



The Modifier

Street Rod & Modified Chapter
Pontiac – Oakland Club International

Nov./Dec. 2010

Tony Feil's 1940 Pontiac

Whitehouse Station, New Jersey



See more of this beauty on page 4



The Modifier

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

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President's Message - Lou Calasibetta, Chapter President

A winter letter from New Jersey

As the fall seasons ends we all witness the arrival of winter. Here in the East, as in much of our land, the days are short and the nights are just too long. Sure it's free time to work on projects in the garage but sometimes the motivation is not what it used to be. The dark and cold do not push my buttons to crawl under a car! Suppose it's my age? I really suppose my main motivation is getting a project done. So how are all of your winter ideas coming?

Hey, did Santa bring you that new interior you have been dreaming of? Many of us all have goals and dreams about our Pontiacs. Some of these come true and some are just dreams. But it never hurts to dream. Walt Disney used to dream about the stars and look at what an empire he created. Keep pushing that midnight oil and who knows, it just might come true.

All of the members that were in attendance at the 2010 POCI convention in West Virginia saw a wonderful turnout for our cause. Let's do it again in 2011. I really want to see more rods and customs turning out in the New Year. There are so many neat modified Pontiacs out there in our land and hopefully they will be in Kentucky next July. Members, it is really up to you. We were awarded with a nice plaque for chapter attendance this year. Great job by all of you.

I hope you all had a Merry Christmas and a I wish you a Happy New Year. Peace on earth to all mankind and at this time in our history, please prays for our troops all over the globe. They make it all happen for us and our freedom.

Kindly yours,
Lou Calasibetta
President

Editorial – Rods & Modifieds at the Convention! - Alan Mayes

I have to be honest. It's been a long time since I've been as excited about a convention as I am the 2011 POCI Convention in Bowling Green, Kentucky. And that's not to take away from any past ones because I have a great time at every convention. It's just hard to beat a gathering of old friends surrounded by the coolest cars and trucks on the planet (Pontiacs, GMCs, and Oaklands). Add to that the opportunity to see some cars we haven't seen before and to make new POCI friends, too, and you have the recipe for a great time!

The site choice of Bowling Green for the 2011 convention will offer us Street Rod and Modified Chapter members (and prospective members) some great opportunities to hang out with each other, do some bench racing (or is it bench customizing for us?), and grow even stronger as a chapter. The host hotel complex with two adjacent hotels means that the most of the convention will be concentrated in one area for all but one day (Saturday). We'll be doing less shuttling back and forth between locations as all of the swap meet, points judged show, seminars and chapter meetings will take place at the hotel/convention center complex.

I know for a fact that the Road Warriors are planning some cool cruises and we'd be more than welcome to join in those festivities. Let's plan on doing some fun stuff as a chapter. There are lots of cool places to go within an hour of Bowling Green if we want to take off one day and do a cruise of our own, too. Nashville, Tennessee, is only an hour away to the south, and mammoth Cave area is a half hour to the north. There are some great back roads around Bowling Green that will make for some fun cruising on a warm summer evening. I live about 140 miles south of Bowling Green and I can drive the whole way without going on interstate highways at all. Let's rock this convention!

“Super Chief” – Tony Feil’s 1940 Pontiac Custom

This 1940 Pontiac Model 25 coupe has been customized using Pontiac parts from 1935 to 1973 and body lines from 1940 to 1948. The project took two years to plan and find a car and five more years of work to complete.

The body has undergone lots of modifications. The most difficult was the removable top. It was chopped three inches and the A-pillars leaned back to the same angle as 1941 tops, which is about five degrees more than the 1940 lean. The rear fenders have been lengthened, lowered and recontoured with a splash pan similar to a 1948 Pontiac.



The stock frame was used with a Fatman’s Fabrications front stub, tubular A-arms and power rack and pinion steering. The sides of the frame are boxed and c’ed over the rear axle. The rear bar system is a triangulated 4-link. The suspension is Air Ride Shockwaves all around. The 1962 Pontiac 8-lug wheels and aluminum drums have been modified to cover a disc brake setup.

The engine is a 1973 Pontiac 455 with 400 heads that yield a 10:1 compression ratio. A Comp Cams hydraulic roller cam and rockers, and multi-angle valve job with bowl blend with Manley stainless valves. A 1958 Pontiac Rochester fuel injection has been adapted to the later engine. The combination dyno tested at 500 horsepower and 500 lb. ft. of torque.

The transmission is a Turbo 400 and the converter is a loosened up ATI. The rear end is a Strange Engineering nine-inch with 3.00 posi.

The dashboard is stock with the ashtrays replaced by air conditioning vents. Instruments are original converted to electric operation with white backgrounds and red needles. A 1965 GTO radio converted to Am/FM and CC is in the original’s location.



