



Ponti-Yakkin

Vol 6, Issue 8

Official Newsletter of the South Central Texas Chapter of the Pontiac-Oakland Club International

Aug 06

Upcoming Events

Aug

2nd Saturday of the month

Castroville Cruise Night - next one is the 8th!

Cruise Every Friday Night At

Biff Buzby's restaurant has cruise night

*8th - Club Monthly Meeting at Mama's Cafe

north of Bitters on 281N access road . 7 pm

18th - Triple C Car Show Waco, TX

contact 254-776-7768 or tr3a62@yahoo.com

11th-13th - Annual Cruise Night Swap Meet

Vernon, www.vernonswapmeet.com or call Jim at 806-791-0594

26th Texas Outlaw Street Rod Shop/KBR Car Show Kilgore, 903-985-3017 jnrns589@aol.com

27th - Pig Stand Swap Meet, Last Sunday of the month

Club Officers

President : Alfred Flores (210)435-6333

V. Pres: Raymond Clay (830)980-2939

V. Pres: Thomas Rauschuber

Treasurer : Jeff Butz

Secretary: Candace Rauschuber (210)499-4868

Editor: Tri-Star Communications (830) 980-3090

The purpose of the South Central Texas Chapter (SCTC) of the Pontiac-Oakland Club International (POCI) is assist Pontiac and Oakland Car owners with the restoration, and enjoyment of these great cars through sharing of knowledge, and promotion of social activities. Membership in the international body is a prerequisite for chapter membership. Local chapter dues are \$12.00 per year. Membership entitles you to receive our monthly newsletter "Ponti-Yakkin", free personal car/parts for sale/wanted ads, inclusion in club sponsored events and voting rights on chapter issues. Members are encouraged to submit articles for use in the newsletter. All materials are subject to approval, editing, and space limitations. Articles used are the opinions of their author and not SCTC or POCI.

To submit ads, articles, or request information please call one of the above listed club members or contact us at:

SCTC Pontiac-Oakland Club

PO Box 34654

San Antonio, TX 78265-4654

www.classicpontiac.org

Is Seguin ready for us!

Time to make sure we are ready for the show

By Prez Alfred Flores

Our club is so fortunate to have members that step up to organize and follow through to ensure all details are taken care of. I'm speaking of all the planning for our clubs annual car show. Maybe it's because most members never knew or realized all the hard work and planning that went into organizing an open car show. Jay & Josie, we can see now all that went into this daunting task.

Fortunately I have been kept "in the loop" so to speak on most of the planning and am pleased to announce that so far most items are on schedule for the Sept 16 date. Award plaques are in, T-shirts are on order, classes set and Penny has told me that our goodie bags will have many bonus gifts that will make all participants very happy. I urge you to bring your early registration form and fee to ensure you receive your goodie bag. Also, if you happen to have any last minute sponsorship money please contact Penny. Better yet bring it with you to our August meeting. There will be a list of sponsors compiled and we don't want to forget anyone. I hope to see a large number of members at our next meeting since we will only have the August and September meeting before the show date. I want to make sure all of the volunteer spots are filled and take care of any concerns or loose ends.

I have been out and about at some of the local cruise nights and am getting some great feedback on many that plan to participate. Many have three and four copies of our show flyers and I feel confidently optimistic. If you plan to be out at a show or cruise night, please help pass out as many flyers as you can. The last few weeks are critical for planning and some people may reminding of the Saturday, September 16 date as well as the Seguin location.

Next club meeting scheduled for Tuesday August 8. Hope to see everyone there!

Reminiscent of the pioneer women

Not even Motherhood slows our Secretary down

By Sec. Candace Rauschuber

Our President, Alfred Flores, called the meeting to order at 7 PM. The secretary's report was approved and accepted as printed in the newsletter. Jeff Butz gave the Treasurer's Report.

Old Business

Penny presented a draft of the t-shirt artwork for the club car show to the group. The printing cost is \$37 a class (which is 3 trophies) and \$6 a t-shirt (more for XL, XXL). 3M is sponsoring the t-shirts and their logo will appear on the back of the t-shirt. Flyers are available, club members are encouraged to distribute at all local shows, cruise nights, and race events. Sponsor letters are also available; more class sponsors are

needed! (\$50 per class) Sign-up sheet for volunteering at the show was also available for updating.

