



# ***The Modifier***

Street Rod & Modified Chapter  
Pontiac – Oakland Club International

Jan./Feb. 2012

## ***Modified Pontiacs at the KKOA Leadsled Spectacular***



This cool '57 Pontiac Star Chief was one of several Pontiacs at the KKOA Leadsled Spectacular in Salina, Kansas, last summer. It was driven (without air conditioning) from Long Island, New York.



## ***The Modifier***

Newsletter of the Street Rod & Modified Chapter  
Pontiac – Oakland Club International

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## **President's Message - Lou Calasibetta, Chapter President**

As I put on the TV, I see politics, sports shows and the car auctions. I think the car auctions are the key to start of the season on the car hobby. Surely it is very entertaining, but it is way out of reach for the average car nut in many ways. Two million dollars for an old car is really wild. Sure wish some of my Pontiacs could come choose to that plateau!

It is very sad how some of the cars are not given their true TV time, though. As for me personally, I am very tired of seeing Mustangs, Chevelles, and Corvettes on the platform. Then come another commercial and on and on to the same old Camaro? Why is that? There were some Pontiacs on the auction block, but too many passed by the wayside.

How about all of the commercials on the Barrett-Jackson auction show? Insurance companies, tire companies making footballs, soda adds, Golden Corral, waxes of all kinds, and not to be overlooked, Sta-Bil additives. The coverage was not as exciting to me as in years before. Possibly I am becoming an old man or just an auction scrooge.

For those that know me, I prefer an old fashion swap meet with a huge car corral. There is something to say about the aroma of green grass, fresh paint and fuel burning out of twin pipes. The auction place is somewhere I am not comfortable at. I must be a rookie in that league. One has to be careful when you go to one. I do remember the one in Texas a few years ago, the late Roger Stewart's Pontiac collection. To me it was a farce and a waste of time for all of the guys that went there.

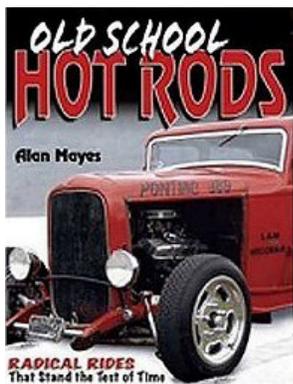
On another note, I hope all of you are planning for the POCI Convention in St. Charles, Illinois. Should be a real good one. They usually are when it happens in the Midwest. I am looking forward to see the factory customs in the Joe Bortz collection. That alone is a custom show in itself. It will be nice to see some new cars and catch up with old friends there in July.

We all know by now that our President Dave Bennett has passed away. He was a wonderful promoter and a big supporter of our chapter. Sure, he had some tough points about him, but don't we all have faults? It is very tough to keep 9000 members all happy and for sure Dave did his best to keep us all grinning. He will be missed. He left the earth too early.

Hey folks, please send in something to Alan. He is doing a wonderful job the only way he can keep up the pace is with you r support. I did it for many years and it was not easy.

Before I end the letter I want to mention a member of our chapter, Myron Wadleigh. He is the owner of a '61 Star Chief custom four door. He called me after the New Year and wanted to thank me for my efforts to keep the Street Rod & Modified Chapter going and pumped up. He told me I am good leader; I am not too sure how good of a leader I am, but thanks for your thoughts. He's a patriot in my book.

Thanks for your time enjoy the coming news,  
Lou Calasibetta, President



## **Old School Hot Rods**

by Alan Mayes

Available online at [www.olskoolrodz.com](http://www.olskoolrodz.com)  
or send a check for \$20 each (incl. postage)  
to Alan Mayes, PO Box 1928, Tullahoma, TN 37388

## **Editorial – Alan Mayes, Editor**

My paternal grandfather used to like to tell a story of when I was about three years old. He said that I was riding with him in downtown Anderson, Indiana, and that he asked me if I could identify a certain car he was pointing at. He claimed that I said, “Why that’s a Model T Ford, Grandpa!”

I don’t really know if that was true story or just a “grandpa tale.” In either case, it’s indicative of how early I was into cars and trucks. MY brother and I had tons of Tootsietoy cars and trucks as well as Tonka trucks. I still have the Structo semi-truck that my parents bought for my first Christmas in 1950. Dad was a truck driver, by the way, and that was early enough in his career that he wasn’t sick of the highway yet, so he was always up for buying us trucks when birthdays and Christmases rolled around.

How did you get your start? By that, I mean your start in street rods, customs, or otherwise modified cars. A child of the 1950s and 1960s, mine was the “little pages” custom and hot rod magazines and model cars, and I’ll bet it was for a lot of you, too. I’ve been a custom car junkie almost forever. I guess I discovered kustoms when I was eight years old. That’s when I first became conscious of it anyway.

My dad was always a gearhead, though my folks lived from paycheck to paycheck and raising two boys, had no disposable income for any kind of a hobby vehicle. I was a junior in high school before they even owned a second car, a 1961 Dodge Lancer which my mom refused to drive because it was a stick. That became my first car by default.

