



The Modifier

Street Rod & Modified Chapter
Pontiac – Oakland Club International

Sept./Oct. 2013

2013 Fall Street Machine Nationals



Larry Crider's '58 Chieftain – One Bad Beauty



The Modifier

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

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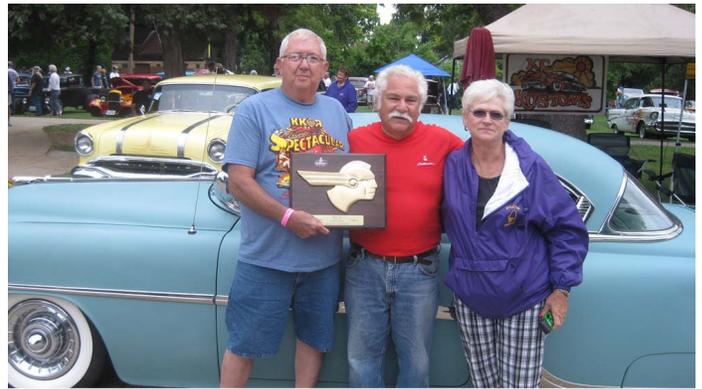


President's Message - Lou Calasibetta, Chapter President

Well, here we are changing back the clocks to Standard Time. Early dark days make the evenings long and dreary. Hopefully many of us have enough pep to go into our garages and work on our Pontiac projects.

One big problem in our projects is the gasoline, the content of which is regulated by the government. The devil we face is a product called gasohol (or ethanol). Fuel pumps, carburetors, gas tanks, rubber hose all get messed up from this corn byproduct. I personally think that corn should be fed to cattle not to combustible engines. Many times as I walk into my garage I fear just trying to start an old Pontiac that has been sitting for a few months. Most of the time I get them going, but other times, no luck at all. Here goes another call for a carb rebuild kit, fuel pump, etc. No one in Washington DC gives a damn about the old car business. As winter approaches us, remember to put stabilizer in your gas tanks. Sta-Bil is a good one and they also make a product to counteract the harmful effects of ethanol. This hopefully will cure your problems next April. I have been to many shows this past season; everyone has the same problem not just me. The gasohol has been a main topic in many events.

This year at the Salina, Kansas, show, I presented my Hall of Fame award to a neat 1954 Pontiac mild custom. The award was made by my friend Phil who cast a Pontiac head on a mahogany wooden plaque. Check out the enclosed photo of me presenting the award.



In September, I drove my 1957 GMC pickup to the *Rodder's Journal* revival event in Baltimore, Maryland. This show really brings out the cream of the crop of rods and customs from all over the United States. The weather was great, we had a wonderful time, and everyone appreciated our rare pickup. It was nice to drive a custom to an event. Hey, there were many better cars than mine, and many pounded the blacktop to get to this event. As usual, I took many photos of the Pontiacs at this shows. Hint, hint.





Lastly, on October 6th, Steve Peluso visited me in New Jersey. The weather was damp and cool, but we did drive my 1941 Pontiac fastback, stick shift, 6-cylinder, to the Garden State fall show. We took secondary roads and had lots of fun with the vacuum wipers chugging up the hills. The old girl did her best to drive low and slow, but that's what it is all about. We got there safe and sound and returned home to Stillwater for some pasta and wine at a local restaurant.



So, this is it for a while my friends. Enjoy your leftover Halloween candy and Thanksgiving turkey. We will get back to you for the Christmas season. Remember save your pep, get out in that garage and play with your Pontiac.
Lou Calasibetta

Editorial – What if? - Alan Mayes, Editor

As I get older, and that's been happening for a long time, I think about "what if" situations. Specifically of interest to us in this chapter, what if my dad had not been a Pontiac guy when I was growing up? Dad hit onto Pontiacs just at the right time, when Pontiac was setting the American automotive world on fire with great styling and performance, unmatched by any other manufacturer, even in the GM stable. His first Pontiac was a 1959 Catalina 2-door hardtop, red with a white top. By comparison, our next door neighbors had a 1959 Ford Custom 300 four door sedan in Fawn Tan (like Fleshtone in the Crayola box). What a huge contrast that was!

Then Dad got a '60 Catalina Vista 4-door hardtop, then a '61 Catalina convertible, followed by a '64 Star Chief Vista, then a red '66 Catalina convertible. That '66 became mine in 1968 when I was a senior in high school and Dad
Cont'd on page 7...

