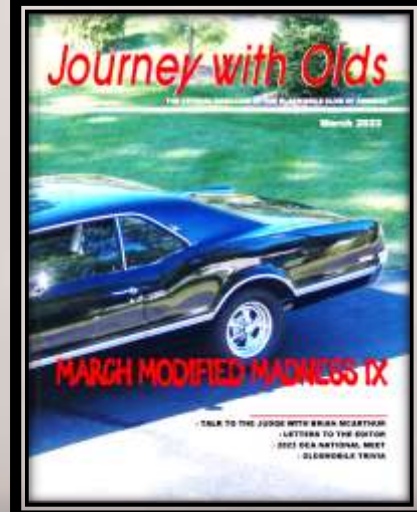
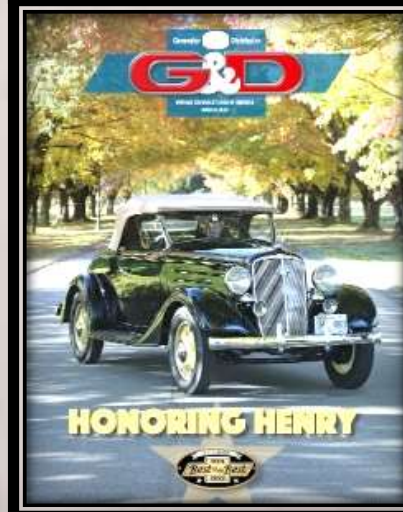


GM CAR CLUBS.org NEWS

Buick • Cadillac • Chevrolet • GMC • Oldsmobile • Pontiac

Featuring articles from these GM Club publications





THE *Leifsgaarden* BUICKS

By Doug Ryan, and Courtney Leifsgaarden, BCA #7629, Robins, Iowa
Photos by Reed Photo, Cedar Rapids, Iowa
Reprinted with permission from "The Dynaflex" newsletter of the Hawkeye Chapter, BCA



My love for Buicks began at a very young age, watching my father working on his vintage automobiles every possible moment.

My dad bought the 1953 Buick convertible Special model 46R in Cedar Rapids, Iowa off the turn-style in the showroom from Allen Motor Company two years before I was born. He went into the military and the Buick was stored during his tenure at his father's home in Spring Grove, Minnesota. My parents moved often through the years and the Buick made several trips driving our family from California to Iowa to Minnesota. The car is all original except for the paint, top and boot. It was fitted with side pipes, spotlights and a vacuum-powered ash tray, all of which were added accessories in

my dad's younger days. Now that he has passed the Buick remains with me, I walk past all the memories every day as I leave out the door to go to work.

She runs like a charm and turns heads everywhere she goes. Though my dad's vast knowledge of Buicks is now gone, he's always available in heaven to guide me in the right direction. The car will never be sold, it is all the memories of every single day of my life.

Prior to marrying the love of my life, Marlene, I had just purchased the 1967 Buick GS 340. I bought it for \$600 from the original

owner in Cedar Rapids. The Buick has since been repainted, everything else is original except the tires. The Star Wars air-cleener came off a 1967 Buick 400 - I found it at a swap meet for \$10.00!

When we got married, my wife paid off the car because she wouldn't marry me with any debt! In 1976 this was our daily driver. We had it on our wedding day, on our honeymoon, and at every home we've ever lived in. People will talk to me about my interests. I say "I am a lucky guy. I got a hot wife and a hot car!" This year will be 46 years of marriage and she still supports my Buick addiction. The car is all original except the air cleaner, tires, new paint and stripes. It has 98,000 miles on it. I have driven

75,000 of them myself.

One weekend, when we were first married and living in California, my wife and I were sitting in our apartment and she said to me, "Hey, there is a '49 Buick for sale nearby. Let's go take a look at it!"

I said "Let's do it!" Only three miles away, the 1949 Buick Roadmaster four-door was in the driveway and in great shape. The couple was very nice and invited us in for iced tea. While walking into the kitchen, I glanced into the garage and noticed the potholes. I recognized them as a '49 Buick Riviera two-door hardtop, an even

CORSA COMMUNIQUE



Cinderella Story

Bill Herszkowitz

After the sad demise of my rust-free 1969 Monza coupe back in the summer of 2011 (I was rear ended in a four car crash six blocks from home), I knew I'd be getting another Corvair, just because of all the wonderful advantages that these cars offer in handling, economy, and looks. I use my Corvair daily for commuting to work, and it definitely makes my day go better than taking a generic transportation appliance or public transportation.

