



THE NEWSLETTER OF THE PCPV CHAPTER OF POCI
SEPTEMBER / OCTOBER 2010



PONTIAC RAILWAY CARS

PONTIAC-OAKLAND
Club International

The World's Largest ALL-PONTIAC CLUB



PCPV News
September/October 2010

Volume 13 ~ Number 5

**The Newsletter of the Pontiac
Commercial and Professional
Vehicle Chapter of POCI**

The *PCPV News* is published six times a year by the Pontiac Commercial and Professional Vehicle Chapter of the Pontiac-Oakland Club International (POCI), a nonprofit organization.

The PCPV Chapter (chapter #79, founded in 1998), is dedicated to the preservation, restoration, education and enjoyment of commercial and professional Pontiac, Oakland and GMC vehicles, past and present. These include: limousines, taxi cabs, hearses, police and fire cars, ambulances, sedan deliveries, station wagons, trucks, vans and SUVs. Pontiac and GMC produced military items and other special interest items are also included.

Dues are \$20.00 per year (U.S. funds, \$25.00 outside of U.S.) and are payable on January 1st. Note that membership in the Pontiac-Oakland Club, International (POCI) is a prerequisite for joining the PCPV Chapter.

Send change of address notices, and article submissions to the *PCPV News* editor.

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**Deadlines for *PCPV News* articles
and want ad submissions:**

January/February issue: January 1st
March/April issue: March 1st
May/June issue: May 1st
July/August issue: July 1st
September/October issue: Sept. 1st
November/December issue: Nov. 1st



PRESIDENT'S MESSAGE

Greetings Pontiac Lovers, where ever you are!

On August 22 the Nebraskaland and Pontiac Owners held our 28th Annual Car Show. We had good weather and 200 cars and GMC Trucks. **Jim Wangers, Dave Anderson** and the GTO Tigers were there as special guests. Mr. Wangers gave a talk on "Who Killed Pontiac?". This was a very interesting talk (some of you may have heard it at the POCI Convention). I showed my '51 Chieftain and received an award for the "best in class". I am trying to sell this car to cut my expenses (insurance, maintenance, and storage). I was surprised by a visit from the PCPV "VP" **Mike Leonard** of Wood River, NE. Mike came to view all of the nice vehicles on display.

By the time you read this I will have had my 74th birthday (8/30/10), and I think it's time to quit trying to show cars and just go to the show for the enjoyment.

It will be about time to get our vehicles ready for winter (at least here in Nebraska where I live). Remember, keep those Pontiacs going strong!

Chuck Roberts, President





Looking Out the Back Door

It sure seems like the professional Pontiacs are coming out of the woodwork lately. I have included some that I have watched on eBay in this issue. I think each one of these vehicles is worthy of rescue and restoration. The custom coachwork done by Superior and others make these vehicles very unique and appealing.

Check out this '51 stretched SD hearse that was sold on eBay for \$621:



If you are looking for a “turn-key” vehicle, check out **John Sweeney's** '52 Sedan Delivery (page 8). I hope this vehicle goes to a Pontiac-lover that will appreciate all of the hard work and custom craftsmanship that has gone into this vehicle.

Those 1980s Parisienne hearses are pretty nice too. They appear to be somewhat affordable. Quite a variety of “PCPVehicles” to choose from if one is looking for a new project.

Have a great fall and remember to send in some updates/photos and ads for upcoming newsletters.

Paul Bergstrom, Editor



Front Cover Image Credits

Top left photo, image credit:
Leon Trice Photography, New Orleans

Top right photo:
Matt Cummins

Bottom photo:
Niki Bitsko, main line north of Lillooet, BC - August 2003

all sourced from the darkroastedblend.com site





**PONTIAC-OAKLAND
CLUB INTERNATIONAL**

Pontiac Railway Cars

Thanks to **Paul Prinzing** for the lead on links related to Pontiac “Hy-Rail” cars. These photos are from the dark-roastedblend.com site.

“The ultimate in vintage road-trip vacation: This family used a 1957 Pontiac Chieftain Safari Station Wagon Hy-rail car to make multiple treks across Canada: they rode the rails for 4 days in this hy-rail from Prince George all the way down to Vancouver, and criss-crossed Nova Scotia railways. One huge advantage is that you see parts of the country unavailable to motorists. Granted, the views behind the wheel are a little surreal.”



