



# THE WAR WHOOP



SAN DIEGO PONTIAC OAKLAND CLUB INTERNATIONAL CHAPTER #58

VOLUME 24, ISSUE #9



WWW.SDPOCI.COM



OCTOBER 2024

2020 POCI CHAPTER OF THE YEAR AWARD

2021 POCI MERIT AWARD

## OCTOBER MEETING NOTICE

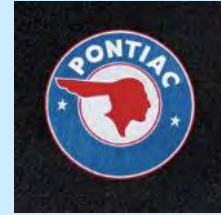
**FILIPPI'S RESTAURANT  
5353 KEARNY VILLA RD.  
SAN DIEGO, CA 92123  
OCTOBER 8, 2023  
6:00 PM**



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## COPS AND RODDER FALL POW TAKES OVER THE EMBARCADERO!

## NOTES FROM THE CHIEF



October 1, 2024

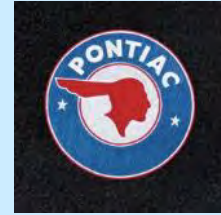
### President's Notes – San Diego Chapter #58 Pontiac/Oakland Club International

Hello everyone. So, fall time is here and we gave it a great kick off with our Cops & Rodders Show Event happening on the first day of the fall equinox. I hope that all of you that attended had fun in the sun on such a gorgeous day! The car field was filled with fantastic cars and everyone seemed to be enjoying the day. What an awesome sight seeing those beautiful cars parked on the grass along the waterfront. The D.J., All Around Mobile Music, kept everything going with some fine music and information announcements. All our vendors and sponsors came out in force to support our event. The San Diego Police Museum brought out their various official vehicles for display and to share information with the crowd. The JBA Speed Shop Crew were there with some of their Mustang collection (and a sweet '64 GTO!) and to share services information that they provide. Jay Bittle of JBA has been a dedicated sponsor for many of the years we've been doing this show. Delish Dogs and Earth Made Snow Cones provided our food fare. I believe everyone got their fill and enjoyed their meals and refreshments. Robin Schaffer brought her collection of Keen Scents Products in time for us to get a jump start on the holidays with wonderful gift ideas and items to enhance your home with lovely scents and more. Pete Liebig Photography was there for us this year, as Pete has been there for many previous shows along with his lovely wife, to take professional photos of the vehicles entering the show and other requested photos on the field. Pete is located out of Lakeside if you wish to reach out to him.

This year's Cops and Rodders was a huge success with 183 registered vehicles. This did not include the Police Museum display vehicles. We had 146 pre-registered entrants with 37 more joining us the day of the show. We gave out 27 awards to some very happy recipients. We received many compliments on this year's show and many people expressed their desire to come back next year.

Page 1 of 2

## NOTES FROM THE CHIEF



**October 1, 2024**

### **President's Notes – San Diego Chapter #58 Pontiac/Oakland Club International**

I would like to thank everyone in our club who volunteered to help in the various areas needed. The registration seemed to run smoothly with the parking attendees doing a wonderful job. The cars looked great where they were parked and made such a wonderful sight. Thank you to all the special people who worked the opportunity drawing booth and made the coffee and manned the donuts. It went very well this year, even with the crazy wind later in the afternoon. Thank you all for the set-up help and end of show clean-up and pack-up. A special thanks to Chas for going out of his way to provide extra support to keep the parking area up to the standards needed during the show, as well as help at registration and pack-up.

We had some new members and some early members step up to support us this year. Thank you all for your help. It was also great to see that we had many family members at this year's show to enjoy the day with us and support our passion. Thank you, family, for being there with us and we hope you enjoyed yourselves. My niece Anna went out among the crowd and sold tickets for the opportunity drawing, her first time doing so.

Our club Activities Director, Roland Short, planned and executed a great cruise on the Saturday morning prior to our Cops & Rodders Car Show. I wasn't able to go on the cruise, so I'll leave it up to those that did to provide their input of the event and hopefully some pictures. I heard it was a great cruise and one that we may want to do again.

Thank you all again for making this year's car show a great success.

**Keep on Cruising – Sue Dumas, SDPOCI President**

## NOTES FROM THE NEWSLETTER EDITOR



Wow, what a great show! Many thanks to all who contributed, attended, and made the 2024 Cops and Rodders Fall Pow Wow a big success! I arrived at the Embarcadero at 5:50 am and there were already 20 - 30 cars lined up for entry! We had a great variety of classic and vintage automobiles on display, the weather was San Diego perfect, and everybody seemed to be enjoying the day. We know the time will come when the Embarcadero will no longer be able to host the many car shows (and other events) we have gotten accustomed to so we need to enjoy it while we can.

And many thanks to our Pontiac brethren from the Valley of the Sun Club from Phoenix for caravanning to San Diego for the Fall Pow Wow for what I believe is the fourth year in a row! Roland organized an awesome back country cruise through Descanso, Ramona and Julian on Saturday, Sept. 21 (the day before the show) for our out-of-state visitors. We had 13 cars in the cruise, 12 Pontiacs and one Suburu! Worth noting Firebirds outnumbered GTO's 5 - 4! Just sayin'! Plans are in the works for next year for SDPOCI to caravan out to Phoenix for the Valley of the Sun annual BOPC (Buick, Olds, Pontiac & Cadillac) show on March 30! Not to worry, average temperature late March/early April in Phoenix is a comfortably warm 82 degrees!