Once it was determined that my '69 could never be repaired, I begin my search for my next Corvair. One problem with the coupe was passengers getting into the rear seat. I had replaced the original seats with ones from a 1989 Nissan Maxima. They are safer in a collision (as I found out), but what I hadn't realized when I bought them was that they were from a four door car, and they didn't tilt enough to allow people to get into the back seat of the coupe.

But, since Chevy made such a pretty four-door hardtop in the late series, that became my goal. As most Corvair enthusiasts know, the '65-67 Sport Sedan is not a commonly available body style and they rarely come up for sale on eBay or other classifieds. However, as luck would have it, I found an Artesian Turquoise 1966 Monza Sport Sedan for sale within driving distance of my home on Craigslist. The photo of the car looked blurry but even so, it didn't look too bad. It was advertised as having the 110 HP engine, Powerglide, and factory air conditioning, so it was definitely a candidate. My son-in-law and I drove out to Long Island to look at the car, and what we saw was definitely not as nice as the photo. The exterior paint was dull at best, with surface rust on the roof and hood. Inside, the car looked (and smelled) like it had sat in a field for several years with the windows open; the once-pretty aqua vinyl on the seats was shredded, the headliner torn, and the chrome trim was pitted. However, as a whole, the car looked complete and was running and driving.

Barely running, as I soon found out! Besides a fuel pump that was about to go and a brake master cylinder that leaked, it was a true miracle that the car made the 35 mile journey that night back to my home in Brooklyn without a breakdown. The odometer showed 52,000 miles, but that wasn't accurate as the speedometer didn't work. Besides a sinking brake pedal and a weak fuel pump, the rubber coupler from the fuel filler to the tank was shot, making the car smell badly with raw gasoline when the tank was filled. The previous owner had advanced the timing so much to cover bad carburetors, that the engine pinged horribly after it warmed up; I retarded the timing right away to save the engine from damage. Fortunately my son-in-law was right behind me in our van ("Don't get out of sight!" I told him before we started for home). I drove the car to and from work with much trepidation, and it died numerous times throughout that hot summer and fall until I had the chance to start the mechanical and appearance refresh.

Paint and Trim Codes for FCs

Steven R. Spilatro

Corvair 95 paint and trim codes provide information about factory Regular Production Options (RPOs) for a vehicle's exterior paint and interior custom features. The codes were stamped on a metal body tag located on the cowl wall of the cab below the fuse box. The "Paint" code showed the RPO code of the original exterior color and the "Trim" code presented the Custom Equipment RPO code if the vehicle was outfitted with Deluxe features. The RPO codes were typically followed by one or two additional letters, such as "Trim 431N, Paint 747G" in 1961, or "Trim 5Z60KB, Paint 5540AB" in 1964. The meaning of those additional letters, called Exception Control Letters (ECLs), has long been confounding for Corvair 95 owners. I would like to report on progress deciphering these codes, as well as those for other factory-installed FC options. While details of some paint and trim codes remain foggy, the context of their meaning is now clearer. Much credit for this project goes to many other people, so please read the acknowledgements at the end. Since we will also be referring to Model Numbers, VINs, and RPOs, these will be reviewed first.

Model Numbers and VINs

In 1960 Chevrolet rolled out a new system in which truck series were design-



Figure 1. (A) 1962 Greenbrier cowl plate from Saint Louis with Custom Equipment Trim code. (B) 1961 Rampside cowl plate from Saint Louis with "STD" Trim code.



nated with a single letter followed by four numbers conveying information about the payload, wheelbase, and model. The new line of Light-Duty Forward Control (LDFC) vehicles introduced in 1961 was assigned the letter "R" and rated among the series "10" half-ton payload trucks, creating Chevrolet's "R10" series. Within the R10 series were the four Corvair 95 "R12" models (the "2" signified the 95 inch wheelbase): the Corvan panel van R1205, Greenbrier Sports Wagon R1206, and Loadside R1244 and Rampside R1254 pickups. In this article we will refer to the entire line as Corvair 95 or R10, to



1963 Rampside cowl plates (C) from Saint Louis with prepended "S" and (D) from Flint lacking "S" and paint code ECL. (E) Cowl plate from 1964 Greenbrier with new two-

individual models by their names, to Loadside and Rampside together as the pickups, and to other groupings by model numbers, such as R1205/44/54 for Corvan, Loadside, and Rampside.

