



Official Newsletter of the
Nor-Eastern Chapter of POCI

POCI Chapter 59

November—December
2011

Club Talk

1939 Pontiac Ghost Car Sells for \$308,000



RM Auctions
St. John's (formerly Meadow Brook)
Saturday, July 30, 2011

1939 Pontiac Plexiglas Deluxe "Six Ghost Car"

Lot 156, estimated sell price of \$275,000-\$475,000 US
Chassis No. 3113436
AUCTION RESULTS: Lot was Sold at a price of \$308,000

Series 26. 85 bhp, 222.7 cu. in. L-head six-cylinder engine, three-speed manual transmission, coil spring independent front suspension, live rear axle with semi-elliptic leaf springs, and four-wheel hydraulic drum brakes.

- Highlight of 1939-40 New York World's Fair
- First transparent car built in America
- Pioneering Plexiglas collaboration between GM and Rohm & Haas
- Excellent original condition
- Single-family ownership since early 1980s

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January Meeting!!

At this point we're still in the planning stages for our January meeting and possible holiday party. The meeting will most likely be at the [Tulley](#) dealership in Nashua with the Buick folks. Stay tuned for updates

Newsletter Editor Needed!!

As explained previously, Matt's job commitments make it very difficult for him to provide a quality newsletter in a timely manner, even bi-monthly. I had agreed to give it a final try through 2011. It is time for someone else to now give it a try. I've been plodding along at this for over ten years!

The November-December issue will be the final unless we have a volunteer to become editor. My hope is that this doesn't happen. I'm certainly willing to help the next person get started, but a person needs to commit to the task. As of this writing, no one has come forward. As of January 1, 2012, please forward all correspondence to either Bob Whitcher or Jerry Plante. Thank you for your past support.

Matt

1939 Ghost Car (Continued...)

Visitors to General Motors' "Highways and Horizons" pavilion at the 1939-40 New York World's Fair came away awed by a vision of the future. The work of renowned designer Norman Bel Geddes, GM's "Futurama" exhibit foretold the communities and transportation systems of 1960, many of which came to pass. Other peeks at the future included "Previews of Progress," inventions that seemed like magic: "Yarns made of Milk! Glass that bends! The Frig-O-Therm that cooks and freezes at the same time! The Talking Flashlight transmitting speech over a light beam!" exclaimed the exhibit's guidebook. Sharing top billing with the Futurama and Previews of Progress, however, was the "Glass' Car – The first full-sized transparent car ever made in America."

On the chassis of a 1939 Pontiac Deluxe Six, GM collaborated with Rohm & Haas, the chemical company that had recently developed Plexiglas. The world's first transparent acrylic sheet product, Plexiglas was a serendipitous discovery arising from Rohm & Haas' work with laminated safety glass. Using drawings for the Pontiac four-door Touring Sedan, Rohm & Haas constructed an exact replica body using Plexiglas in place of the outer sheet-metal. The structural metal underneath was given a copper wash, and all hardware, including the dashboard, was chrome plated. Rubber moldings were made in white, as were the car's tires. It reportedly cost \$25,000 to build – an astronomical figure in those days.

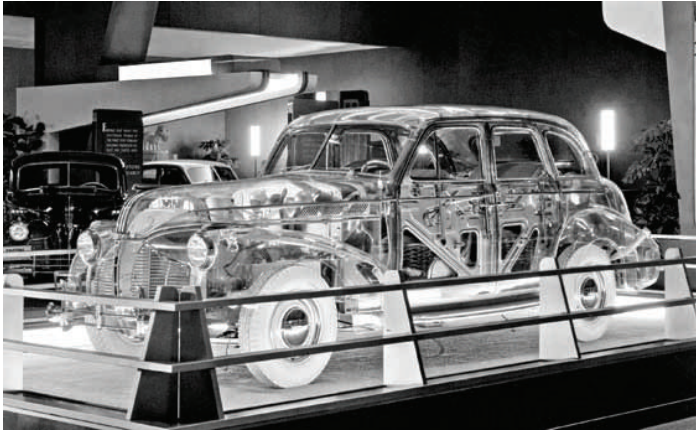
Plexiglas went on to important military uses – bomber noses, canopies and gun turrets – in World War II, where its strength and transparency contributed mightily to the war effort. After the war, Rohm & Haas developed countless civilian applications, in signs, lighting fixtures, railroad cars and automobiles. With the capability of being molded into virtually any shape and new dyes that allow unlimited color selection, it remains an important commercial and military material.

According to the GM Heritage Center, a second car, on a Torpedo Eight chassis, was hurriedly constructed for the 1940 Golden Gate Exposition on Treasure Island, a man-made island in San Francisco Bay. Once their respective showcases had closed, both "Plexiglas Pontiacs," or "Ghost Cars" as they were sometimes known, toured the nation's dealerships. The 1939-40 Deluxe Six is the only one known to survive.

