound Highway 180 to eastbound Highway 168. Continue east (you are actually traveling north) on Highway 168 to Ashlan Avenue and turn right. Travel east on Ashlan, turn left on Armstrong, right on Gettysburg, and right on

McKelvy. This route is a little longer, but will keep you out of a lot of cross-town traffic.

## PARKING

The driveway is reserved for the parking of your Pontiac or other classic car. I have a large driveway that will accommodate several cars. First come first served. Don't worry about oil or other fluid leaks. I have probably leaked, spilled, or dripped about everything there is anyway. I will however, provide drip catchers free of charge! We'll have a mini car show on the driveway!

## BURNOUTS or "PEELING OUT"

Please refrain from this activity while driving on McKelvy Street. I personally have no problem with this, but some of my neighbors do. The existing tire marks on the pavement left by unknown individuals seem to annoy

# 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. \$8,900. 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.

**Miscellaneous 69 Firebird parts.** Hood, tail lights, dash, grills, rear seat springs, console. 66 GTO rear bumper, some trim. Call Victor Weitzel at (559) 692-2900.

**Miscellaneous 67 GTO parts.** Fenders, doors (post car), hood, frame, some trim pieces, etc.etc. Call Sam Fisher (559) 664-9431.

**1955 Pontiac 2 bbl intake** with carburator \$75 OBO. Other miscellaneous 55 parts. Two sets of tail lights for 69 Firebird. Contact Rick DiGiacomo at (401) 934-0663 or frdigi@aol.com

# Wanted

**400 CID Pontiac** 4 BBL motor. 69 or 70 years only, will pay up to \$450. Call Tim Saltzman at (559) 645-0946.

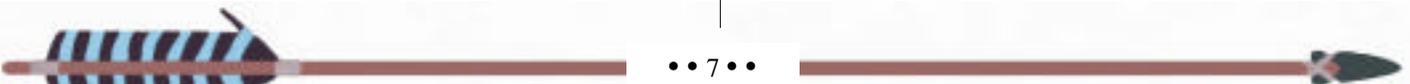
**Tilt steering column** and clear/black wheel for 67 Firebird. Call Rick DiGiacomo at (401) 934-0663 or frdigi@aol.com

**Set of Honeycomb wheels.** Contact Dave Bettencourt at (559) 867-0340 or baadgoat@webtv.net

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some of the people on my block. However, upon turning onto Gettysburg Avenue off of McKelvy, feel free to light them up!

Please R.S.V.P. by 7-20-04. Contact Dave or Tina Valla @ (559) 292-9441 or email [dagodavesgto@sbcglobal.net](mailto:dagodavesgto@sbcglobal.net). You will be informed if you need to bring a salad, side dish, or appetizer, depending on what we need the most at the time you call.



# PONTIACS



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.



June 2004

Joel Garrett  
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Clovis CA 93612

## Pontiacs of Central California Officers for 2004

President	Andy Hoff	298-4527 andrewh@csufresno.edu
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	Joel Garrett	292-9130 calbug61@aol.com
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.