The Vehicle Identification Number plate is spot-welded to the driver's door jamb. The VIN (e.g. 3R126F132031) starts with the year (1-5) followed by the model designation (R124 for the pickups, R125 for Corvan, and R126 for Greenbrier), although in 1965 the model designation preceded the year (e.g. R1265S123104). The "S" or "F" identifies the site of assembly, Saint Louis or Flint. The final six digits are the vehicle production number at that plant, initialized each model year at 100001, showing the sequence in which the FCs were built.

Optional Equipment

Prior to 1963, factory installed optional equipment were designated as a FOA (Factory Optional Accessory) or RPO (Regular Production Option) with a 3-4 digit number. In 1963, these options (except paint codes) were consolidated as RPOs under a new alpha-numeric Option Identification System wherein a "General Equipment Group" letter preceded a "Part Identification Number" between 01-100. As examples, RPO 431 (Custom Equipment) became RPO Z60 in 1963, FAO 123 (Radio) became RPO U60, and RPO 269 (Supplemental Rear Seat) became RPO A59. In this article,



letter ECLs. (F) Cowl plate from 1963 Pacific Bell Corvan showing the "SPEC" paint code as well as Custom Equipment RPO.

THE SELF-STARTER



The Heiress' Cadillac Derham

Story and photos by Herb Cupo

When Herb Cupo arrived at his first Grand National this year, it marked the beginning, and the end, of an interesting journey.

Herb didn't have to travel far—he lives 12 miles away in northwest Washington, D.C.—and neither did his '56 Fleetwood 75 Limo. Growing up in the NYC area, he had long admired Cadillacs of every style and model, but never owned one, and didn't plan to do so.

But that changed three years ago when he happened to come across some photos of older Cadillacs on Flickr. He was particularly impressed by the post-war, long-wheelbase Series 75 and the true limousine styling. So, when an opportunity arose to purchase a '56 7533X in relatively decent condition, he decided to take the plunge. He started a frame-on restoration of this new acquisition, joined the CLC and its Potomac Region, and began researching these cars and their history in earnest. What he discovered was fascinating (but well-known to his fellow CLC enthusiasts, as he points out). From one article:

"The Series 75 limousines were special unto themselves. The chassis was removed from the motorized assembly line, dropped onto casters after installation of the front and rear suspensions, and pushed from station to station where only the

most experienced, and talented, of the Fleetwood workers were allowed to touch them. That's right: no motorized assembly line, no time constraint on quality—these cars were finished when they got finished. These were custom cars from the factory, and very few parts from a standard Cadillac fit on them. The interior materials were a step above even the best of the Fleetwoods, and the exterior fit and finish superior to other Cadillacs."

Then, reality set in. Herb quickly discovered that nearly all the parts for his limo, especially the ubiquitous stainless trim, were scarce—as in, *really* scarce. At this point, his journey as a new collector took a very interesting turn. While tracking down a lead on a section of bead molding and chevrons, he came across another '56 limo for sale. Herb was astonished. Not only was this car in remarkable original condition, but it had Derham coachwork; the trademark padded-leather roof, blind rear quarters and custom-built oval rear window were all something Herb had only seen in pictures. The color was also striking, a Code 26, Cobalt Blue.

Herb didn't think long about this. Within a month, he was the proud owner of not one, but two mid-century Cadillac limousines, both division glass, A/C cars with numerous other factory and dealer options.



ABOVE: The post-war, long-wheelbase Series 75 personifies true limousine styling.

RIGHT: Oh, the rigors of owning a car being judged at a Grand National—a tense wait while trained judges pore over your pride 'n' joy.



THE LEGEND



THE LAST PROJECT



We went across the same Canadian/US border crossing so often that once the border agent recognized us. The wife and I had a good laugh over that.