Also included in this issue is the tenth installment of Assistant Newsletter Editor Greg Raymond's recreation of the Royal Bobcat Blue GTO Car from the March 1964 Car and Driver Road Test. This month, as the Blue Car is being reassembled after paint and body work, we have provided the original March 1964 Car and Driver Road Test article that started it all!

Enjoy each day with your family, loved ones, friends, and favorite Pontiacs!

Jim Thomson  
SDPOCI Newsletter Editor  
jthomson@san.rr.com



# SAN DIEGO POCI CHAPTER #58 MEETING MINUTES

**Monthly Club Meeting Minutes – San Diego Chapter #58  
PONTIAC/OAKLAND CLUB INT'L  
P.O. BOX 1221  
POWAY, CA 92074**

**Date and Time: September 10, 2024 – 6:01 pm  
Filippi's Pizza Grotto, Kearny Mesa**

**President: Sue Lynn Dumas  
Treasurer: Sue Lynn Dumas**

**Vice-President: John Christ Dumas  
Secretary: Barbara Ann Pluth**

## Mission Statement

*The San Diego Chapter of the Pontiac-Oakland Club International (POCI) was founded on July 10, 1991. We are a club dedicated to the preservation and enjoyment of all models of Pontiacs of all years. We drive 'em, work on 'em, restore 'em, break 'em, put 'em back together again and have great fun doing it! We are individuals, couples, and families that enjoy getting together for a variety of activities.*

*We host an annual Cops and Rodders Fall Pow Wow car show every summer and participate as a club in other local and regional shows. We hold annual pool and Christmas parties, participate in many of the San Diego cruise nights, organize automotive factory, speed shop and museum tours, and join in a variety of other events throughout the year.*

*The cars in the club range from Concourse cars, show cars, daily drivers, drag racers, and cars undergoing restoration.*

*Our goal is to have FUN while driving our Pontiacs.*

## **Meeting:**

Sue Dumas called the meeting to order and welcomed everyone in attendance.

**Motion to accept the Minutes: J.C. Dumas  
Motion Seconded: Greg Raymond  
Motion Carried**

## **Treasurer's Report:**

Sue reported that 96 vehicle registrations have been received to date for the Cops & Rodders Fall Pow Wow. The club is in final review with the Port District. All fees have been paid.

Hot dogs and snow cones will be for sale. Pictures of cars entering the show will be taken. The club will provide coffee and donuts. All club participants were asked to arrive by 6:30 day of show.

Sue further reported that no new memberships were received.

## **Upcoming Activities:**

September 21 – SDPOCI cruise with the Arizona Club.

Activities Director Roland Short gave a synopsis of the upcoming cruise we are hosting for the Arizona Pontiac club on Saturday 21st, one day prior to our car show. The cruise will last from 3-3.5 hours including

## SAN DIEGO POCI CHAPTER #58 MEETING MINUTES

meal stops. It will be a 101.4-mile trip. Four of our club members, including Sergio Dasilva and Jim Thomson, will meet with everyone at the Edwards Cinema in Old Town. The breakfast/lunch stop will be at the Descanso Junction Restaurant. Everyone will then head out towards Cuyamaca State Park, stopping at the lookout, then proceed to Jess Martin Park. The final stop will be at Dudley's Bakery/Café before heading home.

Roland will forward the itinerary to Jim Thomson to distribute to participants by email.

September 22 – Cops and Rodders Fall Pow Wow at the San Diego Embarcadero North, Seaport Village, 9 am to 2 pm.

J.C. asked if anyone knew who changed our flier to feature his and John Pluth's cars. No one had an answer.

J.C. said it was necessary to have an additional meeting to discuss parking procedures for our show. He suggested holding it after the Greatest Show on Turf on September 14<sup>th</sup> at Rosati's Pizza.

He explained that different colored placards will be given to those who have pre-registered versus those who still need to pay. When the unregistered entrants complete the paperwork and pay the entrance fees, they will be given same-colored placards as the pre-registrants.

The Port Authority is allowing only one entry line of cars. This will require members to distribute clipboards, applications, and pens to unregistered drivers prior to reaching the registration table. This will greatly facilitate the entry process.

In the future, ON-LINE registration might be implemented. Using a QR code is also under consideration.

Sue said the club has reserved 16 parking spots for members working the raffle, etc. J.C. said he walked the property last week and noticed trees had been planted intermittently where the cars are to be parked. They will require special attention when parking the cars.

Members suggested that we investigate alternative locations for next year's show.

The 28 trophies have all been paid for by the club. Sue noted that CBM Motors in El Cajon paid \$300 towards trophies. Sponsors are still being sought. Prizes were discussed for the raffle.

**Motion for the club to buy \$400 in prizes for the raffle: Barbara Pluth**  
**Seconded: Sergio DaSilva**  
**Motion Carried.**

The club will purchase a Big TV for the raffle, as in the past.

### New Business:

None given.

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# SAN DIEGO POCI CHAPTER #58 MEETING MINUTES

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**Motion for the club to buy \$400 in prizes for the raffle: Barbara Pluth**

**Seconded: Sergio DaSilva**

**Motion Carried.**

The club will purchase a Big TV for the raffle, as in the past.

**Old Business:**

None given.

**Racing Report:**

None given.

