



**PONTIAC-OAKLAND
CLUB INTERNATIONAL**

WEST MICHIGAN
CHAPTER

THE ARROWHEAD

NEWSLETTER FOR THE PONTIAC ENTHUSIAST

MARCH 2005

West Michigan POCI
1147-32nd St SW
Wyoming, MI 49509

THE ARROWHEAD

THE PREAMBLE

The West Michigan Chapter of the Pontiac-Oakland Club International is dedicated to the ownership and preservation of Pontiacs, all models and years. It is the goal of the Chapter to encourage and unite area Pontiac enthusiasts in Chapter sponsored activities and events. The Arrowhead serves as one of the tools to which the Club can fulfill its goals as well as provide information and services to its members.

CLUB OFFICERS

President	Robert DeBoer	616-538-6712
Vice President	Linda Kamphuis	616-392-5074
Treasurer	Terri Miller	616-875-8069
Secretary	Dan Jensen	517-647-2474
Arrowhead Editors	Scott & Angie Van Wyk	616-257-1597

CLUB CELEBRATIONS

HAPPY BIRTHDAY

Deb Broekema April 8
Ben Herr April 15

Tom Ensing April 24
Michael Korte April 25

HAPPY ANNIVERSARY

Mike & Susan Ross
April 9

Al & Dee Hudson
April 24

MEMBERSHIP INFO

Chapter Dues are to be paid January 1st
\$15.00 payable to WMPOCI

Please give to Terri Miller at the meeting, or mail them to:
Terri Miller 8830 Taylor St. Zeeland, MI 49464

National Dues are YOUR responsibility
You must be a member of the National POCI
to be a member of the West Michigan POCI.

Log onto www.poci.org for more information or to register.

Pontiac-Oakland Club International, Inc
PO Box 9569 Bradenton, FL 34206

Membership Application

Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____

Phone _____

Email _____

Pontiac Owned _____

Year _____ Model _____

Style _____ Motor _____

National POCI # (must have) _____

Birthday _____ Spouse's Birthday _____

Anniversary _____

\$15.00 PAYABLE TO WMPOCI

Muscle Car Trivia

Last Month's answer: The GMC Sprint

New Question:

How many exterior colors were available on the 1964 GTO?

This month's answer will be in the next newsletter

A Final Note from the Editors...

Just when we think that spring is finally here...it snows. You have to love the weather in Michigan!

Every time the weather comes on TV we hope that the sun will come out and the entrance of our cars onto the streets will come again. When I see our car sitting in the garage, it just looks lonely. I think that all our cars are longing for spring just like we are. Hopefully the since the first official day of Spring is here the weather will start to cooperate!

I never used to understand the way Scott would get antsy when the first hints of Spring came. I always figured he was ready to do "spring cleaning" like I was...unfortunately he wasn't thinking about the house. He was ready to roll the car out, get the hose & sponge and spend all day "dusting off" the car. I have come to realize how important this day is to every car guy (and girl?). It is like a rebirth. Not only of the Pontiac, but of a car show addict as well!

The sound of motors and the smell of rubber & exhaust ...

...should be here soon!

Happy Spring! See you at the April Meeting!

TRUE WISDOM LIES IN GATHERING THE PRECIOUS THINGS OUT OF EACH DAY AS IT GOES BY.

UPCOMING MEETINGS

WEDNESDAY APRIL 6 7:00 PM

Join us at Arnie's on Leonard for a lively Question & Answer Discussion. It will be mostly about cars, but other topics will surely creep in. If you have questions, we want to hear them! If you are an expert on anything, or think you are, we need you to answer everyone else! It should be great fun and we hope to see you there!! Feel free to come earlier for Dinner or Dessert!

WEDNESDAY MAY 4 7:00 PM

S o o t t T i e m a n n
will be our Guest of Honor. He always gives great talks, so you will not want to miss this meeting!!

DUST OFF CRUISE MAY ???