Arthur DeSilva

I would like to share with you my love affair with Pontiac. I grew up in a family of body repair and pattern tools. We always had projects underway in the family garage where we spent most of our weekends. I started to work on cars at a very young age with my brothers and brother-in-law who was an auto restorer and owned his own garage.

drive and also enjoyed racing on quarter mile tracks when I was 14 with that car. That is where my passion to work on engines developed and I know that it would last a lifetime.

For a few years, I worked as a machanic in different garages acquiring experience. In 1962, I bought my first project, a 1963 Pontiac Acadian (4-door) which needed a lot of tender loving care. With the help of brother Tony, we turned it into a Pro Street mean machine.

After the Acadian, Tony bought a 1963 Firebird. I really liked the detail and nice interior. So, in turn, I bought 1967 Firebird with a 4-speed and 400 engine.

A few years passed and I got a job in the aero-hydraulic industry as a mechanical assembler. That's where I met my wife, Goplene. She is an aircraft mechanic retired from the Royal Canadian Air Force. We bought a house with a big garage (a mud for sure).

In the early 90s we restored my brother's Firebird and more as well as my son's 1963 Trans Am. As you can gather, the love for cars is also a family affair.

Sometime later, my friend Bob approached me about how to proceed to look for a vintage car. We ended up each buying a 1965 Firebird. I cloned mine into a Trans Am. Once that was finished, it was time to start another project and add another car to my collection.

I found an old picture in my basement of a GTO with a Firebird. I knew then that my next project would be a GTO – a 1965 GTO. Why? Just because the ignition switch is on the left side of the dashboard and I liked the rear light layout.

I looked online for a 1965 GTO for sale and found one in Hamilton, On, Ca. A '65 convertible which was originally from California and was left in a barn for 25 years. It did not look too good at first sight. The top was all ripped off, main and trunk floors had to be replaced, and it was orange in colour. However, the body was in good shape. We brought the car home to Mirabel, QC, Ca. We had to put the project on pause for the winter and used that time to do research.

We got the PHS and discovered that it was a 4-speed, with transistorized ignition, and the original colour was Blue Mist Slate. The decision was made to restore the car according to the PHS with all the factory detail markings.

We had to make at least four trips to Carlisle, Pennsylvania (spring and fall market) to get the interior, rechromed bumpers, transmission, etc. to have the numbers match. We bought the heads at Sonic Motors in Michigan.

We also picked up parts at the Ames Performance stand as well as the store. We went across the same Canadian/US border crossing so often that once the border agent recognized us. The wife and I had a good laugh over that.

In June 2019, we started dismantling and removing all the parts. When we removed the front fenders, we found the original paint. The left side of the car had yellow markings from the factory. We protected these for added value. We also found two mouse nests lodged in the front vent compartment. After completing the dismantlement, we did the frame, convertible roof parts, and everything else that could be done with powder coat.

With the help of a few friends and family, we put some braces across the car to make sure that it would not break in two parts. We built a wooden frame and attached it directly to the body of the car. We took some measurements for future reference points to put everything back in its rightful place. That's when the fun started...

We spent every weekend that summer working on it. We started by replacing both floors. First was the main floor. It was fairly easy to remove but a big challenge to put the replacement back. It was a tight



I found an old picture in my basement of a GTO with a Firebird. I knew then that my next project would be a GTO – a 1965 GTO. Why? Just because

We also picked up parts at the Ames Performance stand as well as the store. We went across the same Canadian/US border crossing so often that



photo by M. Landry



GENERATOR & DISTRIBUTOR



RS_68_SS

By Pete Collins, VCCA #57488, Severna Park, Maryland



LIKE MANY VCCA MEMBERS, I GREW UP IN A Chevy household. My Dad had a '59 Impala, then a 1964 Impala (his favorite) followed by a '69 Impala and a 1966 Chevelle that my brothers drove to college. So, I guess it's safe to say Chevrolet is in my DNA. For a short time after college in the late '70s, I even sold Chevrolets in Philadelphia.

Presently in our garage we have a 1967 Corvette and a 1968 Camaro that has had an interesting past. The Camaro began its second life in the garage of a well know East Coast Camaro Nationals judge named Kevin Kolvenbach. I first met Kevin through a mutual friend. For years in the mid to late '90s he would join us at Carlisle, PA swap meets walking the aisles searching for NOS Camaro parts for a restoration project. Little did I know at that time that I would be lucky enough to become this incredible car's caretaker.