**Adjournment**

The meeting was adjourned at 6:40 p.m. by Sue Dumas.

Respectfully submitted:

*Barbara Pluth*

Barbara Pluth, Secretary

## COPS AND RODDERS FALL POW WOW CHAIRMAN NOTES

J.C. DUMAS

**Greetings Pontiacers .....**

It is with joy and elation that I can report that our Cops and Rodders Fall Pow Wow was a great success! It did not go without notice that everything went smoothly and effectively. Many attendees approached me to complement our efficiency and how much they enjoyed the show. That included the representative from the Port Park and Recreation group, who was there to spot our show, to look for faults, or violations. Jose approached me just to complement our production.

I personally owe the club as a whole, present and past members, who attended with their cars or just to show support, my gratitude in doing such a wonderful job. President Sue Dumas will give a full report at the October Club meeting happening on Tuesday the 8<sup>th</sup>.

A special thank you goes out to all the volunteers who were absolutely efficient in moving cars in and parking them. With our new check in procedure and our pre-check in people Bill Baugh, Chaz Eminheizer, and Steve Nicas, who all showed a level of professionalism and courtesy, greeting and welcoming attendees, setting the pace for the show. Serge DeSilva did a wonderful job keeping track of all entries, both pre-registered and day of show registration. The entry team not only kept everyone moving in quickly, but allowed for us to have accurate records for all entries. In summary, this show had excellent attendance and generated good will and a fair amount of funds for our charities; Fisher House, San Diego Police Historical Society, and Fleet week.

I have already applied for next years event, September 28, 2025 is the date selected based on availability from the Port District. As of October 1<sup>st</sup> we have reserved that date.

**Submitted with Gratitude,**

**J.C. Dumas,  
Chairman C&RFPW**



# COPS AND RODDERS FALL POW WOW AWARDS

## CAR SHOW TROPHY AWARD CLASSES - 2024

No.	AWARD CATEGORY	CAR #	WINNER'S NAME	YEAR	VEHICLE
1	Favorite Chevy	111	Steve Howard	1957	CHEVY - BEL AIR 4 DOOR POST
2	Favorite Convertible	88	Bruce Browne	1955	PACKARD CARIBBEAN
3	Favorite Corvette	33	Allan Boxler	1967	CHEVROLET CORVETTE
4	Favorite Engine - JBA	143	Jim Crowe	1933	PLYMOUTH 5 WINDOW-COUPE - Hemi
5	Favorite Ford	82	Sam Battaglia	1955	FORD CROWN VICTORIA
6	Favorite Modern Muscle	36	Michael Harris	2018	CHEVROLET CORVETTE 206
7	Favorite GTO	24	Bill Wirth	1966	PONTIAC GTO
8	Favorite Low and Slow	63	Irene Richards	1960	PONTIAC BONNEVILLE
9	Favorite Mopar	122	Jim Bowen	1964	PLYMOUTH BARRACUDA
10	Favorite Mustang	169	Randy Dickerson	1970	FORD MUSTANG - BOSS 302
11	Favorite Pontiac	117	Jerry Schaffer	1969	PONTIAC FIREBIRD CONVERTIBLE
12	Favorite Pre-50 (49 & Older)	121	Reyes Rodriguez	1930	FORD MODEL A DELUXE ROADSTER
13	Favorite Street Rod	68	John Mello	1940	FORD COUPE
14	Favorite Truck	59	Tim Huizenga	1951	CHEVY COE Pick-Up
15	Chief's Choice	51	Dave Schneider	1962	FORD T-BIRD ROADSTER
16	Director's Choice - SDPHA	95	Danny Biesel	1967	CHEVEROLETTE - CHEVELL BLOWN 502+
17	Ladies Choice	133	Don Perkins	1955	PONTIAC STAR CHIEF
18	President's Choice	147	Jorge Morales	1956	CHEVY NOMAD
19	Favorite Classic Muscle 64-72	76	George & Sherry Lee	1964	PONTIAC GTO
20	Sponsor AZ	57	Sam Hudson	1977	PONTIAC TRANS AM
21	Favorite Most Unique	60	Jim Dickerson	1939	FORD COE PICK-UP Mid-Engine
22	Sponsor Daily Driver	139	Pete Rojas	1954	CHEVY TRUCK 3100 PICK-UP
23	Sponsor's Choice	183	Phil Baran	1984	KITT
24	Sponsor's Choice	162	Dana Stevens	1956	CHEVY NOMAD
25	Favorite European	35	Eddie Murphy	1961	VOLKSWAGEN BEETLE RT, HND DR
26	Favorite Asian	148	Tanner & Todd Westgate	1987	TOYOTA PICK-UP
27	Favorite Rat Rod		None Present		None Present
28	Best of Show	65	John & Julie Licari	1934	CHRYSLER AIRFLOW



## BACK COUNTRY CRUISE, SEPT. 21



Thanks to Activities Chairman Roland Short for organizing another great cruise! SDPOCI cruisers met up with the Arizona Cruisers and went on a 100 mile + drive of San Diego's back country! Cruise included a stop at the Descanso Junction Restaurant for brunch, the Lookout Station at Jess Martin Park, a cruise through downtown Julian and a stop at Dudley's bakery! And for some of us, a stop at JBA Performance in Kearny Mesa Speed Shop for an unexpected fuel pump replacement! Many thanks to JBA for "keeping the lights on for us"!



