



Official Newsletter of the
Nor-Eastern Chapter of POCI

POCI Chapter 59

July—August 2011

Club Talk

32nd Annual GTOAA International Meet, Portland, OR!!

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It turned out to be a fantastic week in the Pacific Northwest. The temperatures were in the eighties the entire time, which is fairly unusual according to most of the folks we spoke with. Having been to the Bowling Green, Kentucky region a few times in the past, we decided to spend some vacation time this year at the GTOAA convention in Portland, Oregon instead. It was definitely worth the trip! The [Goatherd](#) chapter of the GTOAA were fantastic hosts and went out of their way to make sure everyone had a good time. There were plenty of activities both car and tourist related, which made for a very enjoyable and well paced event.

We flew in on Saturday, July third, to allow for any travel issues. There were none, but the flight path into Portland takes you over and fairly close to Mount Hood. The view is spectacular!

Monday, July fourth, was the official start of the convention. Folks could be seen everywhere setting up their swap meet spaces, arranging show cars in classes, etc. The hotel had previously roped off the entire show field section for GTOAA cars only. You needed your dash card to get into that area. Registration was a smooth operation (especially since my GTO was a little over 3,000 miles east of here). Since there wasn't a whole lot going on at this point, Sue and I decided to hop on the local transport system (the MAX) for the "Best of Portland" walking tour. This was a very informative tour showing various aspects of the city, how it was laid out and why, plus other tid bits such as why picking the roses would be a very bad idea due to the horrendous fines. It's hard to realize how diverse Portland actually is—from the modern style sculptures downtown to the recreational plaza complete with a small "echo chamber" at one end. At this spot when you speak, folks around you don't hear anything, but for the person talking the sound is reflected all about them. The tour took up the remainder of the afternoon, so when it concluded, we caught the MAX back to the station followed by the shuttle back to the hotel.



September 25th Meeting!!

The Nor Eastern Pontiac Club is having its monthly meeting on Sunday September 25th at the Nutmeg Chapter's 28th Annual Fall Show, which will be held at PNA Park in Wallingford, CT. The rain date (what are those?). This event is again sponsored by the folks at Barberino's and is always one of the highlights of the show season.

If that's not enough enticement—the food is free!!.

Our intrepid little band will meet at the Werner Dealership at 1050 Gold Street in Manchester. After a quick stop at Dunkin Donuts & the gas station next door, we'll be on our way.

There will be a meeting around 1pm in the show area at Tom Vallier's Grand Prix, Class "E."

32nd Annual GTOAA Convention (Continued...)

Later that night, convention attendees had their own spot out on the river front to watch the fireworks. It seems that Portland is in a competition with the folks in Vancouver, WA regarding fireworks. From about ten o'clock until midnight lavish displays could be seen over the river from both cities. I don't think we've ever seen a display that extensive.

On Tuesday, Sue & her Mom went off exploring and I headed over to the Jim Wangers Drag Racing Event. This was a full, hot day of watching notable cars such as the GeeTo Tiger and Jess Tyree's "Mr Pontiac" Tempest tear down the strip along with all the cars being raced by the attendees. For the event Jim Wangers also resurrected the "Beat the Tiger" promotion where some of the quicker qualifying cars were given an opportunity to run against the GeeTo Tiger. The Tiger only came up short once. Several cars were quite capable of pulling the front wheels off the pavement consistently. There were also a lot of interesting "old versus new" match ups such as Firebirds and GTO's. Other notable runs were between Jess Tyree and a heavily modified 1963 Tempest plus a couple of "rails" - one front engine powered and the other with the engine behind the driver. A lot of the commentary was compliments of "The Godfather" himself, Jim Wangers. Jim would also sprinkle in a healthy dose of memories of the various models as they lined up to do battle. He also explained the history of his Ponti-Carlo race car. Since Jim had grown tired of all the Pontiacs with Chevy engine transplants, he decide to get even. He took an '80's Monte Carlo and upgraded it with a Pontiac drive train. Later in the day I had a few minutes to speak with Jim and wish him a very happy 85th birthday! Later that evening was a birthday salmon bake/celebration for Jim. 466 participants were on hand to help Jim celebrate. One of the highlights of the night was when Jim joined the band on stage for a rousing version of Little GTO.

Wednesday was spent wandering the show field and enjoying various seminars. While walking the show I ran into Steve Ames and his wife, Joan. They'd just flown in the day before. We talked about the various sites and events going on as well as the possibility of the club coming out to see his collection again. Steve indicated that the winter months were slower for him & that would be the best time. We'll have to see what can be arranged.

One of the more interesting talks was presented by Mike Henderson of Kamloops, British Columbia. Mike shared the details of his trip plus photos travelling the length of Route 66 from Chicago to Los Angeles in his 1965 GTO. He had some pretty interesting adventures along the way and discussed the various GTOAA members he met and sometimes received help from along the way.

32nd Annual GTOAA Convention (Continued...)

computer generated advertising techniques. They were given vehicles and Fitz would paint in the vehicles while his partner, Van Kaufman would paint in the scenery. Fitz has also designed United States Postal Service commemorative stamps and has accumulated more than fifty major art and design awards throughout his long career. He brought along several slides of concept drawings and what he felt their appeal to the public was. Fitz also had a swap meet space and was selling examples of the automotive prints he'd done for Pontiac division (yes... I bought one). Anyone interested in purchasing a reprint from Fitz can click [here](#) to visit his site.