Kevin finished restoring the Camaro in the late '90s. She is sporting a correct but not original 396/350hp engine that Kevin rebuilt, mated to its matching number Muncie four-speed transmission. The car is finished in its original Teal Blue with a black vinyl top and deluxe interior. It's complete with the Rallye Sport Package and the Super Sport Group along with the gauge package, Tie-Tock-Tach, and one very rare option—the GM Vigilite System. Only 1,755 1968 Camaros were equipped with this "U46" option.

Shortly after the restoration was completed, General Motors approached Kevin with the idea of leasing the Camaro from him for three years to become its First-Generation star on the Camaro Legends Tour. The Legends Tour traveled the country attending Camaro and National Hot Rod Association (NHRA) events. Chevy

CAMARO

JOURNEY WITH OLDS



OLDSMOBILE TRIVIA

Submitted by Keith Sauls

HOW WELL DO YOU KNOW OLDSMOBILE?

While I was looking over my most recent issue of *Journey with Olds*, I noticed the stories "WANTED" page. I decided to share the following with you.

A few years ago, the various Oldsmobile chapters here in Texas decided to meet in Fredericksburg, Texas (near Luckenbach) for a fun-filled weekend. Two of us were put in charge of entertainment one evening for our catered dinner at our hotel. To make the evening and whole weekend extra fun, a challenge was put out for everyone to come dressed to match the year of their car. We had 1960s-1970s hippies galore, as well as well attired 1940-1950s glam and even Bill & Hillary and Al & Tipper Gore lookalikes showed up.

Following dinner, the program commenced and it went something like this.....try to picture yourself sitting with 75 of your closest Oldsmobile friends, with no idea of what the entertainment will be, when a very dashing gameshow host steps to the podium and you and those around you become instant contestants.....

"Good evening, I'm Alex Toronado and your host for our show. Welcome to tonight's episode of *Oldsmobile Jeopardy*. As all of you know from viewing past shows, each table will compete against all other tables. The rules are simple, I'll pose a question and you will have 20 seconds to jointly form your answer. Each table should have one "recorder" who will write your answer down. Then following each question, we will determine who answered correctly and a point value will be assigned. We are on the honor system, except maybe

this table over here (Rick Winn's table), so you will track your own score and total. The use of external devices, i.e., cell phones and google are expressly prohibited. And "no", you may not call a friend. Our questions will be extremely simple; anyone with an advanced degree in quantum physics or postgraduate degree in history should do fairly well. All of these answers have been corroborated with the internet so they must be true. And lastly, quibbling or insulting your host will result in a loss of five points.

Ok, I know many of you fancy yourselves as experts in the Oldsmobile field.....now we'll find out just how good you are.

First category: Movie, TV and Entertainment:

The "truck" used in opening clips of *The Beverly Hillbillies*, you know the one with Buddy Eppson as Jed Clampett, along with Granny, Ellie Mae and Jethro, was an Oldsmobile. What year was it? Was it:

- A. 1921
- B. 1924
- C. 1925
- D. 1987

A. 1921 Oldsmobile 46

Jackie Brenston's song "Rocket 88," is viewed by many music historians as the first rock 'n' roll recording. What year was it recorded?
A. 1951



Journey with Olds - March 2023



- B. 1952
- C. 1954
- D. 1955

Correct answer is A. 1951

The 1975 movie *W.W. and the Dixie Dance-kings* starred Burt Reynolds and featured the acting debut of Jerry Reed. One of the central props in the movie is the car that W.W. drives. It is known as a special 1955 "Golden Anniversary" Oldsmobile Rocket 88 which was limited in production. It was a four-door sedan painted gold, with black hood and side accents, with chrome trim. How many were produced?

- A. Zero
- B. Three
- C. 50
- D. 100

According to the movie, only 50 were made. So C. 50 is a correct answer. In reality, there was no such special car, and 1955 was not the 50th anniversary for Oldsmobile. So A. zero is a correct answer also.

However, three were custom-built for the movie. One was destroyed in the fire scene, one was taken to a museum, and the third was used as the camera car, with the roof removed.