# BACK COUNTRY CRUISE, SEPT. 21





# COPS AND RODDERS FALL POW WOW, SEPT. 22





# COPS AND RODDERS FALL POW WOW, SEPT. 22





# COPS AND RODDERS FALL POW WOW, SEPT. 22





# COPS AND RODDERS FALL POW WOW, SEPT. 22





# COPS AND RODDERS FALL POW WOW, SEPT. 22





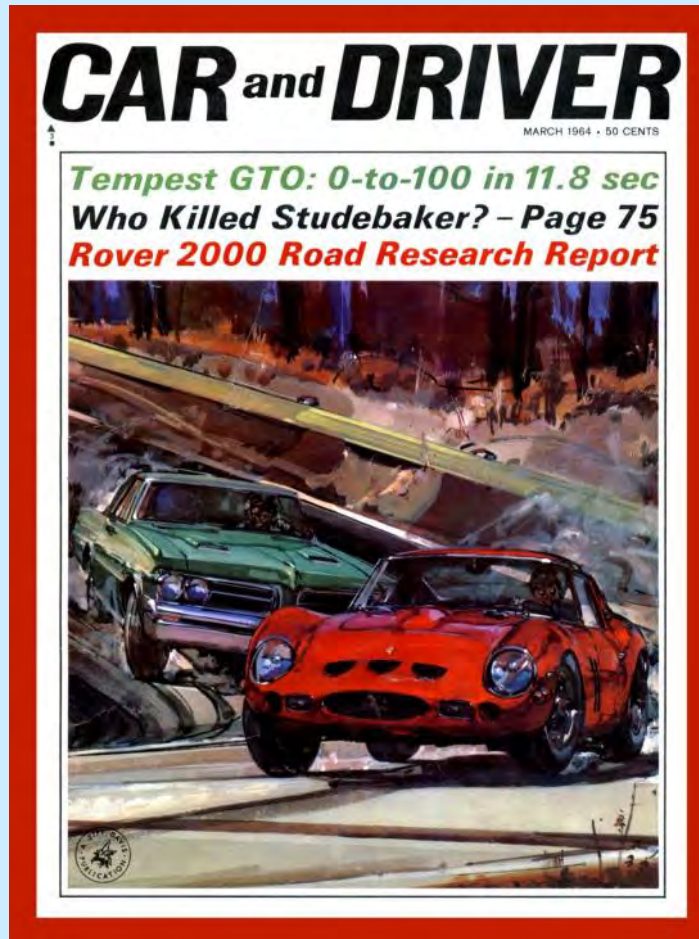


# COPS AND RODDERS FALL POW WOW, SEPT. 22



## RECREATING THE LOST 'BLUE CAR'

### CHAPTER 10



We are pleased to bring Chapter 10 of a series on Greg Raymond's restoration project to build a Tribute to the Royal Bobcat Blue Car from the March 1964 Car and Driver road test. It occurred to us that some of you may never have had the opportunity to read the March 1964 Car and Driver article. While we are just starting the re-assembly of the Tribute Blue Car, we thought now was a good time to take a trip down memory lane! Following is the original article from Car and Driver magazine, circa March 1964! Enjoy!



# THOSE WHO NEVER SAW "BLUE CAR" - CHAPTER 10

"A Tribute to Jim Wangers' 1964 GTO 'Test Car' built for Car and Driver's March 1964 Road Test"

CAR and DRIVER/MARCH 1964



## PONTIAC TEMPEST GTO

Ferrari never built enough GTOs to earn the name anyway—just to be on the safe side though, Pontiac built a faster one

Most knowledgeable enthusiasts reacted negatively when Pontiac announced that their new Tempest sports model was to be called the GTO. They felt, as we did, that Pontiac was swiping a name to which it had no right. Like Le Mans, Grand Prix, Monza, Spyder and 2+2, this was another of those hard-to-digest bits of puffery from the Detroit/Madison Avenue axis. Our first look at the car made us feel a little better, because it *is* handsome, and then we got a call from correspondent Roger Proulx, raving about the car's acceleration and handling, so we arranged to test a Pontiac Tempest GTO.

This was the most exhaustive and thorough road test we

CONTINUED 25

# THOSE WHO NEVER SAW "BLUE CAR" - CHAPTER 10

## "A Tribute to Jim Wangers' 1964 GTO 'Test Car' built for Car and Driver's March 1964 Road Test"

### TEMPEST GTO CONTINUED

have ever done. We used two nearly-identical cars, the differences being that one car had the shorter-ratio manual steering while the other had power; the manual steering car was also equipped with metallic brake linings. We drove our two cars unmercifully. One was driven from Detroit to New York City, used for ten days by every member of the staff, and then driven from New York to Daytona Beach, Florida, carrying the managing editor, his wife, and three active children. This car—the manual steering, metallic brake version—was driven over 3000 miles. The other car was driven about 500. We ran dozens of acceleration tests on the two cars, plus many, many laps of the Daytona International Raceway's tri-oval and road circuit.