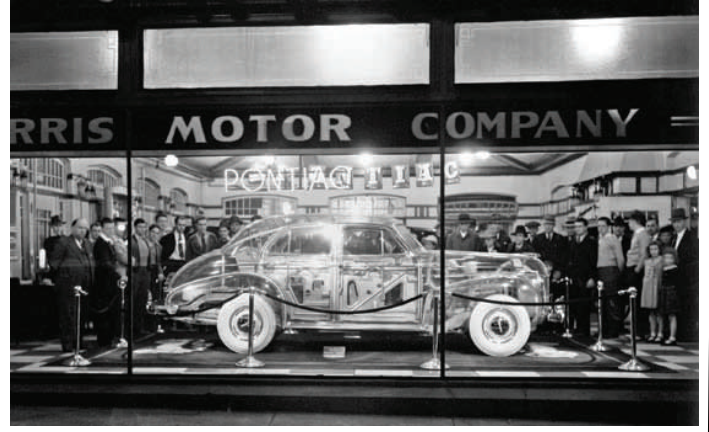
Following the dealership tour, it went on display at the Smithsonian Institution in Washington, D.C. and was reportedly there until 1947. It was later owned by a succession of Pennsylvania Pontiac dealers. It appeared at the first annual meet of the new Pontiac-Oakland Club International in 1973 and was purchased by Don Barlup of New Cumberland, Pennsylvania. Barlup commissioned a partial restoration from S&H Pontiac of Harrisburg and sold it to collector Leo Gephart in 1979. The current owner's father purchased it from Gephart in the early 1980s, and it has remained in the same family ever since.

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1939 Ghost Car (Continued...)



On display at the World's Fair



Afterwards the car toured dealerships across the USA



Interior View



Engine compartment



Dashboard clock

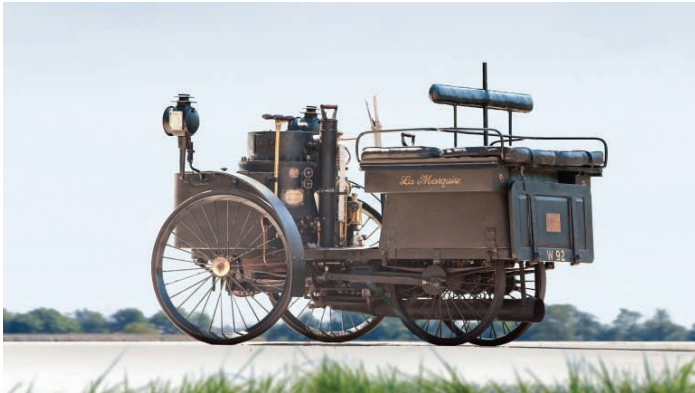


The spare is visible through the Plexiglas lid



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World's Oldest Running Car Fetches \$4.62M



Oldest Running Car Fetches \$4.62M

October 10 2011 at 10:05am

By Motoring Staff

This is the oldest motor vehicle car in the world that still runs.

It was built one year before Karl Benz and Gottlieb Daimler invented the internal combustion engine.

The world's oldest running motor vehicle has been sold at auction for an astonishing \$4.62 million (R36.5-million), more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was driven up onto the stage at Friday's RM Auction in Hershey, Pennsylvania - to prove that this 127-year-old car really does run! - and attracted a starting bid of \$500 000, which was immediately doubled to \$1 million.

Encouraged by the applauding crowd, the bidding went swiftly up to \$4.2 million (R33 million) - 4.62 million (R36.5 million) including the 10 percent commission - before the car was knocked down to a unnamed buyer.

The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according to contemporary reports, hitting a breathtaking 60km/h on the straights!

La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach d'Elegance in California.

It's not a Pontiac, but how can you not be interested in ANY one-hundred and twenty-seven year old car that still runs!

Found at the RM auction site:

<http://www.rmauctions.com/AuctionResults.cfm?>

[SaleCode=HF11&SortBy=RO&View=Normal&Category=Cars&Currency=USD&tempstartrow=101¤tpage=5&Collection=#](http://www.rmauctions.com/AuctionResults.cfm?SaleCode=HF11&SortBy=RO&View=Normal&Category=Cars&Currency=USD&tempstartrow=101¤tpage=5&Collection=#)

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1939 Ghost Car (Continued...)