"Options" Category

The correct terminology for the shade of red, Code VV, on a 1964 Oldsmobile F85 is:

- A. Holiday Red
- B. Roman Red
- C. Hot mama Red
- D. Just simply "red"

A. Holiday Red

In 1935, a dealer option on the new Oldsmobile was a luggage compartment light. The cost, in 1935, of this light was

- A. \$0.55 cents
- B. \$1.25
- C. \$1.75
- D. \$2.25

C. \$1.75/and an extra 25 cents if you wanted it installed

"Rapid Transit" Category:

An Oldsmobile paced the Indianapolis 500 in the years of 1949, 1970, 1972, 1974, 1977, 1985, 1988, 1997, 2000, and 2001. What other year did it perform pace car duties?

- A. 1960
- B. 1961
- C. 1962
- D. 1963

A. 1960

The *Starfire* name was first used by Oldsmobile on a one-of-a-kind dream car that was shown at the 1953 Motorama. The original Oldsmobile Starfire was a 5-passenger convertible that had a fiberglass body, a 200 hp Rocket V8 engine, and a wraparound windshield, like that used on the top-of-the-line and limited-production 1953 Fiesta 98 convertible. The Starfire was named after the F-94 jet fighter plane. Who was the producer of that fighter jet?

- A. Lockheed
- B. Northrop
- C. Boeing
- D. Republic

A. Lockheed

POLITICS CATEGORY

The Chappaquiddick Massachusetts incident involved the death of Mary Jo Kopechne, a young colleague of senator Ted Kennedy, in July of 1969. According to Ted Kennedy's own testimony, he accidentally drove his 1967 Oldsmobile Delmont 88 off a bridge and into the tidal channel. He then swam, left the scene, failed to report the

THE RESTORER



How We Got Caught by the Corvette Fever

by Rob Musquetier

In 2001 Simone and I decided to get married and honestly it wasn't my idea to rent a classic car. No, it was her fault; she wanted a wedding day with style and a proper classic car. You need to realize she is a car girl; she loves cars. When she was a kid she didn't have a bedroom filled with dolls. Oh no sir, she had classic cars on her shelf, on her desk, on her cupboards, on her nightstand: Beatles, Beemers, Deux Chevaux (Citroens), DS, Renault 4s, Jaguars, etc. She wanted a classic car on her wedding day, so she dropped a rental classic car brochure in my lap and asked with her sugar sweet voice which one I might like best.

Well, as a good husband-to-be I picked up the brochure and casually paged through it. About halfway through at the bottom of a page, there it was: A mint-green red-interior 1958 Corvette caught my eye and never let go. That was the car which would fit in just nicely in our plans for that one special day in our mutual lives. I didn't even bother to look any further through the rental magazine and made my choice known to her.

Needless to say the wedding day was a wonderful and unforgettable experience. After three days of constant rain, our wedding day itself was blessed with

beautiful weather all day long so we enjoyed that day immensely. We were married in an ancient 1229 church in Egmond near the Sea. We had our wedding photographs taken on the beach and celebrated our wedding party with all our friends and guests at the gorgeous Chateaux (castle) Marquette in Heemskerk, built in 1225.

During that day we used the rented Corvette with the top down for driving between our home in Limmen (20 miles north of Amsterdam) and all these beautiful locations. For me (and I'm sure for Simone as well) it was truly the so-

called cherry on the cake. I smiled all day long and by the time it was time to return the keys to the rental company, I was in love once more.