The wind in your hair, the sun on your back, the sweet smell of rubber and car polish...doesn't this sound like a day in heaven?! It does to us! Our Spring Dust Off Cruise is quickly approaching, but we still need someone to plan it. If you know of a great place to take car pictures, or of a scenic drive everyone should see, you would already have a head start on planning this cruise. Or if you just like to get in the car and go, with or without a map, we would love for you to take charge of this event. If this sounds like something you would be interested in doing, call any of the club officers to let them know. Please help us blow the dust off from our cars in the wind rather than in the garage!

MEET THE CHIEF—AN AUTOBIOGRAPHY

As a youth I always have had a love for cars. My first car at age 15 was a 1953 Chevy Bel-Air, but I wanted a 3 on the tree, so I bought a '54 junker and pulled the trans to put it in my '53. I put in the pedals, shifter and all the work to convert it to a stick shift so that when I turned 16 I had my first ride. A friend of mine had a dual carb set up, a split manifold and a set of Olds spinners so I ended up with a real cool ride.

Out of college I had a '56 Crown Victoria, '58 Chevy Bel-Air, & a '64 Sport Fury 383. In 1965 I started to work for Steelcase, and that is when I got into drag racing. So in 1967 I bought a demo Corvette '66 327-350 and raced that. In 1969 I ordered a Chevelle 396-375 with many options for \$3,475. Those were the days!

I got married and the racing and loud cars had to go, so I traded it in on a demo Pontiac '60 Grand Prix SJ, my first Pontiac. I kept this car until 1979, but had a '74 Grand Prix also. I started buying and fixing up used cars for a hobby and in 1971 I found a '69 Camaro Z28 302 with low mileage and the racing started again!

As my 2 boys were growing up we needed a van for travel so I decided to build my own. In 1976 I bought my first Chevy van and customized it all myself, windows, sun roof, wheels, custom paint, etc. I took it back to Kool Chevy and showed them what I had done to it. This started me in van customizing for the next 5 years until the bottom fell out of the business.

In the 1980's I owned a few family Pontiacs and it wasn't until 1996 that Rox and I found our '86 Grand Prix 2+2 Aero in her hometown in New York. We brought it home and started working on it. I believe it was 1999 that I attended my first POCI meeting and then joined the club in 2000. That was my first year of showing my car.

Rox and I have four children, two hers and two mine and we have 5 grand kids. We enjoy camping, traveling, golfing, remodeling and keeping the "Job Jar" empty. I retired from Steelcase in 2000 and have been working for Duthler Ford delivering wholesale parts while Rox works part time for BIFMA.

Since joining the club we have had a lot of fun and we have met many new friends, as if they were family to us and we thank you as a club.

Did you know...?

Pontiac played a large role in WWII?

Most automotive history buffs think of World War II as a period when no cars were built. That's true. As Alfred P Sloan Jr wrote in MY YEARS WITH GENERAL MOTORS, "Between February 1942 and September 1945 we did not make a single passenger car in the United States. Our assignment was to transform the world's largest automobile company into the world's largest manufacturer of materials for war. We not only had to alter the character of our product, but had to increase our total output substantially."

In the years just before and during the war, GM produced an incredible \$12 billion of military goods—probably more than it would have made in peacetime back then. That was a miracle in itself, but amazingly \$8 billion worth of that business came from products totally new to GM. In addition, during the period in which this was accomplished, more than 113,000 veteran employees left the company to go into the armed forces!

Production orders included contracts for aircraft torpedoes, tank axles, army truck engine parts and vital components for diesel engines.

GMC Truck Engine Parts

Many military vehicles from 2-1/2 ton trucks to amphibious DUKWs or "Ducks" used GMC's rugged in-line six-cylinder L-head engine. Much of the output of Pontiac Motor Division's large foundry was used to cast the blocks and other parts of this power plant. The operation included manufacturing the barrel cases for the cylinder blocks on a production basis and grinding the cylinder block heads and pan rail face on an automatic grinder.

Anti-Aircraft Training School

On August 17, 1942, Pontiac established a Basic Artillery and Anti-Aircraft Training School to teach servicemen how to operate and maintain the guns that it was manufacturing. It was the largest civilian-supervised anti-aircraft school in the country and trained personnel for all of the Armed Forces. Due to its success, Pontiac was asked to broaden the scope of the training to cover all weapons used in anti-aircraft defense.