It was our original intention to borrow a Ferrari GTO and to run the two against each other at Bridgehampton's road racing circuit and on the drag strip at Westhampton. We had engaged Walt Hansgen to drive the Pontiac and Bob Grossman to run his own Ferrari. Unfortunately Grossman's Ferrari was tired from a season of racing, and was not considered fast enough to really be a match for our Tempest. We then canvassed all the GTO owners in this country and simply could not get one of those lucky gentlemen and the weather to cooperate simultaneously. As a result, we drove two Ferrari GTO's, but we were never able actually to run the Tempest against either one of them.

Although it would have been great fun and quite interesting to run the Ferrari racing car against Pontiac's similarly-named touring car, our tests showed that there really was no effective basis for comparison—the Pontiac will beat the Ferrari in a drag race, and the Ferrari will go around any American road circuit faster than the stock Tempest GTO. We are positive, however, that a Tempest like ours, with the addition of NASCAR road racing suspension, will take the measure of

any Ferrari other than prototype racing cars or the recently announced 250-LM. We should also point out that our test car, with stock suspension, metallic brakes and as-tested 348 bhp engine will lap any U.S. road course faster than any Ferrari street machine, including the 400 Superamerica. Not bad for an actual delivered price of 3400 dollars, wot?

It was a shade over ten years ago that events in Detroit took a turn for the better and started the trend that ultimately resulted in the Tempest GTO. At that time, GM announced the Corvette. It was a funny car, hooted and jeered at by enthusiasts and by-passed by the great unwashed in favor of its more understandable competitor, the two-seater Thunderbird.

From those humble beginnings (with the late-fifties prompting of a robust and growing imported car market), came a host of better, more interesting cars from Detroit. The success of the Corvette and the sports-type Corvair Monza led the other GM divisions to build similar cars, particularly in the B-O-P compact lines. Buick and Oldsmobile leaned toward the concept of "Little Thunderbirds," cars with bucket seats and floor-mounted shift levers, but little else of a sporting nature. Pontiac, God love 'em, went the hairy-chested route and came up with our test car, the best American car we have ever driven, and probably one of the five or six best cars in the world for the enthusiast driver.

Obviously, personal preference must come into play here. There are many of our readers who think that a Sprite is the absolute epitome of grand touring, while others feel that no car should have a displacement greater than 1500cc. Add to these the purist who wouldn't drive an American car if his life depended on it, and you have a pretty fair-sized body of opposition. We respect their differing opinions and will defend to the death their right to express them, but we will stand or fall on our enthusiasm for the Tempest GTO.

In 1963 we were a bit stunned by a Mercury Marauder that had 427 cubic inches, 425 horsepower, good handling, and



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PONTIAC TEMPEST GTO	
Manufacturer: Pontiac Motor Division, General Motors Corporation, Pontiac, Michigan	
Price as tested: \$3377.91	
ACCELERATION	
Zero to 30 mph	1.8 seconds
40 mph	2.4
50 mph	3.3
60 mph	4.6
70 mph	6.0
80 mph	7.5
90 mph	9.6
100 mph	11.8
Standing 1/4 mile	115 mph in 13.1
<p>Temperature: 57°F Wind velocity: 22 mph Air density above sea level: 106.8 In 4 runs, 0-80 mph times varied between 4.4 and 4.9 seconds</p>	
ENGINE	
Water-cooled V-8, cast iron block, 5 main bearings	
Bore x stroke	4.06 x 3.75 in, 103 x 95.3 mm
Displacement	389 cu in, 6364 cc
Compression ratio	10.75 to one
Carburetion	Three Rochester two-barrel
Valve gear	Pushrod-operated overhead valves, hydraulic lifters
Power (SAE)	348 bhp @ 4900 rpm
Torque	428 lb ft @ 3600 rpm
Specific power output	0.91 bhp per cu in, 55 bhp per liter
Usable range of engine speeds	800-5600 rpm
Fuel recommended	Super-premium
Mileage	9.12 mpg
Range on 21.5 gallon tank	190.260 miles
DRIVE TRAIN	
Clutch	10.4-inch single dry plate
Transmission	4-speed all synchro
Gear	Ratio Over all rpm Max mph
Rev	2.26 8.81 —8.7 —49
1st	2.20 8.78 9.0 50
2nd	1.64 6.39 12.2 69
3rd	1.31 5.11 15.0 84
4th	1.00 3.90 19.9 115
Final drive ratio	3.90 to one
CHASSIS	
Perimeter frame with torque boxes	
Wheelbase	115 in
Track	F 58, R 58 in
Length	203 in
Width	73.3 in
Height	53.5 in
Ground clearance	6.0 in
Dry weight	3256 lbs
Curb weight	3485 lbs
Test weight	3850 lbs
Weight distribution front rear %	55:45
Pounds per bhp (test weight)	11.0
Suspension F: Ind. unequal length wishbones and coil springs, anti-roll bar. R: Rigid axle, two upper and two lower trailing arms, coil springs.	
Brakes: 9.5-in drums front and rear, metallic linings, 270 sq in swept area	
Steering	Recirculating ball (20:1)
Turns lock to lock	4 1/2
Turning circle	41 ft
Tires	7.50 x 14
Revs per mile	773

# THOSE WHO NEVER SAW "BLUE CAR" - CHAPTER 10

"A Tribute to Jim Wangers' 1964 GTO 'Test Car' built for Car and Driver's March 1964 Road Test"



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## "A Tribute to Jim Wangers' 1964 GTO 'Test Car' built for Car and Driver's March 1964 Road Test"