New Business

A Club member update form was passed around for members to update their information for the club roster. Remember that POCI (national) membership must be done on your own. The San Marcos and Lords attended the 2006 POCI Convention and gave a quick recap of events they attended. Frank got the gold award for his 1966 Grand Prix. Wayne was awarded as editor of our newsletter, citing it was one of the best club newsletters around! The Smoke Signals magazine had a SCTC Chapter article in it with pictures

courtesy of Penny SanMarco. Thank you Penny!

Alfred mentioned that there is a desire among some car club to meet up at Blanco Café (Old Harper's) on Friday nights again. If there is interest, a club will be scheduled later.

Recent Past Events

- June 17th – Open car show in Fredericksburg
- June 24th – Louis LeDeaux – seems to be canceled indefinitely
- July 1st – Car show at the Shriner Temple, Frank's son got best is show for his Trans Am.
- July 7th – Biff Busby's – great turnout! 9-10 club cars with 14 members.
- Saturday July 8 - Castroville Cruise night

Gentlemen, jump-start your lemons

For a mere \$500 you too can field an entry in the 24 Hours of LeMons

By Mike McNessor, *Courtesy of Hemming News*

OK, so it's not exactly a vintage race, but it could be an event remembered for many years to come—particularly if things get out of hand and footage of the action ends up on *COPS*, as we suspect it might.

The 24 Hours of LeMons is a self-described "battle of old crapcans" that's set to shake, shudder and smoke off the starting line of the Altamont Motorsports Park, in Tracy California, October 7-8, 2006. According to the outstanding promotional piece on the 24 Hours of

LeMons Web site:

This endurance race is for cars purchased, fixed up, and track-prepped for a total of 500 bucks or less—and before reaching the grid, you'll have to survive the Old-Lady Mannequin Slalom, the Oil-Slicked Baby Carriage Braking Test, the Brick On the Gas Pedal Challenge, and similar qualifying rounds. The racing on Saturday and Sunday is broken up by an all-night party. Twelve hours into the race, the car voted People's Choice (for best



concept and prep) is called in and awarded a cash prize. Simultaneously, the car voted People's Curse is called in and summarily crushed. At the end of 24 hours, a gala awards ceremony plies the survivors with trophies, plaques, and four-figure purses paid with canvas bags full of nickels. Gentlemen, jump-start your lemons.

San Marco's Journey to Pontiac Nationals

By Penny San Marco

The Grand Prix Club's 2006 Spirit Cruise to the Pontiac National Show was indeed a Cruise to remember. The very morning we were scheduled to leave Frank finished his 11 month restoration of the '66 Grand Prix we were planning to drive on this Cruise. Since the Cruise was taking us to Ontario, CA by way of Phoenix, AZ, Utah, Oregon, & CA it was essential the A/C work or we weren't going. As luck would have it, it was the A/C that wasn't ready for travel until that morning of June 19. Although it seemed very unlikely that we could be ready to leave on that day, we did in fact drive out of the drive way at 3:30 PM. A mere 6 hours later than planned.

We met two other Grand Prix couples in Phoenix and toured with them through Bryce and Zion Canyon in Utah, and arrived two days later at Astoria, OR, where we met up with 6 other Grand Prix. They had traveled across the Northern border of the US to end up in Astoria. The Cruise then headed down the coast line of Oregon & California where we were treated to scenic drives and many points of interest. Considering there were 9 cars in the caravan we did pretty good keeping on the right "trail" and not losing any participants on the switchbacks and fog shrouded highways. Our favorite stop along the

way was the Korbel Winery. They had all the Classic Pontiacs parked in front of their building for a great photo op. The wine tasting wasn't bad either! Frank's least favorite stop was Lombard Street in San Francisco. He just wasn't too hot on taking his prize show car down the "crookedest street in the world". But the tourist at the bottom of the Street certainly did

interest and Frank got an abundance of congratulations on a job well done. (Common question from admirers of the "Project '66" car – 'You drove how many miles to get here in that car?') It was great to see some of the Pontiac Club members at the show. Jay & Josie Lord and Raymond Clay had flown out to enjoy the show and we had several opportunities to visit.



Several of the couples on the Cruise went to the Awards Banquet on Saturday; all awaiting the results of the two Shows. The Popular Vote classes were first and most everyone on the Cruise won awards. Our car was the only one from the group that entered Points Judged. It was a long time before they got around to our car but finally the Bur-

gundy Grand Prix was awarded its Gold Award. We both went up to get that very beautiful trophy - not quite believing that Frank really had done what he said he would do.

