



The Straight Arrow



**The Monthly Newsletter of the Pontiacs of Central California
Pontiac Oakland Club International Chapter #67
www.pontiacsofcentralcalifornia.org**

Go Green on St Patrick's Day

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Contents

**President's Message ~~ Upcoming Events ~~~ Activities Report
Madera Car Show ~~ February Minutes ~~ For Sale/Wanted**



Pontiacs of Central California
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President's Message

My introduction to the Pontiac.

In my junior year of high school in a small town in Texas called Borger, I had a friend whose father owned the Pontiac dealership there. So every year from the time he was old enough to drive, he brought a new Pontiac to school. Then one day he brought a 1965 GTO to school. At lunch time some of us went out to see the new GTO. It looked real nice. After looking at it a bit, he decided to take each of us for a spin. It was my turn first. Once we got some distance from the school, we came up to a stop sign and my friend said, "Hang on, I'm going to punch it." Well I was not prepared for what happened next. He punched it, and I was thrown back into the seat. My eyes must have gotten the size of hubcaps I was looking for something to grab onto. Up to this point I had never been in a car that had this much power. Right then I decided that one day I would own a GTO. Unfortunately I never got to ride in the GTO again, but this car never left my mind.

I eventually finished high school and moved to Long Beach, Calif, where my parents were living. I could not find a job right away, so I joined the Marine Corp. After doing my boot camp in San Diego, I was sent to Viet Nam. While in Viet Nam I sent every bit of money I made home to my mother to put into the bank. I was determined to get that GTO when I returned home.

Finally the time had arrived for me to come home. Once I got home I went straight to the bank, got all my money out

and headed for the Pontiac dealership. I walked onto the car lot and there she was. We were face to face. She had all the right curves and WOW, what a set of headlights. It was love at first sight. Needless to say I drove her off the lot that day. She was a 1967 GTO. Red with a white vinyl top and all white interior. It was one beautiful car.

I have owned five GTOs since then. As I have gotten older I have come to appreciate a lot of other Pontiac models. Wish I could own them all. I am hooked on the Pontiac.

Thanks for listening, Carl, 2009 President

CENTRAL VALLEY Car Show

Our next big project is the Central Valley Classic Car Show in Madera on April 25th - open to all GM makes, except Chevrolet. A kick-off Bar-B-Que on the evening of the 24th is included. The following folks will coordinate the referenced areas:

Bill Richards - Event Chairman

Sam Fisher—Field Layout and Parking

Ken Mueller—Registration

Bill Truckell—Finance

Dennis Baker—Awards and Judging

Brian Massey—Permits, Special Guests
and Sponsor Coordination

Dave Valla—Raffle

Dennis Schwarz—BBQ coordinator

As always, for a successful show, we need all members to promote the donation of raffle prizes, recruit other cars to participate, and suggest other promotions that could increase show proceeds. We're looking forward to a good turnout!

Club Calendar

March

9th - Club Meeting, Yosemite Falls Café

25th: Ladies lunch club

7th - Cruise to Casa de Fruita

April

11th - Club night at Chubby's (tentative)

13th - Club Meeting, Yosemite Falls Café

18th - Kingsburg Car Show

24-25 - Central Valley Classic Car Show

29th: Ladies lunch club.

May

2nd - Cruise to Railtown in Jamestown, CA

9th - Club night at Chubby's

11th - Club Meeting, Yosemite Falls Café

June

4th - New Wrinkles, with the Berglunds

8th - Club Meeting, Yosemite Falls Café

13th - Club night at Chubby's

July

11th - Club night at Chubby's

13th - Club Meeting, Yosemite Falls Café

18th - Aaron Davlin's Church's show

August

8th - Club night at Chubby's

10th - Club Meeting, Yosemite Falls Café

28-29 - Trip to Solvang

September

12th - Club night at Chubby's

14th - Club Meeting, Yosemite Falls Café

October

3-4 - Trip to Cayucos

10th - Club night at Chubby's

14th - Club Meeting, Yosemite Falls Café

November

7th - Tots for Tots Show

9th - Club Meeting, Yosemite Falls Café

ACTIVITIES REPORT

March 7th is a club Cruise to Casa de Fruita for a picnic lunch with the Golden Gate Goats. Meet at 9:00 am in Yukon Jack's parking lot at the northwest corner of Herndon Avenue & Golden State Blvd. We'll leave at 9:30 & be there by 11:30. Bring a picnic lunch. Joel Garrett leads.

If Sean Ford's Chubby's cruise starts in April, we'll have club night there on April 11th. If not, we'll start May 9th.

