

# The Straight Arrow



The Monthly Newsletter of the Pontiacs of Central California  
August 2004

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



## Contents



*President's Message*  
*July Minutes*  
*Upcoming Events*  
*For Sale/Wanted*



*Dennis Schwarz's*  
*'64 GTO*

# President's Message

I picked up a copy of Hemmings Muscle Car Magazine this past week as it had a gold '65 GTO on the cover. It was a great issue that reviewed some of the history of the Royal Pontiac dealership and the services and products they provided in the mid-sixties to make Pontiacs even faster. They had a 'Royal Bobcat' treatment for most models from the Cammer Six cylinder to the GTO to the Catalina 2+2. For a few bucks, your car could be very competitive at the drag strip and on the street with just a day or so visit to the service department at Royal. How times have changed. Most of our present-day drivers are a maze of electronics and computer chips that support a very comfortable and trendy ride, but do not give way to driveway tinkering. Typically, we notice something is not working right and we look in the fuse box or raise the hood and tap on things and pull on connectors and wires, shrug our shoulders and make an appointment to have someone else charge us \$60 to \$90 per hour to 'fix it.' And, fixing it typically means replacing a module, sensor or black box for a fairly substantial sum of money.

The up side is that our modern-day drivers are more comfortable, more fuel efficient, produce far less pollution, don't stain our drive way, and can be counted on to deliver us more safely, quietly and in some cases, quicker than our classics. That said, I wouldn't give up my vintage Pontiac for anything. I might be more selective when and where I drive it and plan ahead for any possible emergencies. I enjoy it when people pull up alongside and give me a thumb's up or ask me what year it is or similar question. I also enjoy the rumble of that .500 lift cam and the two chamber Flowmasters that the muffler guy said would be too loud (they aren't). I also take some responsibility for what happens to my fellow travelers when we have to sit out a long light and the considerable fumes that my car puts

Continued on next page.....

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

We are not sure who, if anyone took the minutes at the June meeting. Watch for the mailed version to see if the mystery is solved.

Continued on next page.....

President's message continued.....

out causes them to roll up their windows or wave their hands in front of their faces. Do I feel guilty about it.....no I don't. I know that sometime in the far future, there will be fewer and fewer of cars like mine on the road until most will be driven around on trailers and fired up as curiosities at special events. The 'vintage cruisers' of those future times will be the tuner cars of today, louder and more polluting than the cars of the future, and whose drivers will still receive a thumb's up and questions yelled out over the tone of the exhaust.

Owners of hotrods of the 40's and 50's lived through similar times as we are and enjoyed their classic rides as much as we do. As that generation moves on, we take their place for a while. It is our freedom to enjoy our 'era' and our responsibility to share our generation of classics with others. To do that, we attend and put on events. So, to do our part, we need to gear up and get going on the 2005 Western Regional. So, answer Brian's call and get involved in planning our best event ever. We need you now. More later.

Andy



Minutes continued.....

# 9-11 Truck



submitted by Dave Valla

This truck and trailer is owned by John & Amy Holmgren of Shafer Minn. They thought this would be a nice tribute to the people that lost their lives on Sep 11. It is called the Rolling 9-11 Memorial, it has all of the names of the people that were killed on that day

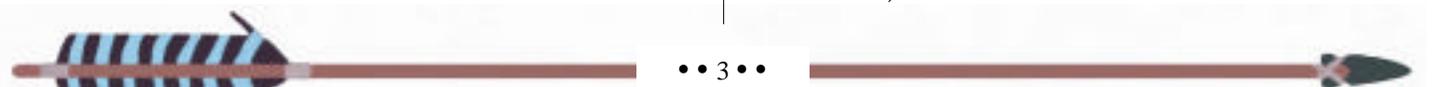


and the flights they were on plus some other graphics on the side of the Tractor.

This concept was thought up by John and Amy, and totally paid for by them. John says he will be awhile paying the loan off that he had to take out to do it but, thought this was the least he could do. Applied Graphics in Fargo ND did most of the work and Paul Kosenski did the Hand painting.



He said that he got to meet the Country Singer Darryl Worley, who Sang the song "Have You Forgotten" and has gotten pulled over three times by the police just to get their picture taken by this truck. (I would have pulled him over too!!)



# My History With Pontiacs

by Dennis Schwartz

My association with Pontiac vehicles started when my father taught me to drive his 1953 Pontiac station wagon. He was a butcher in a store in Kerman, about 15 miles West of Fresno. This was the same vehicle that he hauled hind quarters and front quarters of beef from O'Neil's meats, and pork from Hormel's to Kerman every week.



I started driving my dad's car when I was 14. When my father died, the wagon was left to me. Today it sits waiting for a makeover into a mild street rod. Hopefully, that will be in an upcoming article.