“Department of Corrections”

1939 Pontiac Hearse Article

As it's always thrilling to hear anything about pre-World War II hearses returning to active service, I enjoyed Concord, N.C. POCI member Jack White's story (published on p.20 of the July, 2010 SMOKE SIGNALS and pp. 5-6 of the May-June, 2010 PCPV News) about the 1939 Pontiac he found at the Baggett & Summers Funeral Home in Daytona Beach, Florida. Though he believes the car to be one of twelve 1939 Pontiacs converted by the “Miller Hearse Company” (technically the A.J. Miller Company of Bellefontaine, Ohio), the extremely long number-two side doors and his references to swivel casters on the casket floor indisputably identify this vehicle as a Lima, Ohio-built Superior equipped with the company's “Sidroll” side-servicing system, which relied on relatively inexpensive angled rollers instead of a costlier 3-way slide-out table to allow casket loading through the side as well as the rear of the coach.

While Superior Body production totals prior to 1948 have not surfaced, Canadian author Tom McPherson's comprehensive 1995 history book on the company allows me to further detail that Baggett & Summers' six-cylinder Pontiac is a Lawndale Funeral Coach that had a \$1,995 sug-

gested retail price when it was new, while the eight-cylinder Oakridge version would have cost \$100 more. Other models in Superior's 1939 Pontiac Six lineup included the \$1,795 Rosehill “First Call” Service Car, the \$2,170 Provident Ambulance and the \$2,390 Fairhill Carved Panel Funeral Coach, while the eight-cylinder Greenwood Service Car, Guardian Ambulance and Edgewood Carved Funeral Coach also carried \$100 premiums. The model year prior, 1938, Superior became the first professional car builder to feature welded all-steel body construction.

It might also be worth noting that I've never seen a photo or any other evidence of a Miller-bodied Pontiac from the pre-World War II period, though the Eureka Co. of Rock Falls, Illinois built some and Meteor Motor Car of Piqua, Ohio (which merged with Miller to create the first Miller-Meteor professional cars in 1957) added a low-cost Pontiac line in 1951. After Pontiac's 1949 introduction of an all-steel sedan delivery model that could be inexpensively stretched and otherwise altered into an ambulance, funeral coach, “first call” car or hearse/ambulance “combination,” quite a few other coachbuilders emphasized Pontiacs in their lineups including National Coaches of Knightstown, Indiana; the Acme Motor Co. of Sterling, Illinois; and the Memphis, TN-based Barnette and Economy concerns.



Gregg also emailed in this reminder, an ad that ran in the last issue:

Don Goodrich, a POCI member from Northern New Jersey, reported in the July/August PCPV NEWS, reports this car (at least, I'm personally sure it's the same car) is currently for sale and encourages anyone interested to e-mail (ld-good305@gmail.com) or phone him (973-768-2574) for assistance with transportation or dealings with the seller.

Aside from the coachbuilder identification issue, I was also drawn to White's article because I remember when this 1939 Pontiac was offered on eBay while it was still in the Philadelphia area - Ambler, versus Amblet in the text - and made a point to print out the listing even though I wasn't in the market at the time.

The current owner, in addition to asserting it is one of only three survivors, told Mr. Goodrich that the car does run, and that its engine and transmission were rebuilt in the 1990s. Though there is restoration work to be done, its overall completeness suggests that the \$8,500 asking price is reasonable.

(photo above) As reassuring proof that POCI members can find other pre-war Superior Pontiacs out there, I'm attaching photos of an incredibly-preserved 1940 model with 36,052 miles that I spotted outside the Hunt-Stellato Funeral Home of Fort Lee, N.J. after attending the nearby George Washington Bridge's 75th Anniversary celebration on October 25th, 2006. - Keep up the Good Work!



With Best Wishes,

GREGG D. MERKSAMER
Publicity Chair,
Professional Car Society



eBay Watch

1959 Pontiac Bonneville Superior + Hightop Ambulance



1959 Pontiac Superior Bonneville Hightop Ambulance

Ad stated: "Super rare, runs and drives great! I bought this ambulance back in 2004 out of Bend, Oregon. I believe it was in Oregon its whole life up until I bought it. The graphics on the side say "La Pine Ambulance". Strong 389 V8, odometer say 46,000 miles." *Sold on eBay for \$7,500*

1986 Pontiac Hearse



Ad stated: "VERY RARE FIND IN THIS CONDITION. THIS VEHICLE WAS SOLD NEW IN WEST TEXAS AND IS ONLY A TWO OWNER VEHICLE IT HAS NO RUST AND

THE BODY IS STRAIGHT." *Received no bids, starting bid was \$2,995*



John Sweeney's 1952 Pontiac Sedan Delivery

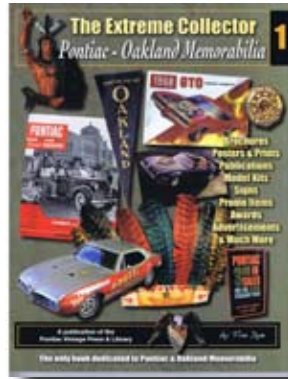
PCPV member **John Sweeney** has his “Five-Two” sedan delivery up for sale. His recent eBay ad brought a high bid of \$18,700 which did not meet his reserve. If you are interested in this great vehicle, contact John at (916) 764-0700.