The car is in a remarkable state of preservation, a testament to the longevity of Plexiglas in an era when automotive plastics tended to self-destruct within a few years. Although it has acquired a few chips and cracks, it is structurally sound and cosmetically clear, showing off the Ghost Car's innards as it did in 1939. The car rides on its original U.S. Royal all-white tires and sports the correct white rubber running boards. From the beginning it was a running car, although extensive use would have been unduly detrimental. The odometer currently reads 86 miles. The only recent mechanical work has been replacement of the fuel lines.

Not surprisingly, it has no conventional vehicle identification number; even the machined boss for the engine number is blank. The identification number traditionally used for the car is 3113436, probably a part number, found on the radiator. A collection of period photos and other memorabilia accompanies the car, which still turns heads as much as it ever did. It is not, obviously, suited for touring, but as a unique artifact from automotive and cultural history, it deserves a wider audience. It will certainly be welcome at all manner of shows and concours, as well as being suited for a singular museum display. It is no longer the only see-through automobile, but surely the first full-sized transparent car ever made in America has a unique spot in history.

Addendum

Sold on Bill of Sale

<http://www.rmauctions.com/CarDetails.cfm?SaleCode=SJ11&CarID=r102>



A "head on" view



A close view of the "nose" showing minimal cracking in the plexiglas



Upcoming Events

Jun 10, 2012

20th Annual Nor-Eastern Chapter Show
The Tulley Dealerships
D.W. Highway
Nashua, NH
Contact: Matt Turner:
mathew.turner@peaktech.com

July 17-21, 2012

40th Annual POCI Convention
St. Charles, IL

Hosted by the North Coast Ohio
Chapter

July 3-8, 2012

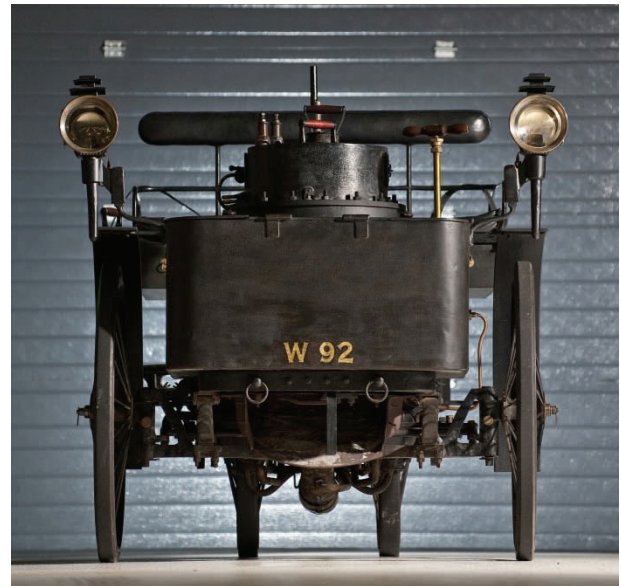
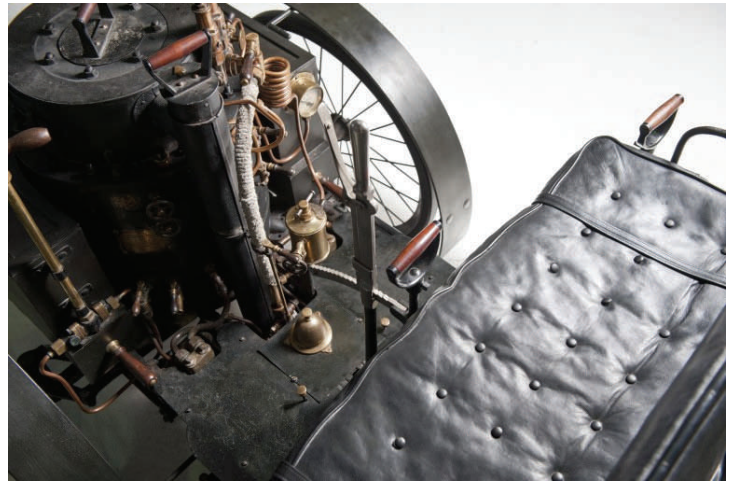
33rd Annual [GTOAA Convention](#)
Loveland, CO

Hosted by the Northern Colorado
GTO Association and the Classic
GTO Association of Denver

World's Oldest Car (Continued...)



← Count de Dion winning the first ever motor race.



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!



www.tulley.com

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FAX: 888-5040

www.tulley.com

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

Name: _____
Address: _____
City: _____
State: _____ Zip Code: _____
Phone: _____
E-mail: _____
Car Model: _____ Year: _____
POCI#: _____

Name: _____
Address: _____
City: _____
State: _____ Zip Code: _____
Phone: _____
E-mail: _____
Car Model: _____ Year: _____
Referred By: _____

**Official Newsletter of the
Nor-Eastern Chapter of
POCI**

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We're on the web at
www.nh-gto.com

GTO

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TO:

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