



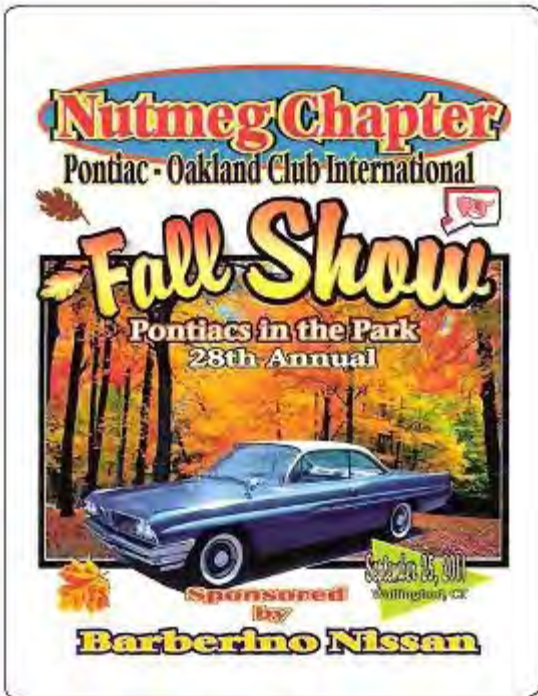
Official Newsletter of the  
Nor-Eastern Chapter of POCI

POCI Chapter 59

September—October  
2011

# Club Talk

## 28th Annual Nutmeg Chapter Fall Show



September 25th turned out to be a beautiful day for a car show. Per usual, Tom and I met up at the Werner dealership on Gold Street in Manchester around 7:00 AM. After a quick stop for us at Dunkin's and another stop at Mobil for the cars, we were on our way to Wallingford for the annual fall show. Three hours later, we were pulling onto the field and cleaning off the bugs.

As usual the Nutmeg team was in place to make sure the vehicles headed for their appropriate classes so that they could be properly enjoyed/judged.

It wasn't long before watching the parade of cars became much more interesting than waxing. One of the highlights was when the 1910 Oakland pulled onto the field. This car was positively gorgeous (it later took home the best of show trophy)!

Paul Barberino was also on hand admiring the vehicles. Paul has been a fantastic supporter of both the show and the chapter for the last twenty-eight years. This is in spite of the fact that his dealership hasn't been a General Motors franchise for several years now.

By the close of registration there were one-hundred and eight vehicles proudly displayed across the park. This was a great showing, considering the weather predictions indicating that rain was a definite possibility.

We had our monthly meeting at Tom's Grand Prix in class E. Matt, Tom, Bob and Alan B & family made up the NH brigade. We kept things fairly short, because by that time the grill was open with one of the major fringe benefits of the fall show—free food! Everyone enjoyed the hot dogs, water/soda, chips and ice cream generously provided by Paul Barberino.

We hung around the picnic are browsed the offerings at the swap meet and the Ames Performance tent and generally passed the time while waiting for trophies. Matt took home a third place trophy for his 2008 Solstice. The it was time to head back to NH.

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## December Meeting!!

At this point we're still in the planning stages for our December meeting and possible holiday party. Stay tuned for updates

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## 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 get minimal feedback regarding the newsletter or the revisions to the web site, so everyone is either very content with things, or is ambivalent to the situation. At any rate, it's time for some fresh ideas. The November-December issue will be the final unless we have a volunteer. 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.

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## Mallett V-8 Solstice!

One of the more interesting vehicles at the recent Nutmeg Fall Show was a nicely camouflaged little "pocket rocket" sitting in the modified class. From the outside, it was a typical looking Solstice, but listening to the throaty burble from the engine as it crossed the field gave hints that this was quite the sleeper. I believe the owner had the "standard" package installed.

The car is a [Mallett V-8 Solstice conversion](#). The company takes your stock Solstice and transforms it into a fire-breathing, LS-2 powered street weapon. The car at the show retained its stock transmission, but had a modified driveshaft and rear differential. Mallet Cars was founded by Lance and Chuck Mallet, twenty-six year racing veterans. Mallett modifies Camaros, Corvettes, Solstices, Saturn Sky, and some Cadillac models.

Per the company website, the cars boast a 1/4 mile time of 12.80 seconds at 113 mph and a 0-60 second acceleration time of 4.4 seconds!

Solstice upgrades run from the standard package, with an increase to 360 HP all the way up to a turbocharged LS-7 (427) rated at 900 HP.

If you don't currently own a Solstice, you can purchase one through Mallett for the conversions. At a starting price of \$21,285.75 (not including the car), fun isn't inexpensive, but you would probably invest the same if not more trying to cobble together your own V-8 Solstice. By having the conversion done you also have an assurance that they are not cutting corners on the build. From looking the vehicle over, in my opinion this conversion used fantastic attention regarding form, fit and function. Everything looked as if it "belonged" in the car. Another interesting feature is that they claim that the factory warranty remains intact on any component not modified by Mallett. They also advertise "take off" parts from some of the vehicles they have converted.

A photo of the shop from the Mallett website —>



28th Annual Nutmeg Fall Show (Continued...)



A beautiful 1910 Oakland



The Oakland's engine compartment



A 1934 sedan



1960 Bonneville



1989 Turbo Trans Am



A 1970's Grand Am

28th Annual Nutmeg Fall Show (Continued...)



A mildly modified 2+2



Nice Catalina convertible



A 1970's Grandville convertible



1976 Ventura with camper option



1972 Hurst SSJ Grand Prix



1965 GTO

## 28th Annual Nutmeg Fall Show (Continued...)



1967 GTO



A modified 1952



2006 GTO



A 1979 Turbo Trans Am



### 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

## Mallett Cars Solstice Conversion (Continued...)



← From the outside, it looks like a typical Solstice

However, under the hood lurks a modified LS-2 engine →



This Mallett V-8 conversion is the product of Mallett cars, based in Ohio

←

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](http://www.tulley.com)

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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](mailto:tstool17@yahoo.com)



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

[www.nh-gto.com](http://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: \_\_\_\_\_

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**GTO**

FROM: The Nor-Eastern  
Chapter

TO:

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