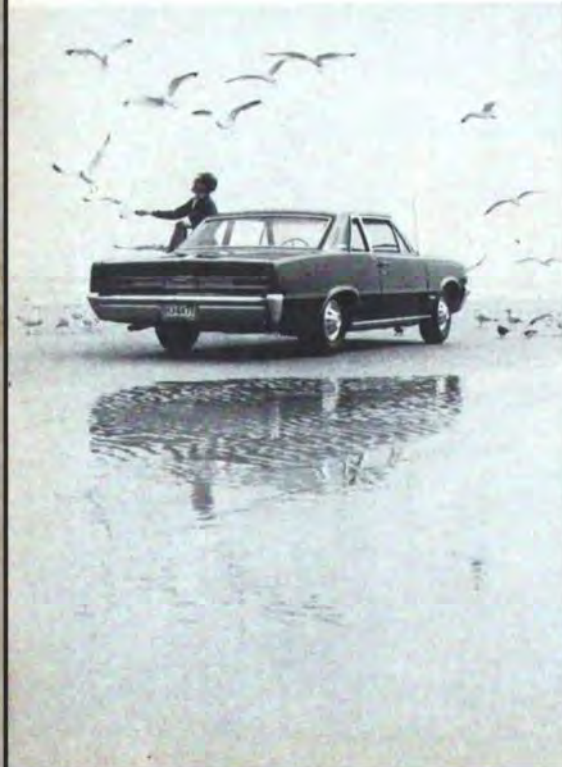
### TEMPEST GTO CONTINUED

performance that, to us, was absolutely breathtaking. The Tempest GTO is better. First of all, its smaller outside dimensions make it a lot more fun to drive; and, second, it goes faster.

Our test car was equipped with the 389-cubic-inch, 348 horsepower, V-8 engine with hydraulic valve lifters and a compression ratio of 10.4 to one. It had the new GM "Muncie" four-speed transmission and Pontiac's Saf-T-Trak limited-slip differential. The rear axle ratio was 3.90 to one, and the brakes had metallic linings. The car had standard Tempest GTO suspension (slightly stiffer valving in the shocks) and manual steering with an overall ratio of 20 to 1, substantially faster than the standard manual steering ratio of 26 to 1, but slower than the power steering's 17 to 1. We preferred the power steering—not because the manual set-up was too stiff, but because it still wasn't quite fast enough.

A word of caution here: Pontiac is forced by the realities of commerce to build cars for little old ladies and GM executives as well as enthusiasts. It is quite possible to go to your dealer's for a demonstration drive and find yourself in a GTO of infinite dullness—an automatic-transmission-, power-operated-seat-, tinted-window-car with little to distinguish it from a Chevelle, a Buick Special, an Olds F85, or any other semi-visible American car. The GTO that delights the executive from the fourteenth floor of Detroit's General Motors Building is *not* going to be the rabid enthusiast's dish of tea. To buy a car like our test car you should either get hold of a catalog and memorize the options you want, or seek out a live-wire dealership like Royal Pontiac in Royal Oak, Michigan, the firm that loaned us our GTO.

Royal is run by a man named Ace Wilson, who must be what regional sales managers ask Santa Claus to bring them for Christmas. His dealership is big and bright, with clean



modern architecture and a whole staff of knowledgeable salesmen and mechanics. Royal is Pontiac performance headquarters, and a Royal license plate frame on your GTO or Grand Prix is enough to send teenagers into orbit anywhere in the United States. Royal even has its own line of accessories and speed equipment, certain combinations of which give the proud GTO or Catalina owner the right to call his car a Royal Bobcat, and to fit it with small black and white emblems to that effect.

Our test cars were Bobcats. This means that they were basically stock Tempest GTO's with the following changes:

1. The main jets were changed to .069 in on all three carburetors for maximum acceleration. Normally, the center carburetor runs lean (.066 in) for cruising economy, with rich jets (.073 in) on the outboard carburetors for occasional bursts of speed. The Royal treatment gives a more even mixture distribution at a slight increase in steady-speed gas consumption.

2. A progressive-action throttle linkage is installed to calm the beast down for boulevard use; it's also more accurate than the stock linkage.

3. The distributor is modified to limit centrifugal advance to 7° (14 crankshaft degrees) and initial advance is set at a whopping 20-22° (total advance, 34-36°, is reached at 3600 rpm). This makes a tremendous improvement in low-end response (i.e., below 3600 rpm) but substantially raises the octane requirement.

4. The heat riser is blocked off, a special (thin) head gasket from the Super-Duty 421 engine is installed and still more compression is gained by installing Champion J-10Y plugs without gaskets.

5. Finally, special fiber-insert rocker arm retaining locknuts are installed which permit the hydraulic lifters to function as a solid lifter—operating at 90% bleed-down.

# THOSE WHO NEVER SAW "BLUE CAR" - CHAPTER 10

## "A Tribute to Jim Wangers' 1964 GTO 'Test Car' built for Car and Driver's March 1964 Road Test"

As you can see, these changes are neither extensive nor complicated, and fall more into the area of maximum tuning than that of modification or "hopping up." The net result is an enormously strong engine with the capacity to spin its rear wheels in every gear, in spite of a limited-slip differential! The only penalty we noticed was that the car would knock like twenty-five poltergeists at a seance when anything but Sunoco 260 premium fuel (about 102 octane) was used.