April 18th we'll caravan down to the Kingsburg car show. Charlie Vaughn is working on getting us parked together. Our club show, the Central Valley Classic in Madera, is April 25th and the kickoff BBQ on the 24th.

In May, our club night at Chubby's is May 9th. We are also considering a Cruise to Railtown in Jamestown on May 2nd.

Thursday, June 4th is a group outing to see the New Wrinkles show starring our very own Ron and Marlene Berglund.

July 18th we will go as a group to Aaron Davlin's church's show.

The trip to Solvang is confirmed for the weekend of August 28th and 29th. A block of rooms have been booked at a hotel.

October 3rd-4th is our annual trip to Cayucos to enjoy the hospitality of Bill and Judy. Judy is working on the details for the hotel.

November 7th is our Toys 4 Tots show. At monthly meetings, the Judys will give updates on upcoming events. As always, if you have an idea for a club event, let us know.

From The Judys

Conception and Birth of the 1964 Pontiac GTO

The Big Bang in the evolution of modern muscle cars was the 1964 Pontiac Tempest GTO. This is where it began: a midsize automobile with a big, high-power V-8 marketed as an integrated high-performance package -- the very definition of the muscle car.

Like many successful ventures, the 1964 GTO or "goat," as it is affectionately called, was created by an unforeseen circumstance. In early 1963, General Motors sent a memo that put an end to racing. The Pontiac Catalina with the Super Duty 421 had ruled NASCAR, winning 52 out of 105 races in 1961 and 1962. This translated into Pontiac moving up to third place in sales and the slogan "Win on Sunday, sell on Monday."

It would be an understatement to say that the memo came as a monstrous shock to Pontiac executives. They realized no more racing meant no more Super Duty 421 Catalinas, and that would mean no more performance image for the young guys who were buying their cars. They knew it was the young guys who pushed them into third place in sales, and they were the guys who were keeping them there. They had the image now and didn't want to lose it.

Drastic measures were called for. Pontiac executives were meeting to figure out how to protect sales figures that NASCAR performance had built for them, when Jim Wangers walked in. He was the account executive for the Pontiac advertising agency and a hot rodder, drag racer and part-time Pontiac product planner. Asked if he had seen the memo and what to do, Wangers said, "Look, I've got this crazy idea. It may work, and I think we should give it a try". He proposed an engine swap - "just an old hot rodder's trick," but maybe it could work. He further added, "We'll use the new intermediate A-body series coming out in the fall. The Tempest will be a compact with a 115-in. wheelbase. Instead of offering just the 326 engines, let's drop in one of the big 389s from the full-size cars, put on some heavy-duty suspension components and call it

something with a racing ring to it." And so the name Gran Turismo Omologato was boldly taken from the Ferrari GTO. Roughly translated, it means a production grand touring machine sanctioned for competition.

When told that the GM front office just gave the order for no more racing and that they would never go for it, Wangers explained that they wouldn't be racing it and that they weren't building a race car. They would be building a high-performance street machine. There's a big difference. And besides, "we don't exactly have to yell about what we're doing. Let them find out after the model is out."

The next question was the engineering side of it -. "Will it work?" Wangers said, "I'm almost positive, but let's ask John." John DeLorean, Pontiac's chief engineer said, "No sweat!" and so, the '64 Pontiac GTO was born.

To create the GTO, Pontiac also went around GM's ban on intermediate sized cars having engines over 330 cid. In a move that didn't require corporate approval, Pontiac made its 389-cid V-8 part of a \$296 option package for the new Tempest. The '64 GTO gave you a choice of two engines. The standard one had 389 cubes and 325 hp with a single 4-barrel Carter AFB, or you could have the same engine with three 2-barrel Rochester carburetors that raised the output to 348 hp. You could also order it with a 4-speed transmission.

Buyers couldn't get enough of the early GTO. Original production plans called for about 5000 units just to test the market, but, by January 1964, barely into the model year, 10,000 had been sold and dealers were happily putting together waiting lists of performance-hungry customers who couldn't wait to get their hands on one. By the end of the model year, there were 32,450 proud GTO owners.

Not only did the GTO become a legendary muscle car, but it spawned a whole breed of car that completely dominated the automotive industry until the safety, insurance and emissions advocates sounded the muscle car's death 1971.

Minutes of the February 9th Meeting

The meeting was called to order at 7:00 pm sharp by 2009 club president Carl Smith.

Minutes: The minutes from the January meeting were approved as written.

Guests: There were no guests present at tonight's meeting.