When I was 15, my parents purchased a 1955 Pontiac 4 door star-chief for my older brother and I to drive to school. That lasted a few years and then the car was mine.

One day, I allowed my brother to borrow my Pontiac. At that time I was driving my other car that I'd purchased, a 1958 Corvette. While my brother was driving my Pontiac, he was broad sided by a 52-Chevy pick-up that had no brakes. My brother wasn't hurt, that was until I got a hold of him, but the Pontiac was a total loss.

It wasn't until about 20 years ago that my wife and I purchased another Pontiac. It was a 1978 Pontiac Grand Prix. It was an alright family car until the engine went south. It sat for a while until I finally rebuild the 305 engine and used the car for transportation to and from work. Eventually the car was parked and non-opped. During that time, there was a very cold winter and the engine block cracked when it froze. I have some people coming this week to purchase it for a parts car.

The next Pontiac I became interested in is one that most of our club members know. It used to belong to Gary Kizer. I'm told that he was one of the original members of the P.O.C.C. To my knowledge, I never met the man. He passed away in 1998 and his car was put into storage by his wife.

I was working at North Central Fire District as a station Captain when we received an emergency medical call to the Kinzer's residence. As we arrived, I noticed a GTO parked in the driveway. After the medical emergency was over, I was talking with Mrs. Kizer and asked if the GTO belonged to her. She told me that the vehicle had belonged to her husband, but he had died a few years ago. I told her that I was sorry for her loss. I mentioned that it looked like a nice car, but I really liked the 64 GTO better. I had only seen the rear of the car and thought it was a 65. She informed me that it was a 64. She told me that the car had been in storage for a few years, but was too expensive for her to continue. I asked her if she had plans of selling the car, and she said that her daughter Ann wouldn't let her until she got her own 64 GTO back on the road. I told her I wasn't in a big hurry, but I was planning on retiring in a few years and that I was planning on purchasing a car like a 64 GTO for a hobby.



Time passed, eighteen months to be exact, and one day I was waling precincts for a fire district election, and I found myself knocking on Mrs. Kizer's front door. When Mrs. Kinzer opened the door, the first thing she said to me was that she had just left a message on my phone answering machine. I asked her what the message was and she said "I'm ready to



sell the GTO". (Now I need to tell you that during that eighteen-month period of time, I continuously checked to see if the car was still there. I also washed the car twice before I bought it). I told Kristine that I'd be back as soon as I finished walking precincts that afternoon. Later that afternoon I had to take the battery out of the GTO because it had a low charge.

After charging the battery, I returned the next day to the the GTO started. When it finally started, there was this awesome roar from under the hood that I hadn't expected. Then, I smelled raw gasoline. I immediately shut the ignition off and found the fuel line from the fuel pump to the carburetor was leaking badly. After getting some new hose and clamps and installing them, I again started the engine and ran it for a few minutes to warm it up. I asked if Mrs. Kizer was ready to go on a test drive and she threw me the keys and said "have fun". Well, the rest was just some negotiating and coming to an agreeable price for both of us. By the way, Kristine knew that a few of the club member would like to purchase the GTO. She decided to sell outside the club and not to one club member over another. She didn't want any hard feelings to be caused within the club because of the sale of Gary's. GTO.

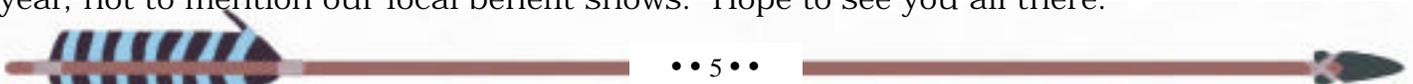
For those of you that aren't familiar with this 64 Goat, here is what I've found out about it. Gary Kizer traded for the car in 1982, with no running gear, bumpers or mouldings. In the next 11 years, he worked on the car to finish it. When finished, he had a 1964 GTO sport coupe painted Corvette Classic White (for those of you who don't know, Gary Kizer owned Royal Auto Body and his specialty was GTO's) The exterior of the car looks stock, except for the Rally II wheels. Under the hood was a 197- 455 with Miller aluminum rods, Venolia pistons, Schneider solid lifter roller cam, 1971 #66 455 low compression heads (8.2 to 1) - polished and ported of course with roller rockers. To top it off a 1966 tri-power. The transmission was a Richmond 5-speed and the rear end a 12-bolt 331 posi. In a two page article that Gary wrote for our monthly news letter, he said that he could drive to work in his car, go to the coast with it, or put the slicks on and blast down the quarter mile (by the way, he reportedly had a best time of 12.83 seconds @105 mph - that was on 87 octane).