Wartime Workers

As of November 1943, Pontiac reported that 2,111 of its employees were on record as having applied for military leave of absence. Twenty three men who each had over 25 years of experience with Pontiac and 150 employees each with more than 20 years in, stayed at the company or returned to work there in support of the war effort.

As it became apparent that the war was winding to a close in late 1945, Pontiac Motor Division realized that getting back into car production was going to be important. Because of the pent-up demand, it would need cars and employees to sell and fix them. PMD provided dealers with ads that they could use to advertise their willingness to hire returning veterans. The announcement even offered free factory mechanic's training programs to the soldiers coming home from Europe and Asia.

A Proud Past, a Promising Future!

Excerpt taken from "75 Years of PONTIAC The Official History" by John Gunnell

Convention 2004 Flashback



What a Great Looking Group



POCI Convention Registration Fee.....\$35
Four night stay at Host Hotel.....\$396
Earning the reward of being
pictured with these men.....Priceless

HEAR HIS CHATTER

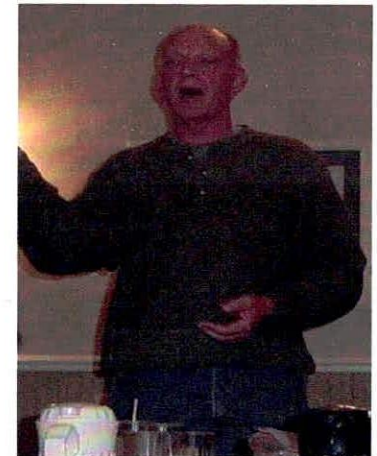
Welcome to another month of Chief Chatter. I want to thank all of the club members that attended our annual auction. We had good attendance and a lot of fine items donated so we could raise funds for the upcoming events.

I was skipping through some older "Smoke Signals" the other day and saw the article on "One Man's Junk, Another Man's Treasure" and it reminded me that I heard the other day that our Governor signed into law January 1, 2005 the same thing for the state of Michigan. The removal of cars from property that are unlicensed. These may be cars that people are working on and they can be towed away if the city or state deem them as junk or as cluttering the property. When I heard this I felt hurt that one person can take away the privileges of many, and do it without getting their input. That is why it is important for all of us to make a point to bring these things up at club meetings so we can talk about them and join together and fight for our rights. Many voices together can be heard, but one voice alone is just a whisper in the night.

Until next month,

"Keep the rubber side down"

Bob



MARCH ANNUAL AUCTION

MEETING MINUTES

It was a great night for our annual Auction, last March 2nd! Lots of people showed up eager to sell something old, and buy something new! But before the festivities began, our President Bob DeBoer started the meeting off covering some important business. Bob wanted to remind everyone that we still have a couple months this year with "nothing to do" at our meetings, specifically October and November. If you have any suggestions, please let any of the club officers know.

Doug Kamphuis and Doug Troost would like to remind you that they are selling B/C fire extinguishers to our club members. They carry only the best brands, so you may want to do yourself a favor and order some from these guys. The "car" size extinguisher cost about \$35 to \$40.

With the short business meeting over, it was time to get started with the Auction. Bob and Roxanne DeBoer took it upon themselves to be our auctioneers. It's kind of like volunteering to jump into the lions den, but they did a great job getting good prices out of the items, as well as keeping the crowd entertained! Great job Bob and Rox! Also, thanks to all the club members who brought items to auction off, and for being generous when it came to bidding on items, that, well, maybe weren't just what they were looking for! From my crude notes, I'd say the club generated a little over \$500 for our treasury! Thanks to all for opening their wallets!

One last note before I end my report. I'd like to congratulate Scott and Angie van Wyk for their great job as our new Newsletter Editors!! The first issue was excellent, and you'll fill Tom and Sandy's shoes brilliantly! Congratulations on a job well done!

See you all at the April meeting!

Dan Jensen

AUCTION EXCITEMENT



WHAT A LOT OF DONATIONS!



EVERYONE NEEDS A LAVA LAMP!



DAN'S BIG PURCHASE