Information from John's eBay ad: “Frame off build, Fresh Built '67 Pontiac 400 V8 (est. 400HP), Turbo 400 automatic trans, dual stainless steel exhaust system (really nice sound and not too loud). Just completed in Jan. 2010 only 1800 miles on restoration. Runs and drives excellent. Sold new in 1952 in Grass Valley, CA to a florist. I am the 4th owner. Car is very fast and road worthy”.



1954 Pontiac Hearse

Ad stated: “Needs total restoration, solid body. No rust out detected. Straight-8 cylinder motor with Hydromatic. Superior built the coach in Mississippi, model# is 3544, body# is 264, p# is 147 and it has a 151” wheel base”. *Sold for \$2,275*



2011 POCI Convention

**Bowling Green, KY
July 5-9, 2011**

Our 39th Annual POCI Convention will be held in Bowling Green, Kentucky on July 5-9th.

We now have on-line registration at poci.org and we will be posting updated information on the web site as it becomes available.



The Extreme Collector Pontiac-Oakland Memorabilia

by Tim Dye, now available

okchiefpontiac.com



Custom Dash Bezel

'49-52 Dash Bezel: custom brushed aluminum panels fit into factory recess. They come with the word "Pontiac" engraved over the center hole. Mounting holes are pre-drilled & edges have been smoothed. The 4 small holes accept 2 1/16" gauges. The large hole accepts 3 3/8" gauge. Contact **Danny Miller** at (916) 847-8341 for price and ordering details.

PCPV Classified Ads

Pontiacs For Sale

1949 Pontiac Sedan Delivery: call **Cary Birenbaum** for details, email address: mrpontiac@mindspring.com Phone number: (520) 742-2713



1962 Pontiac 2-door Grand Prix Station Wagon: the one that Pontiac never built! Built from a '62 Catalina 4dr wagon, factory air, power steering, power brakes, 8 lug wheels. \$16,500.00. **Gary Minor** (510) 636-1951

1951 Pontiac 4 door. Straight-8, automatic, light blue exterior, AM radio. Original with 89K miles. Asking \$12,950 obo. Chuck Roberts (NE) roberts28@cox.net (402) 734-1652

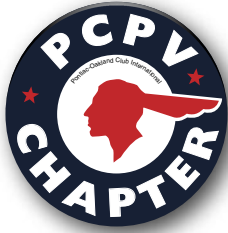


1951 Pontiac Sedan Delivery 350/350, paint 3 years old, Malibu Ivory with White Pearl and Sapphire Blue. Spare parts go with car. 2 front ends, original straight 8 engine, \$21,500 OBO. **Charlie Rucker** (419) 447-2626 (OH)

1971 Pontiac 8-door wagon, runs and drives but needs work. \$1,500. **1974 Pontiac Grand Safari Wagon,** 455-auto, perfect rust-free California body with rally wheels and fender skirts. Needs paint. Super nice interior. Current restoration \$3,850 obo. Contact **Karl Eisbrenner** (760) 947-9476 or email pontiackarl@verizon.net

1956 Pontiac Sedan Delivery: Original car, needs to be restored. 6 cylinder stick. All there with some NOS, repro, used parts. Not on the road since early 80s. Rust in floors. Can deliver for expenses \$7,100. Contact: **Rod Brockman**, 24862 Ridge, Elwood, IL 60421 (815) 478-3633





1976 Pontiac Catalina 6-door limousine 40K miles, 455 V8 auto, a/c, p/s, AM/FM radio. 2nd owner \$6,900 obo
Chuck Roberts (402) 734-1652 (NE)

Parts For Sale

1938 - 1959 Pontiac: used and some NOS parts for sale. 150 parts cars to choose from! Contact **Gaylord Rachels** 20856 Inverson Lake Road, Fergus Falls, MN 56537, call (218) 736-2622 or email glrparts@hughes.net(M)

Glass red lenses: (2) #9565 Unity Mfg Co. Chicago 6.750 o.d. by 1.250 dome. \$10.00 plus shipping. Contact **Terry Columbus** (763) 566-0293 after 5 pm CST.