Before then, though, Dad always had *Popular Science* and *Mechanix Illustrated* lying about. So other than the occasional “specials,” my exposure to cars was mostly stock ones or racing cars. That all changed in 1958 when a local high school guy either bought or built a custom ’56 Chevy 2-door hardtop. Nosed, decked, lowered and wearing bubble skirts, it was the most beautiful car I’d ever seen in person.

That same year, I built my first AMT model, a 1958 Edsel hardtop 3-in-1 kit. With the sudden opportunity to build “stock, race or custom,” I opted for the “custom” version. When I proudly carried my finished model into the living room to show Dad, he quickly ripped off the glue-on louvers I’d put on the roof and explained to me that they went on the hood, not the top.

Despite that goof, I was hooked on customs. My third grade best friend, Terry Stotts, and I would go down to the local store and each buy one of the “small pages” custom mags, read them from cover to cover and trade. Keep in mind, we were about eight years old at this time, so spending our hard-to-come-by pennies on custom car magazines and model cars was a little unusual. Our classmates were buying baseball cards and candy bars with their allowances.

That was the seed of my interest in customs. Now almost fifty years later, I’m immersed in the custom car and hot rod kulture all day and get to work in it for a living. I wish I had kept those early custom car magazines from back then when they were original. The small collection I’ve amassed in later years has cost me a lot more money, though with inflation, maybe not comparatively.

I really wish I’d kept those old model cars, though. After my brother (he is 18 months younger) and I grew tired of our model cars and promotional models, we had demolition derbies in the living room. Promo models we crashed included two 1963 LeMans coupes, a ’56 Chevy, two 1960 Bonneville convertibles, a ’59 Ford Galaxie convertible, and a ’59 Thunderbird convertible. Okay, I’m crying now so I can’t think of anymore.

Recently, I have decided to start doing some more model cars and I’ve collected a bunch over the years, though still haven’t taken the time to start building. I was going to do it over the winter, but I guess that’s not going to happen since winter is gone. I still might get in a rainy day build this spring or summer, but it may be next winter now.

Anyway, I’d be interested in hearing your stories about how you got into modified cars in general and Pontiacs and GMCs in particular. If you have photos, send them along, too.

## High Capacity Oil Filter – by Rick Gonser

I saw an oil filter adapter for sale in *Smoke Signals*, so I decided to try it. The primary goal was to be able to run a 2-quart filter. A secondary goal was to be able to fit it in a Tri-5 chassis without exhaust pipe interference.



The test engine is a spare for my '56 NASCAR sedan. Exhausts are early H-O and the pipe diameter is 2.25". The PH-373 was too close to the pipe, so I spaced the oil filter adapter outboard using a 1965-70 3" spacer found on full-size cars with 421/428s and the late H-O exhausts.

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## REMINDERS:

- If you have not already sent in your **Board of Directors ballot** that was included in the March Smoke Signals, do so right away. It must be postmarked by March 31. Also be sure to list **“Street Rod & Modified Chapter”** as your chapter affiliation on the card. The chapter with the highest number of voters gets \$200 for the chapter treasury.
- Also, be sure to get your registration for the **2012 POCI Convention in St. Charles, Illinois**, sent in if you have not already done so. This is going to be a great convention with lots of special attractions and lots to do nearby. Chicago is only an hour east, and Route 66 is nearby. Make a vacation of it and bring the whole family. There are several cruises planned as well as some great seminars, and cars on display. We will also be having our Street Rod & Modified Chapter meeting on Friday morning at 10:00.

## ***KKOA Leadsled Spectacular, July 2012***

photos courtesy *Car Kulture DeLuxe* magazine





## MEMBERSHIP APPLICATION – POCI Street Rod/Modified Chapter

This chapter is for those interested in Modified Pontiac, Oakland & GMC vehicles.

Name \_\_\_\_\_ Spouse \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone # \_\_\_\_\_ Fax # \_\_\_\_\_ POCI Membership # \_\_\_\_\_

E-Mail Address \_\_\_\_\_

Pontiacs/Oaklands/GMCs owned & Modifications: \_\_\_\_\_

\_\_\_\_\_

PLEASE SEND A STORY AND PHOTOS OF YOUR VEHICLE FOR *THE MODIFIER* AND FOR THE CLUB SCRAPBOOK TO BE DISPLAYED AT THE INTERNATIONAL CONVENTION.

You must be a member in good standing of POCI to be eligible for chapter membership. IF YOU ARE NOT A POCI MEMBER, YOU MUST JOIN POCI FIRST. POCI dues are \$35.00 per year for the U.S., \$37.00 in Canada, \$46.00 elsewhere. Associate members are \$2.00 extra each. Street Rod & Modified Chapter dues are \$15.00 per year (June 1 through May 31), pro-rated for new members who join after January 1 to \$8.00 for the remainder of the year. Chapter dues include bi-monthly issues of *The Modifier* newsletter. Please return this form and a check payable to the Street Rod & Modified Chapter to:

Steve Cook, 16565 Lancaster Est. Dr., Grove, MO 63040

The Modifier  
c/o Alan Mayes  
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IF YOU ARE RECEIVING THIS "MODIFIER" BY MAIL AND WOULD RATHER RECEIVE IT BY E-MAIL, LET US KNOW.  
Send a message to [alanmayes@lighttube.net](mailto:alanmayes@lighttube.net)