The pedals are 1958 Pontiac with 53,000 miles on them. They must have been driven by folks in their stocking feet judging from their condition!

I worked at a Pontiac dealership in the early 1960s and Pontiacs were and still are my favorite cars. I was there when the 1962 Grand Prix was introduced and all the Super Duty cars and parts were available.



My first purpose-built drag race car had a Pontiac engine, a 1956 short block with 1961 heads made from old parts given to me by my employer. It was topped off with six carburetors. It ran low 12s in the quarter at 110 MPH.

This particular car fulfills a lifelong dream in custom car styling and my love of the classic Pontiacs.

Letter to the Editor

Alan,

My compliments on a good newsletter. Suggestion - If anyone is interested in some really comfortable seats for your project I would suggest BMW buckets. Back in 1979, I bought a new 320 sedan and fell in love with the seats. When I redid the interior of our '38 twenty-something years ago I chose BMW 320 seats and have never looked back on my decision. With the stock bench seat, my knees were inside of the air conditioner when my wife drove our car. She's 4'11" and I am 6'. When she drives the car there is about 12" between the seat and the steering wheel with the back rest almost vertical, which is fine with her.

I will dig through my slides and find some of the pictures of Pontiacs I have taken over the 45 years I have owned our car. We even used the car in our wedding back in 1975.

Bob Childers

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: alanmayes@lighttube.net

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 _____

TROPHYS AND AWARDS _____

OTHER HOBBY CARS OWNED _____

Classified Ads

Got something to sell? Need something for your project? This is the place to tell us about it. Send all the info, pictures, etc. to Alan Mayes at the address or e-mail on page 2. Let's move some merchandise!

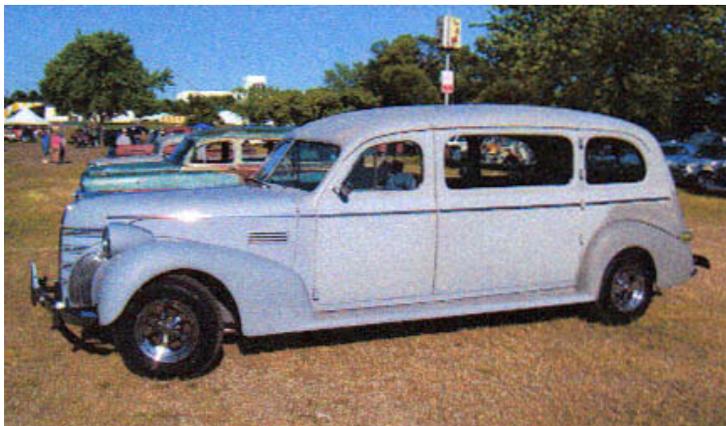


1955 Pontiac Safari for sale – Owned since 1971, driven less than 2k miles a year. Stored outside for 5 years and on blocks in my garage for 14 years. Mileage is approx. 144,000. The car is almost all original with very little rust and only minor dings for its 55 years. The paint is almost through to the primer from polishing. Interior is fair, no carpeting. I have a number of reproduction and NOS parts also. The December 2010, *Old Cars Report Price Guide* values a #3 1955 Custom Safari at \$26,100. Price is negotiable but close to guide value. Louie E. Brown; 316-685-0540 home; 316-393-9362 cell; L_EBrown@att.net



1934 Pontiac 5-Window Coupe for sale – Cream & maroon, chrome 502 TPI, 700R4, air, PS, PB, Heidt's front end, 9" rear, leather interior, electric doors & windows, 5000 original miles; \$65,000. Professionally appraised – too much to list! Doc Brenner; e-mail for more info docbrenner@verizon.net (Ft. Washington, PA)

Member's Car: 1939 Pontiac Ambulance – Terry Columbus



Name: Terry Columbus
Location: Brooklyn Park, MN
Occupation: Ret. tool & diemaker
Car: 1939 Pontiac ambulance
Purchased: 1990
Engine/trans: GM 350/Turbo 350
Carburetion: Edelbrock 4-bbl
Rear end: Buick Skylark
Chrome: Replated
Awards: Most Interesting Pre-War & 3rd place in class (2001 POCI Convention)
Future plans for the car: I need to finish the bodywork and paint.
Other Comments: The Modified Chapter is a good fit for me as I enjoy going beyond basic restoring. It makes the car more your own.
Other Club Affiliations: Minnesota Street Rod Association, Tomahawk Chapter POCI, Pontiac Commercial & Professional Vehicle Chapter POCI, Antique Automobile Club of America, & National Street Rod Association

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
219 Lakewood Drive
Tullahoma, TN 37388

IF YOU ARE RECEIVING THIS "MODIFIER" BY MAIL AND WOULD RATHER RECEIVE IT BY E-MAIL, LET US KNOW