Treasurer's Report: Bill Truckell reports that the club currently has 32 members and 15 associate members that have paid their 2009 club dues. Please remember to pay Bill (\$24.00) for your 2009 membership dues, if you have not already done so.

News Letter Report: Editor, Barbara Senior, was not present at tonight's meeting. If any members would like to submit articles for the news letter, please do so.

Webmaster's Report: Webmaster, Brian Massey, was not present at tonight's meeting. If any members would like to submit any stories, photos, etc; Brian will gladly post them on the website.

Old Business:

Make-A-Wish donation: Children's Hospital has a policy of not promoting groups that are not affiliated with the hospital; therefore we cannot make the donation to the Make-A-Wish Foundation at the hospital. The donation will be made at our car show in April. Renn Hallet said he would make sure the press is present for the donation.

New Business:

A check submitted with an entry for our April car show (by a non POCC member) was returned for insufficient funds. President Carl Smith said he would contact the person who submitted the check.

Future Activities:

Judy Garrett and Judy Kasper, the activities chairpersons for 2009, provided an updated list of activities.

February 14th: Valentines mystery cruise. Andy Hoff will be heading this up. We will meet in the parking lot behind Starbucks at the northeast corner of Herndon & Fowler. Be there in time to depart by 9:00am .

February 25th: Ladies lunch club will meet at 11:00am at Mimi's café in the River Park shopping center.

March 7th: Cruise to Casa de Fruita for a picnic lunch with the Golden Gate Goats. We will meet at 9:00 am in the Yukon Jack's parking lot at the northwest corner of Herndon Avenue & Golden State Blvd. We will hit the road at 9:30 & be there by 11:30. Bring a picnic lunch. Joel Garrett will be leading the caravan.

March 25th: Ladies lunch club. Location TBA.

April 11th: Club night at Chubby's: The date is tentative depending on when the weekly car show/cruise nights start.

April 18th: Club cruise to the Kingsburg car show. Details TBA.

April 24th: Central Valley Classic Eve barbeque at Don Bonander's Vintage Pontiac/GMC in Madera .

April 25th: Central Valley Classic Car Show in Madera . Ken Mueller (registration chairman) reports he received 10 entrants so far.

April 29th: Ladies lunch club. Location TBA.

May 2nd: Possible outing to Railtown in Jamestown, CA. Curt Gunderson is heading this up.

June 4th: The Berglunds are in the play "Wrinkles" at Fresno City College. The club can attend the play as a group. Details TBA.

Other possible activities/ shows mentioned were:
Sanger Blossom Trail Car show on March 7th.
Galvan's Classic car Show on March 28 at the Fresno Regional Sports Park.
Clovis Motorsports Jamboree on May 1st & 2nd.

Past Activities:

Bowling Night: Sixteen people showed up for the club bowling night on January 24th. Carl Smith was the king of the lanes.

Ladies Lunch Club: Eight POCC ladies were present at the first meeting of the ladies lunch club on January 28th.

As there was no further business to be discussed, the attendance drawing was conducted by Bill Truckell. The winner of the \$20 prize was Gayle Huls. Since he was not present, the lucky winner at the next meeting will receive \$30, if they are in attendance.

The meeting was adjourned.

Respectfully, David Valla

\$\$\$\$\$ REMINDER: 2009 DUES ARE NOW DUE \$\$\$\$\$

Dues for Full Membership are \$24.00 for 12 months starting January 1. In April, dues are prorated \$2.00 per month for the remainder of the year. Full Members can vote and hold an elected office. If a member wishes, he/she can pay an additional \$5.00 for a spouse or significant other to be an associate member, who then can cast a vote but not hold an elected office. If you haven't yet renewed, bring your dues to the February meeting or renew by mailing a check, payable to Pontiacs of Central California, to:

Bill Truckell
444 E. Michigan ave.
Fresno, Ca. 93704

FOR SALE

1965 Lemans front end complete with bumper. Some surface rust because of old thin paint. There is no other rust; it is solid and straight. Great Calif Parts. Can be a GTO with hood change. I would like to trade for a 71/72 Endura front end, hood, head lights, etc for my Lemans Sport convertible. Pictures via email. Contact Dan @ 559-908-1450.

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

Miscellaneous 69 Firebird parts. Convertible brackets, pump and cylinders. Hood, tail lights, dash, grills, rear seat springs and console. Also, a 66 GTO rear bumper and miscellaneous trim. Call Victor Weitzel at 559-760-2313.

Weather Stripping, Seat Covers, Headliners, Sun visors, Seat belts and Carpets for most makes and models. Call Dennis Baker, 559-322-8441.

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