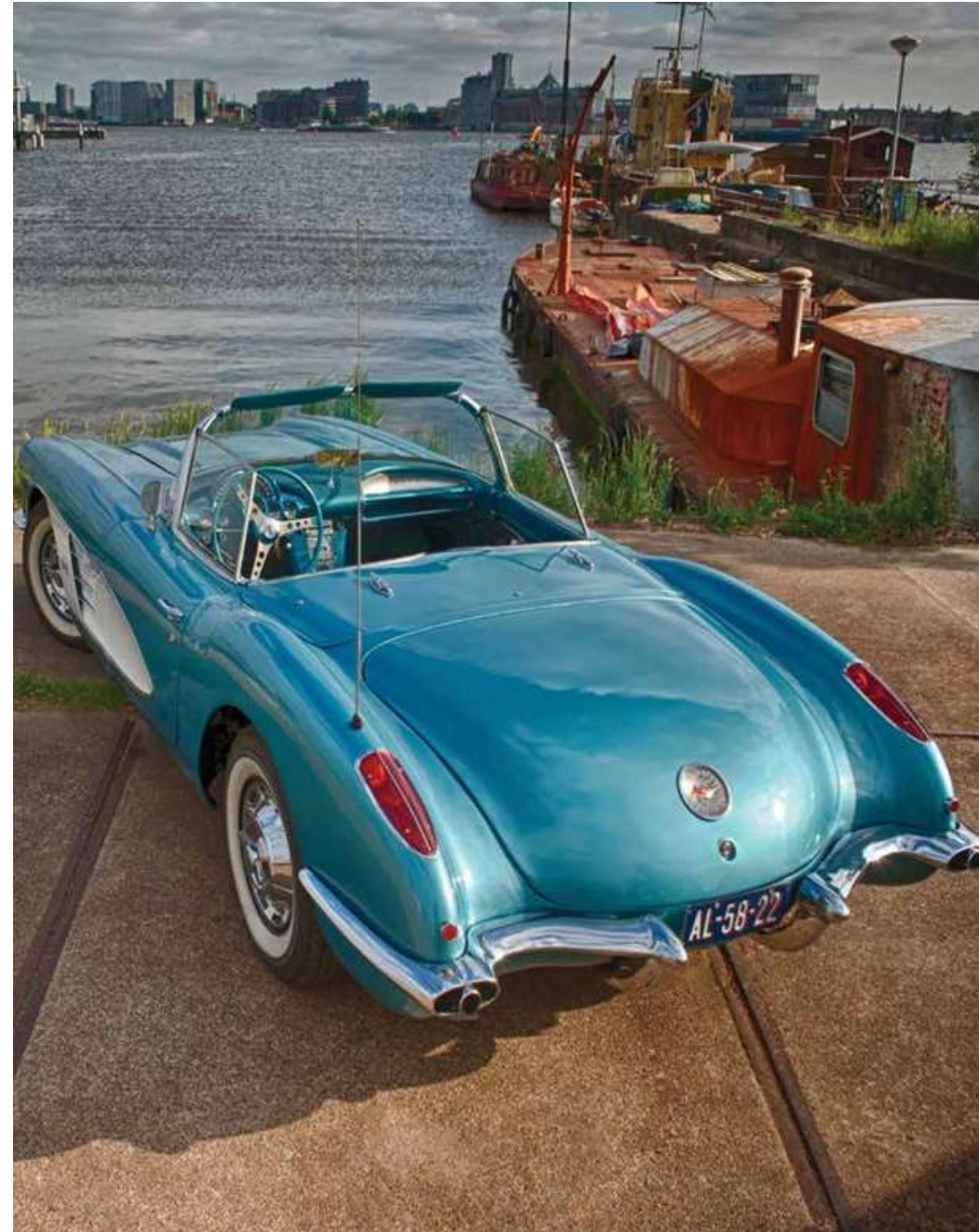
Once we returned from our honeymoon, an unforgettable safari in Kenta, Africa, and got used to the married life, it took approximately half a year before the spark fired. Would such a car be on the market at all and would it be affordable? I went to my computer and started the hunt. In the Netherlands the number of cars on the market is limited and relatively costly. In the States however there is much more choice and prices are much more reasonable. The dollar-to-euro exchange rate at that time was favorable so the decision was made to go for it.

A list of desirable model years, options and color combinations was drawn up and the hunting season was opened.

Eventually we found our gorgeous Crown Sapphire, white-cove 1959 convertible at GM Down Under in California. It was our first car purchase from the States so a lot of things needed to be sorted out, and lots of emails were exchanged on the condition of the car, how to get it shipped and how to settle the deal. All worked

out just fine and after a couple of weeks, the deal was finalized.

The car was picked up by a local transport company and shipped in a container from Los Angeles to Rotterdam harbor. A month or so later we were notified by the Dutch Importer that our desired Corvette had arrived. Could we please pay for the customs tax and additional shipment costs for handling and then we would be more than welcome to pick up the car once it was released by customs. Another painful long week of waiting passed until we





SMOKE SIGNALS

Letter to the Editor

Silver Streak News

Wow, Tim, did you send me back in time with your article about car models in the December issue!

I was a ravenous consumer of 1:25th scale models back in the mid-1960s. I'd wait for the local drug store to have their sale when I could buy two kits for about \$4 or so. Any makes, all models — AMT, Revell, Monogram — it made no difference to me.