2013 Fall Street Machine Nationals – Larry Crider

Once again I was able to attend the Fall Street Machine Nationals, an event held in Springfield, Missouri, at the fairgrounds every September. This was the 25th anniversary for this event and it generally hosts around 1600-2000 vehicles. Anything (except 4x4 vehicles) and any year is accepted. This 2-day event started out pretty decent on Saturday with the chances of rain but the skies did not open till around 2:30 that afternoon. Unfortunately, once it started raining, the rest of the day was shot.



They always have cruising nightly in Springfield with thousands of folks out in their lawn chairs to watch all the cars going up and down, but with the rain, few cars were out. Sunday was a different story. The rain had moved on and nothing but sunshine for the rest of the show. I'm guessing with the rain they still had numbers around 1500 for Saturday. There are always a few vendors to help pass the time but for the most part this is a great show to just park and watch the cars coming in and out. They also bring in a portable dyno for those wishing to check out their engine builder's handiwork. No explosions this year, so I'm guessing no Fords entered this competition.

I've been noticing more and different Pontiacs showing up at all events. I just wonder if those who have been holding them have decided, with GM's decision to kill Pontiac, maybe it was the time to start building them and getting them out. With the rise in numbers for this event, it kept me busy walking around and preaching the word of POCI and how the 2014 convention would be in Wichita. They all seemed excited that it will be so close to our area. It still amazes me how many people know nothing about POCI.

2012 Ol' Marais River Run - Wayne Kitchen

Editor's note: For all the whining I do over not getting enough article contributions, I misplaced this one for several months. My apologies to Wayne. I have too many different e-mails!

In mid-September 2012, I attended Ol' Marais River Run car show in Ottawa, Kansas with several members of our local chapter of the POCI KC Arrowheads. Ottawa is located about 30 miles southwest of Kansas City. Like many shows, it started out many years ago as a small gathering of local gearheads and has developed into a three day event



with over 1300 cars attending along with a large gathering of automotive parts and food vendors. It is also noted for the quality of door prizes, though I am never one of the lucky recipients of those. Instead, I have won several bottles of power steering leak-stop and recall at one time being the winner of a wash mitt after about 20 years of attending car shows. This event is located in a large park with endless trees, with an asphalt street that circles the event. It is an endless cruise all day long. Had a chance to photograph several Pontiac and GMC modified vehicles at the show. Enjoy.



Editorial, cont'd from page 4

bought a '68 LeMans. But before the '59 Catalina, my parents had a '57 Mercury, followed by a '59 Goliath (which most people have never seen or even heard of). The Goliath was a little coupe, too small for our family and he tried to trade it for a '59 Chevy and some other cars, too. Only the Pontiac dealer offered him an acceptable deal and he became a "Pontiac guy" for the next 16 years, until well after I was gone from home.

What if the deal on the Goliath had gone to a Dodge or Mercury or Oldsmobile? It could have happened. As it turned out, I became a "Pontiac guy," too. After that '66, I bought six new Pontiacs before I ever bought another brand. And even though I've dabbled in other GM brands over the years, I have owned more Pontiacs than any other brand.

Street Rod & Modified Chapter Information Sheet - Tell us about yourself and your cars

Please complete the following information and return it along with pictures of your car(s).
 Send to Alan Mayes, 219 Lakewood Drive, Tullahoma, TN 37388 or e-mail to: alanpoci@gmail.com

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

E-MAIL ADDRESS _____ OCCUPATION _____

CAR MAKE _____ MODEL _____ YEAR _____ BODY STYLE _____

ENGINE _____ ENGINE MODIFICATIONS _____

TRANSMISSION _____ REAR END _____ CARB/INDUCTION _____

EXHAUST _____ INTERIOR _____ CHROME _____

COLOR _____ TYPE OF PAINT _____ BRAND OF PAINT _____

BODY MODIFICATIONS _____

CHASSIS MODIFICATIONS _____

TIRES _____ WHEELS _____

DESCRIBE THE WORK DONE AND FUTURE PLANS FOR THE CAR _____

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.

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 (July 1 through June 30), 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
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The SRM Website is BACK.

Check out <http://www.badgoat.net/SRM/index.html>. Send Charlie your photos & info.

IF YOU ARE RECEIVING THIS "MODIFIER" BY MAIL AND WOULD RATHER RECEIVE IT BY E-MAIL (or vice-versa), LET US KNOW. Send a message to alanpoci@gmail.com