Were we to buy a GTO (and there's a good chance at least one of us will), our selection might go something like this. A GTO is basically a \$2480 Tempest Le Mans with a \$296 extra-equipment package that includes a floor shift, 389 engine, dual exhaust, stiffer shocks, "exterior identification" and a choice of super-premium tires or whitewalls. The four-speed, all-synchro transmission is \$188 extra, and we'd gladly pay \$115 to get the hottest (348 bhp) engine. The shorter axle ratios are only available with metallic brakes, HD radiator and limited-slip differential (\$75.00 for the lot). Quick steering (20:1) is part of the handling option, though HD shocks and springs alone are only \$3.82. The "wood"-rim steering wheel is \$39, and from there on in, it's trimming the window with fuzz (like \$36 for custom wheel covers). With every conceivable option on a GTO it would be difficult to spend more than \$3800. That's a *bargain*.

We find the GTO quite handsome, except for those phony vents that GM Styling's Bill Mitchell insists upon hanging on everything. Unlike the Sting Ray, the GTO has only the ones on the hood, so we can say it could be much, much worse. Our test car was a rich dark blue with black U.S. Royal Red Line tires and very conservative wheel covers. There was nothing to give away the presence of the ferocious beast concealed inside, and yet the car would draw admiring glances wherever it went. Whether it was the car's restrained good looks or the threatening grumble from the four (count

em, four) shiny tail pipe extensions, we never learned.

Once inside, everything seems to be just about where you would have put it in a car of your own design. The optional steering wheel is wood-looking plastic that had us completely conned. To our embarrassment, some smart aleck who'd read the catalog pointed out our mistake and made us feel like General Motors had really taken us. Wood or not, it's handsome as hell and an excellent piece of fakery. The instruments are all well-placed and legible, except for the tachometer, which is terrible—it's too far to the right to be glanced at during a hard run, and, worse, it's the wand type that sweeps horizontally across a four-inch quadrant and is practically impossible to read anyway. The speedometer is just slightly left of center in the panel and it has a typical 270 degree clock-type face. Our choice would be to swap the tach and speedometer locations, substituting a Sun SST (270°) tach for the factory's \$53.80 optional tach.

The transmission lever is nicely placed immediately next to the driver's thigh. It has the now famous Hurst linkage which is amazingly short and unerringly accurate. The sports car driver's first tendency is always to try to make the gate wider than it is, and the shift pattern more complicated. After a little time in the car, however, the brutal simplicity of that great tree-trunk of a lever begins to reassure you and you start throwing shifts with the same slam-bang abandon as the drag racing types. Our photographer drove the car and commented that he was used to driving imported cars and he had a hard time getting used to the extreme closeness of the GTO's gate. Kismet.

The so-called bucket seats in the GTO are the same as those in the Corvair Monza or any of the B-O-P compacts. That is to say they are not buckets at all, but actually individual front seats with a modicum of lateral support. We'd like the car better if the seats wrapped around farther and



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### TEMPEST GTO CONTINUED

were more firmly constructed, but that's the breaks. In one way, the softness is a good deal, because anybody who's a middleweight or bigger will compress the seat cushion all the way anyway, and then it becomes quite satisfactory. Fore and aft adjustment on the front seats is excellent provided you have the manual adjustment—the power assisted system limits travel enough to preclude any kind of straight-arm driving technique for would-be heroes. Rear seat room is cramped for three—it is, strictly speaking, a four seater.

Driving this car is an experience no enthusiast should miss. Unfortunately, few Pontiac dealers will have GTO demonstrators with the proper equipment on them, but if you can get your hands on one like we tested, it's almost worth stealing it for a few minutes of Omigod-we're-going-too-fast kind of automotive bliss. One expects the acceleration to be spectacular in first and second, but none of us were ready for the awful slamming-back-in-the-seat we got when we tromped on it at 80 in fourth.



30

This car does what so many others only talk about—it really does combine brute, blasting performance with balance and stability of a superior nature. The managing editor, for instance, was cruising through a pitch black Florida night on a road that skirted the Atlantic. He was traveling at about ninety when he got into a series of *ess*-bends marked for 45 mph—he found himself going in at about 75 and coming out at 100, so he choose 95 as a comfortable median and negotiated the entire series, including bumps, camber changes and nasty, narrow little bridges without ever touching the brakes or changing the position of his hands on the steering wheel. The car does not handle particularly well in a 35-mph right-angle turn because of its large size, but as the speed rises the quality of the handling goes up by the square.

Charlie Kolb helped us wring the cars out at Daytona and he liked them so well that he wanted us to promote a team of them for the 2000-kilometer Daytona Continental race in February. Lapping the track at Daytona with Kolb driving was quite interesting because we were able to sit back and examine the car's behavior under really extreme conditions. It was totally forgiving, and always stayed pointed. Its handling starts as understeer at very low speeds, becomes neutral at moderately fast speeds, and gradually—quite pleasantly in fact—becomes oversteer when pressed to its limit. Two staff members managed to spin the car in the same 80-mph corner, and both times the tail came out, stayed out, and led the way off the road. It is, incidentally, a very pleasant car to go off the road in, provided you don't catch a finger in the whirling spokes of the steering wheel.