He took that bucket of bolts and pieces and with a lot of help from Ken Henn and others put that full scale model together in such a perfect manner that it won a Gold Award. One of our good car buddies here in Seguin had said at the beginning of the project –Frank, if you pull that off then "You're the Man!" Well, He's the Man alright. He said it and he did it. Congratulations!

like taking those pictures of all of us one after the other.

We all made it to the Convention in time to clean 4,000 miles of road grime off the cars. Frank entered our Grand Prix in the Points Judged Show on Friday.

Those cars were inside the air conditioned Convention Center. Ontario was having a heat wave while we were there and it was worse than Seguin. The cars were judged Friday afternoon with no results until the Saturday night banquet. The Popular Vote Show was held Saturday in the Convention Center parking lot. Our '66 Grand Prix generated a lot of

How to Pick the Right Restoration Shop

BY MARK J. MCCOURT

*Hemmings Muscle Machines -
May 1, 2006*

Take these professionals' advice and learn what to look for

Let's face it-not all of us have the tools, skills and space to restore a muscle car by ourselves. Where does this leave us?

If you reason that restoration is out of your league, the next step becomes the homework you'll have to do in order to pick a restoration shop that will deliver the finished product you envision while remaining close to your budget and time schedule.

Do Your Homework

"Talk to other people at car shows," advises Gary Stone, a self-employed restoration specialist in Pawlet, Vermont. "Pick a car like the one you want to restore, or one that appeals to you. Talk with the owner about the restoration, and find out if any other cars at the show were done by the same restorer." You may learn of shops that specialize in GMs, Fords, Mopars or AMCs, but they aren't automatically your best choice-the best will be restorers who do the most careful and thorough work.

You'll have to do a fair amount of research; call a variety of shops and speak with the owner or principal restoration specialist. A good shop manager will be more than happy to discuss his experience and restoration techniques. It's also important to learn if the shop stores all cars being worked on indoors, and if they carry enough insurance.

Organization and Equipment Count

As you visit prospective restoration shops, you should pay attention to the appearance of the facilities and the equipment. If you've got a car that will require extensive metal fabrication, look to see if they have a metal brake, an English wheel, a shrinker/stretcher and a bead roller, among other important metalworking tools. They should also have a blast cabinet, a lathe, and a half-ton press as well as gas and MIG welding equipment. Organization and adequate space are also important in a shop.

The reputation of a shop is extremely important, as is the satisfaction of its former customers. Ralph Prueitt of Al Prueitt & Sons in Glen Rock, Pennsylvania, offers advice: "Stop in the local parts store and ask the guys how (the restoration shop is). They'll always tell you-they never pay on time, or, they're great guys who do good work." Contacting old customers is also a smart bet. "A restoration shop should be willing to give you the phone numbers of previous clients," Joe adds. "You should talk to those clients about what was done to their cars, and look at (the work) if possible."

When you feel comfortable with a shop, it's important to discuss all the particulars of the costs that occur during a restoration.

Boy Does it cost

When you've chosen your restoration shop, get a written estimate for the labor, materials and parts required for the project, but remember that estimates are subject to change. "It's difficult to figure an exact price on any restoration," Gary says. "I'll have a general idea of what it will cost, but even my best guesses are often low. You've got to be prepared to spend more money," Tom adds, depending on the situation, a car's restoration may end up costing many times its value.

Be aware that better restoration shops will often have substantial waiting lists, ranging from months to years. "Any good restoration shop will be booked for at least a year," explains Mopar restoration specialist Dennis Kohr of Kohr's Kustoms in Myerstown, Pennsylvania. "If you can get into a shop right away, you should question the quality of its work."

Once a restoration begins, most good restorers want to remain in touch with the car's owner to allow progress updates as well as to keep abreast of potential financial issues.

Editor's Note: This is not the complete text. It has been edited to fit. Check out http://www.hemmings.com/mus/stories/2006/05/01/hmn_feature2.html for the whole story.