On Thursday, we took a trip on the Columbia River Gorge sternwheeler. The trip meandered along the river up to the dam/power station and back down. There was an eagle's nest on one of the small islands. We also passed several fishing platforms where the native Americans fish for sturgeon. One of the locals was telling us that you can tell when someone has caught a very large sturgeon because they will bring a pony down to the river, tie a rope to the fish and use the pony to drag it up onto the shore. A green sturgeon can be up to seven feet long and 350 pounds, while a white sturgeon can reach nearly 2000 pounds! We did see a few fisherman in boats bring in some four footers, but no monster sturgeon were spotted. In spite of the chilly, windy weather, everyone had a great time cruising the river. The captain pointed out several points of interest, explained where the boat locks were in the past plus some of the history involving the early settlers to the area and their willingness to brave the river.

On the way back to the hotel we stopped at Multnomah Falls. This park was dedicated to the pioneers who passed this way between 1836—1859. It is a beautiful, well maintained area that showcases a spectacular waterfall.

Friday, our last day, didn't start out quite as we'd hoped. We missed the bus for Mount St Helens!! After a brief time out to decide on a plan, we caught the hotel shuttle back to the airport, rented a car, and set out to conquer the mountain on our own (what tourists).

It's about a two and a half hour ride into Washington and through various elevation to get to the state park. After a brief stop at the visitor center, we began winding our way up the mountain. You can definitely notice the change in oxygen levels as you climb.

Finally, we arrived at the observation point. The trip was well worth the extra effort to get there and it was definitely one of the highlights of the trip. There were also photos in the science center showing the mountain before and after the cone blew out. Prior to that photos showed the swelling of the mountain as pressure continued to build. It's hard to put words to the site and imagine the devastation that followed the eruption. Using the binoculars provided by the guides, you could see large herds of elk roaming the plains below the mountain. We lingered here for quite a while, speaking with the guide and going back for "just one more look/photo".

On the way back down, we stopped at several scenic view points. You could see Mount St Helens from different angles. In addition, you could see the damages and changes to the landscape that followed the eruption. You could see petrified trees that had dropped as the lava passed and whole rivers that were once lava. We paused at another restful spot in the shadow of the mountain called Coldwater Lake. The lake is incredibly clear (and cold!) plus it seems to be a place only visited by the locals. Of all the tourists on the mountain, there were only four or five other people wandering around this spot.

When we returned to the hotel Friday night, the vast majority of the convention folks had already left for home. This was one of the best conventions I'd been to, mainly because primarily it was a great vacation which had the benefit of including a fantastic car show. Being so far west, I'd never seen the majority of the cars in attendance. The number of Canadian cars was very impressive also. The total was 250n cars from 32 states plus three Canadian provinces. If you ever get a chance to come out this way, I would highly recommend it. The Goatherd also hosts a yearly event known as the Tiger Run, so you can still get your Pontiac fix at the same time.

32nd Annual GTOAA Convention (Continued...)



Custom Iris Mist 1965 with ghost flames



Nice 1955 Safari wagon in the open class



1969 GTO



1968 GTO with the Endura delete option



1966 Iris Mist "Royal Bobcat"



1965 Mayfair Maize convertible

32nd Annual GTOAA Convention (Continued...)



The DMac 1964 looks ready to run



A 1974 with the rare camper option (one of two in attendance!)



A pristine 1964 GTO in the Survivor Class



A beautiful goldenrod 1970 GTO Judge



Upcoming Events

September 25, 2011

25th Annual Nutmeg Chapter Spring Show

At PNA Park

Wallingford, CT.

Contact: Mike O'Neill at (203) 266-7089

July 30, 2011

Little Rhody Chapter Spring Show

Hurd Auto Mall

Johnston, RI.

Rain or shine

Contact: Dave Perron



32nd Annual GTOAA Convention (Continued...)



A heavily modified 1969 GTO



A beautiful custom painted Grand Prix quarter panel



Mount St Helens from the observation deck



A closer view of the crater



The visitors' center



A "river" of lava

32nd Annual GTOAA Convention (Continued...)



The view of Mt Hood from the Red Lion (host hotel)



Across the bridge is Vancouver, WA



This year's dash plaque



Coldwater Lake on the way to Mt Saint Helens



←— The Columbia River Gorge paddle-wheel we took on our journey up the river

On the right —→
The beautiful view of Multnomah falls with the viewing bridge spanning the gorge.



32nd Annual GTOAA Convention — The Drag Races (Continued...)



A 1968 GTO pulls the wheels off the line



Jess Tyree's '62 Tempest faces off against a '63 version



The GeeTo Tiger takes on a modified Catalina



2005 GTO versus a 1965 GTO (the '65 won)



1964 GTO versus a 1967 GTO



Matt gets to visit with the "Godfather" for a few minutes & wish him a happy 85th birthday.

Articles for the newsletter are needed! Any parts or cars you wish to buy or sell, or even services are more than welcome.

All ads are free of charge and anyone can submit one. Please keep in mind that if space becomes an issue, chapter members will have priority. Thanks!



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David W. Breault

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REALLY WANTED!!

Someone interested in being newsletter editor. Matt's job has him traveling a lot plus he already has two club positions. Give it a try! Contact Matt at: tstool17@yahoo.com



Have internet access? Would you like to see the newsletter in color? Go to:

www.nh-gto.com

To join the **Nor-Eastern Chapter** you must be a member in good standing of the **Pontiac-Oakland Club International, Inc.** The **Nor-Eastern Chapter** of **POCI** holds their meetings the third Sunday of each month at 2:00 p.m. at various members homes, or as posted in Club Talk. **POCI Annual Dues: \$35.00** (Associate members \$2.00). Mail to: Pontiac-Oakland Club International, Inc., P.O. Box 9569, Bradenton, FL 34026.

Nor-Eastern Chapter Annual Dues: FREE! Mail to: Jerry Plante, 156 Crowley Road, Candia, NH 03034.

Nor-Eastern Chapter

POCI

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GTO

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