Obviously, the GTO as we drove it, without the \$16.82 heavy-duty suspension option, is not suitable for road racing. It rolls too much and the steering, even with the 20 to 1 ratio manual installed, is too slow. But what a road car! The metallic brake linings pulled the car down from speeds as high as 120-125 over and over again without grabbing or pulling one way or the other. The car would vibrate viciously on the rough banking at 125 mph, but never showed any indication that the suspension was being overtaxed. We used Goodyear Blue Streak Stock Car Specials (7.10-7.60 x 15 rear, 6.70 x 15 front) for the road circuit and the tri-oval, but found them absolutely unable to handle the wheelspin on the acceleration runs.

We didn't like the U.S. Royal Red Line tires on a car this powerful. We would like to have had Dunlop SP's. We prefer belted tires in all high speed cruising situations, and we feel that a tire like the SP, which has proved in rallying that it can hold up and give maximum stability under the wildest power-input and wheelspin conditions, would be just right. An interesting sideline here is that we got more miles per hour in the quarter mile with the Red Lines, while we got better elapsed times with huge drag racing slicks. The times quoted in our data panel were obtained with the standard tires and are spectacular enough, but when we ran the slicks we got down as low as 12.8 seconds at 112 mph. Now that's what we'd call pretty fair acceleration. It was only ten years ago that we were all pretty impressed when a Cadillac Allard cut a 15-second quarter at the Santa Ana Drag Strip. A production Cobra won't go that fast.

So, in winding this up, how do we classify this car relative to other GT cars, and particularly to the car from which it stole its name? The Ferrari GTO is a racing car that costs upwards of \$20,000 dollars new. Therefore we are not surprised that it will go around a road racing circuit several seconds faster than our Tempest GTO. What does surprise us is that we found the Tempest GTO a better car, in some respects, than most current production Ferraris. It is not as refined, the quality of the materials and the workmanship is not as good, it feels bigger, and it *is* bigger, but cars are to drive, and when you drive a Tempest GTO with the right options on it, you're driving a real automobile. Can Pontiac help it if they're too dumb to know that a car can't go that fast without a prancing horse decal on the side? **cjo**



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**IMPORTANT:** Membership in the National POCI Club is optional to join our club. We do encourage all SDPOCI members to join the National Club because of the many benefits and information on their website.

**Fill out the form below and send \$25.00 check or money order (US funds only) made out to S.D. P.O.C.I.**  
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WOULD YOU EVER SELL YOUR PONTIAC? Y / N \_\_\_\_\_

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The club's magazine, *Smoke Signals*, also started in 1972 and has evolved into a world-class, award-winning monthly that continues to raise the bar for non-commercial publications. *Smoke Signals* was redesigned in 2006 and again in 2013. Today, it is a 92 to 100-page, full-color publication printed on heavyweight paper and also comes in digital form.

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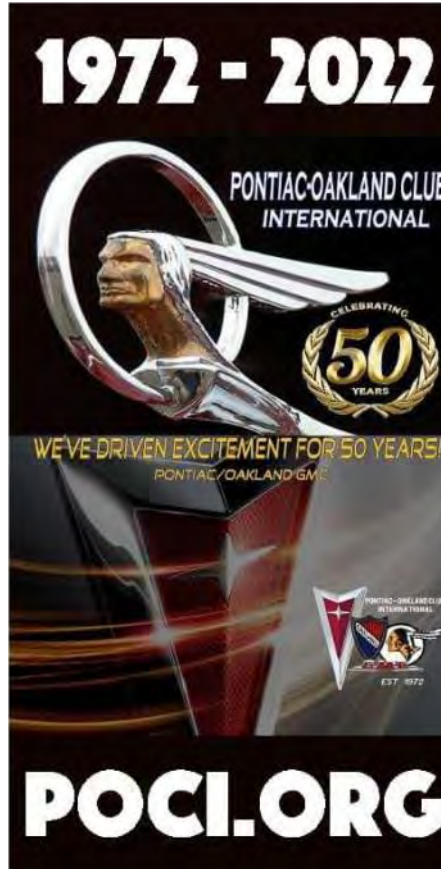
## SAN DIEGO PONTIAC CLUB



Check out our website at [www.sdpci.com](http://www.sdpci.com) for up to date information on club activities, newsletter downloads, membership forms and owners showcase!



*The San Diego Chapter of the Pontiac Oakland Club International (POCI) was founded in 1989. We are a club dedicated to the preservation and enjoyment of all models of Pontiacs of all years. We drive 'em, work on 'em, polish 'em, restore 'em, break 'em, put 'em back together again and have great fun doing it! We are individuals, couples, and families that enjoy getting together for a variety of activities. We host an annual Fall Pow-Wow car show every summer, and participate as a club in other local and regional shows. We hold annual pool and Christmas parties, participate in many of the San Diego cruise nights, organize automotive factory, speed shop and museum tours, and join in a variety of other events throughout the year. The cars in the club range from Concourse cars, show cars, daily drivers, drag racers, and cars undergoing restoration. Our goal is to have FUN while driving our Pontiacs.*



The War Whoop is the official publication of the San Diego Chapter # 58 of the Pontiac-Oakland Club International. Please email articles and associated pictures to Jim Thomson at the address below. Deadline for inclusion in the next months newsletter is the 20th of the preceding month of publication. Classified ads for members are free of charge. For advertising rates contact the editor, at [jthomson@san.rr.com](mailto:jthomson@san.rr.com)