Currently, I'm making some changes to the running gear. I'm going to freshen up the 455 and replace that solid lifter cam with a hydraulic one. It'll still be a hot cam just not as noisy. Ok, ok, some of you like that noise, not me. I've replaced the galss packs with some mellower free flowing mufflers. The engine will still have the tri-power, but I'm replacing the Richmond 5-speed with a Muncie 4-speed. AS for the rear end, I've purchased a NOS 12-bolt 308 ring and pinion set. Right now, I've got a 1967 400 with an Edelbrock manifold and a Holley 650

that I'm breaking in the Goat while I freshen up that 455. The 400 will eventually go into that 53 wagon, backed up with a turbo 400 tranny, but as I said that will be another Pontiac project.

The only other things I've done the the 64 Goat is put on the re stripe/arrow and have the paint above the red line repainted. I've also detailed the engine compartment and the trunk. Hopefully it will be done in time for Reno, but will be at Pismo and Bass Lake for sure next year, not to mention our local benefit shows. Hope to see you all there.



# 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.

## August:

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

**13th: *Clovis Farmer's Market!* We are set, meeting time and place will be on the web site and discussed at the August meeting.**

**27th: *Mars Drive-in Night:* Meet no later than 6:00 at the Mars Drive In on Shaw.**

## September:

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

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

**24th: *Mars Drive-in Night:* Meet no later than 6:00 at the Mars Drive In on Shaw.**

**25th: Ronald McDonald show and Ford Shelby GT500KR Convertible raffle. See page 7 for more details.**

## 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.**

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## Some Humor

Grandpa was driving with his 9 year old granddaughter and beeped the horn by mistake.

She turned and looked at him for an explanation.

He said, "I did that by accident."

She replied, "I know that, Grandpa."

He replied, "How did you know?"

She said, "Because you didn't say "Stupid idiot" afterwards.

\*\*\*\*\*

A blonde calls Delta Airlines and asks, "Can you tell me how long it'll take to fly from San Francisco to New York City?"

The agent replies, "Just a minute..."

"Thank you," the blonde says, and hangs up.

\*\*\*\*\*

Two Mexican detectives were investigating the murder of Juan Gonzalez.

"How was he killed?" asked one detective.

"With a golf gun," the other detective replied.

"A golf gun?! What is a golf gun?"

"I don't know. But it sure made a hole in Juan."

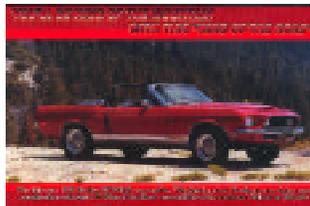
## Ronald McDonald House Raffle

The "Friends of the House", a group of car enthusiasts, is an organization that has devoted itself to helping the Ronald McDonald House Charities of the Central Valley. Our Friends played a major role in the building of the new eighteen room Ronald McDonald House.

The Ronald McDonald House is a beautiful 20,000 square foot facility adjacent to Valley Childrens Hospital of the Central Valley. It features three kitchens, three dining room and a spacious common living room.

We need to continue to raise funds to operate the House and plan for the future. We appreciate your donations. With your help, we will continue to make a difference for those who need us most!

This year the Friends are raffling off a 1968 Shelby GT500KR Convertible. Only 318 of these cars were built. It is valued at \$80,000, comes with a 428 Cobra Jet engine and has the glove box door autographed by Carroll Shelby..



Tickets sell for;

- 3 tickets for \$5.00
- 7 tickets for \$10.00
- 15 tickets for \$20.00
- 40 tickets for \$50.00
- 100 tickets for \$100.00
- 10% bonus for \$200 or more

Tickets can be purchased by sending a check for the desired amount to:

Ronald McDonald House  
9161 Randall Way  
Madera CA 93638

Call 559.447.6300 for more information.

[www.ronald-mcdonaldhouse.com](http://www.ronald-mcdonaldhouse.com)

Drawing to be held on September 25, 2004.

## 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 carburetor \$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](mailto: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](mailto:frdigi@aol.com)

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



# 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.



August 2004

Joel Garrett  
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Clovis CA 93612

## Pontiacs of Central California Officers for 2004

|                        |               |                                    |
|------------------------|---------------|------------------------------------|
| President              | Andy Hoff     | 298-4527<br>andrewh@csufresno.edu  |
| Vice Pres.             | Gayle Huls    | 661-0889<br>gohuls@hotmail.com     |
| Secretary              | Dennis Baker  | 322-8441<br>socialolds@aol.com     |
| Treasurer              | Bill Truckell | 226-4049<br>goldengoat70@webtv.net |
| Newsletter             | Joel Garrett  | 292-9130<br>calbug61@aol.com       |
| Activities/<br>Webpage | Brian Massey  | 645-8018<br>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.