I'd use mom's black thread to replicate the spark plug wires on Don Garlits' hemi. Early on, I'd hand-paint the models, then later I'd use spray paint. Hand-painting was difficult, requiring just the right temperatures and a steady hand.

My blue, blown Willys altered with red interior won Best Paint at our local summer park contest. It may have been a bit unfair, though, as some kids would bring just two or three models each to the competition, but I'd show up with a small suitcase-full!

I must admit that I had a love-hate relationship with X-Aceto knives, having two sizeable incidents (and numerous smaller ones) involving them. In one incident, I was able to actually look inside my hand (between my thumb and first finger) after stabbing myself while doing some trim-cutting to widen the rear wheelwell openings for bigger tires. One can "go around" your finger as well. Mom put a splint on it, then whacked me in the head for spilling blood on the floor.

My room had shelves for books — umm — cars, up the wall, and there they all sat in their miniature beauty. Our family moved in 1970, and then three years later I went off to college. When I returned home for Thanksgiving to find the only remains (two of my kitchen utensil trays that kept the

something odd suddenly struck me. The picture on the model kit's box shows a very pretty silver Firebird (my "Bird's" color is Springmist Green). But still, there's something about it — the position of the car maybe? It really begins gnawing at me.

I then go to look through my photo archives, and you can see that I had stood with my camera behind Paul Zazarine as he was shooting photos of our club's cars.

Hold the fort... *That's my car!*

I quickly phoned Paul and he immediately retorts in that deep



voice of his, "You signed a waiver allowing me to use those pictures." After calming him down, I explained to him that I was just looking for information. "Is it possible that you gave a picture of my car to Revell," I wondered?

"Oh, that? Yeah. A while back they contacted me and needed some '68 Firebird pictures, I sent them a handful of my photos. Why?"

In the large, framed picture, if you look closely, you can see how I've tried to position my car at the same location that Paul had earlier captured my car — the same way it appears on the box cover. Take note of the concrete shape seen there.

—Matt Clarke



model parts separated), I should have held a memorial service of some kind.

I relate all this boring history in order to bring you to my real point. At some time in the early 2000s, the late Paul Zazarine was revitalizing *Pontiac Enthusiast* magazine. He contacted our local club, the Dixie Chapter, about doing some photos for the magazine. No promises were made about getting our full-scale Pontiacs in the publication, but I think a couple of members did have that honor.

Forward to a few years later when I'm at a car show with my 1968 Firebird, and I win a Pontiac banner. The guy next to me with a newer Firebird, however, wins a 1968 Firebird model kit from Revell. He jumps at the chance to swap prizes with me. What would he want with an old Firebird model, anyway?

Well, a week later when I'm cleaning out my car from the show,



As a retired Pontiac-GMC Truck dealer, I've had my share of one-of-a-kind automotive adventures.

Here are some fun nuggets from the many great years spent with my two favorite brands.

FROM THE MAILBAG

POCI MEMBERS POST THEIR QUESTIONS

Got a question related to dealerships or Pontiac/GMC sales? I'd love to hear from you! Drop me a line at gmgold@q.com



Gerson M. Goldberg



Q: Gerson, in an earlier (April 2020) *Smoke Signals* piece you wrote about a 1970 GTO with a Ram Air IV engine which you later mentioned had a TurboHydramatic transmission. Did you sell many GTOs or other high-performance Pontiacs with that specific driveline?

A: I'll start by admitting that I was very hard on transmissions, and everyone at the dealership (and in town) knew that. Very. And not just automatic transmissions, as I once severely destroyed a 3-speed manual shift on a Catalina (*Smoke Signals*, November 2019).

I had driven about every automatic transmission that GM has offered. From the Super-Hydramatics on some of my 1950 models, into Roto-Hydramatics in the early 1960s. In used cars, I had the opportunity to drive (and destroy) a PowerGlide and even a strange Buick Dynaflo automatic transmission.

When the GTO was introduced in Fall 1963, the first one I drove was a 4-speed (*Smoke Signals*, September 2019). While discussing the option with my New Car Sales Manager, we reviewed how he decided that he was not going to stock the GTO with the 2-speed automatic that was an option.

There were a few reasons. First, we were still dealing with Roto-Hydramatics in