FOR SALE

1964 Bonnyville Convertible - Ron Coke

73 Grandville & 77 Trans Am - Ron @ 967-5484

51 Pontiac 4 – door complete body. No motor or transmission. Very good shape overall and lots of chrome & many extras. \$1500. Alfred Flores @ 435-6333

69 Firebird parts - Thomas Rauschuber @ 499-4868.

Club name tags: \$6.00 and club Polo shirts \$10.00 for first shirt. 494-9291 Ralph Gaines

“Pontiac Musclicar Performance” Pete McCarthy’s book that gives you everything you need to know about performance Pontiacs from 1955 to 1979. Normally a \$30 - \$35 book, club member price \$20. Don’t hit the swap meets with out it! Call Jay Lord 830/438-2878.

95 Pontiac TA - 167K miles, 5.7 LT1, Borla exhaust, manual, Rims & Tires new last May, 17x9.5 front 17x11 rear, Sumitomo 275/40/ZR17 front 315/35/ZR17 rear, good car...no major problems. Interior is in good shape and it still runs Good & Strong. Alfred A. Cortez, acortez95ta@yahoo.com

Set of Rally II rims- 14 inch with chrome rings. \$100,

1972 Pontiac LeMans - 2 owner car, original 350 and turbo 350 transmission. It has 85k miles and is rust free. I bought it in California. It has a 4 bbl, HEI ignition, cold AC, PS, PB, KYB shocks, new Ames springs, Rally IIs and AM/FM CD. The car is Revere Silver with matching clean interior. It is solid and dependable. Asking \$8,995. Bruce, 771-6673 or email at bruce@mpjonline.com

Morris Roos has the following for sale:

The Rims are All New !!!!

2 Keystone Chrome Reverse Rims, 15x6, 6 lug, 5 1/2 bolt pattern. \$100.00 pair

4 International Alum Mags, 14x6, 5 lug, will fit 4 1/2, 4 3/4, 5.00 bolt patterns, with center cones and wheel nuts. \$200.00 set

2 Keystone Chrome Reverse Rims, 15x10, 4 3/4 bolt pattern, \$150.00 pair

2 Rocket Chrome Rims, 15x8, Chevy, \$100.00 pair

2 Transamerican Chrome Rims, 14x6, ford, 4.5 bolt pattern. \$100.00 pair

2 Keystone Chrome Reverse Rims, 14x6, 4.5 bolt pattern. \$100.00 pair

1 Set of 13 “Mag Hub Caps Chrome, set of 4. \$50

2 Sets of 4, 15" Mag Hub Caps Chrome, @ set \$ 50

1 used 4 bl. Holley 650 cfm or larger carb, with spacer plates and adapter. Make offer

Set of 4 Keystone K- Rally Chrome Mag Rims, with center caps and chrome nuts, need to check bolt pattern, \$ 250.00

Glass pack mufflers & regular mufflers, hood scoops.
New set of traction bars that I believe fit a Pontiac, I will check app.

All sorts of tools and car stuff - Morris Roos (210) 416-2060

Ralley II’s - 15 inch, complete set - beauty rings and center caps, show ready! \$500 OBO - Ray Clay @ 830-980-2939

New service - Dewarping of Qjets - \$25 - Wayne 385-8000

PARTS WANTED

Wire Wheel Covers -67 GTO Baron Clark @ 822-4688
Bent or damaged Pontiac Rally wheels for club project 823-2674 Alfred

What ad phrases really mean

Air Conditioned: Broken windshield.

Dream Car: Like in a nightmare.

Exhaustive Restoration: The tailpipe was replaced.

Forced to Sell: Sell it or take it to the dump.

Illness Forces Sale: The owner is sick of neighbors complaining.

Near Mint: Owner lives near U.S. Mint.

Needs Minor Cosmetics: Even Max Factor might go broke on this one.

New Paint: Has large bull’s eye painted on driver’s door.

Original: The owner never repaired anything.

Original Owner: The owner is original, not the car.

Running Contidion: Its the owner after he sells the car.

Rust Free: No charge for the rust.

Steal at \$1,500: Yeah? Who’s doing the stealing?

Solid: Just try moving it.

Towable: So is the Queen Mary.

26,000 careful miles: the other 100,000 not so careful.

Won’t Last Long at This Price: It’s on its last legs. It won’t last long at any price.

Zero Miles Since Overhaul: All that money and work, and it still won’t run.

Being rich isn’t so great! Henry Ford had all those millions and never owned a Cadillac or for that matter a Pontiac.