1939-1952 Pontiac, all models, gear-shift lever bushing kit, G.M. #502488 \$5.95 shipped. 1951-1952 N.O.S. left front fender \$200.00, new Dry Original DELCO long battery 6 Volt model 418 with yellow caps, in the box \$135.00, 1928 solid Pontiac frame, make a good starter for Hot-rod. Contact: **Warren**

Gladbach, 90 Spring Street, Hanson, MA 02341 (781) 447-5916

1949-53 Pontiac Station Wagon/ Sedan Delivery: NOS gas tank sending unit, new in box \$195.00. **John Sweeney** email: cruzerdog@mac.com or call (916)764-0700 (CA)

1955 Pontiac: I have (6) 287 CI engines with transmissions \$200-\$500 each. Michael Koch (937)486-1303 or (937) 572-8035 (OH)

Professional Cars: Rare factory photos from Superior Coach Company, 22 in all 2 of 1955 models; 20 of '62 Models hearses and ambulances, int and ext shots, call for details, \$250+ postage.
Bob Morrow, (513) 793-2425

Pontiac Professional Car Hubcaps:



SET OF 3 - 15 INCH HUBCAPS THAT WERE REMOVED FROM A 1961 PONTIAC BONNEVILLE AMBULANCE. HARD TO FIND..... USED ON POLICE CARS TOO? USED CONDITION, SOME DENTS \$50 + shipping. Also - see next page

Pontiac-Oakland Club International



SET OF 4 - 15 INCH HUBCAPS THAT WERE REMOVED FROM A 1963 PONTIAC BONNEVILLE AMBULANCE. ALL ARE IN VERY GOOD CONDITION. \$100 + shipping from MN. **Paul Bergstrom** (763) 479-2248 email pcpvnews@ties2.net

Pontiac and GM shop manuals, owners manuals, sales literature 1955-2004. What do you need, I might have it. **Rodney Brockman**, 24862 Ridge, Elwood, IL 60421 (815)478-3633

Parts/Pontiacs Wanted

1951 Pontiac Sedan Delivery (Canadian): radiator, 1-back up light for 1950 Pontiac Sedan. Contact. **Richard (Dick) Ginther**, (574) 293-6002 (M)

1951 Pontiac Sedan Delivery: 6 cyl., manual trans. I need dash components, exterior stainless, steering wheel and a radio. **Dennis Statz** Phone (920) 743-1105 or romance@whitelaceinn.com (M)

1953 Pontiac Sedan Delivery: tail lights, rear bumper, rear pan, gas tank, head light bezels, grille. Contact **Ruben Garnica** (435) 272-4230 (Utah) (M)

Canadian Pontiacs and GMCs: wanted light-duty GMC sales brochures 1937-1958 showing panel trucks and sedan deliveries; Pontiac brochures 1937 - 1962; 2003 Vibe dealer literature. Contact **John Preikschat**, Phone (306) 771-2929 email: bigjohn@sasktel.net (M)

1952 Pontiac Sedan Delivery: I am looking for a Dealer Album and dealer showroom artifacts. **Dennis Rydel**, 8793 Akins Rd., N. Royalton, OH 44133 (440) 237-1810

Wanted for 1955 Pontiac: lighted hood ornament, also need 1935 Pontiac fender lights complete or parts. **Sam Shreffler** (715) 855-8390 (WI) email: shreff333@hotmail.com

1955 Pontiac: wanted outside visor. Contact **Harold Cary**, (641)424-2663 or email buzz@netconx.net (M)

Wanted: 1960s-70s Pontiac ambulance. **Robert Flesh** (909) 673-0777 or email rtflesh@communityam.com



PCPV Chapter of POCI



*Pontiac Commercial and Professional Vehicle Chapter
of the Pontiac Oakland Club International*

Welcome to our new site!

Home	About PCPV	Officers	Membership	Newsletters	Contact Us
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Visit Our Web Site pcpvpci.info

Please continue sending in photos of your vehicles and I'll get them posted to the "Chapter Member's Ride" page. Let me know what else you'd like to see on the web site - thanks!

Restoration Tips

Call me if you have mechanical problems or issues. I'll try to help all PCPV Chapter members. **Ron Panzer**, (815) 568-5405.

1926-1958 Pontiac parts: Free parts catalog available from CPR. Contact **Richard Plastino**, (714) 245-9800 email rich@pontiacparts.net, mailing address: 820 Poinsettia Street, Santa Ana, CA 92701 (M)



Newsletter Contributions Wanted

Send photos, stories, want ads, restoration tips, or just drop a note to say hello. Tell us what's happening on the Pontiac/Oakland/GMC scene in your area!

**Send submissions to
Paul Bergstrom, Editor**



POCI MEMBERSHIP FORM

Pontiac Oakland GMC

ANNUAL MEMBERSHIP FEES:

For Renewal: POCI Number _____

*Style number on firewall of car; include best description of model, class, etc.

Year _____	Style Name/ Style Number* _____	No. Cylinders _____
Year _____	Style Name/ Style Number* _____	No. Cylinders _____
Year _____	Style Name/ Style Number* _____	No. Cylinders _____

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Pontiac-Oakland Club International

PO Box 88, Maple Plain, MN 55359

Phone: 877/368-3454

Fax: 763/479-3571

E-Mail: pociworldhq@aol.com

Associate Members: _____

Signature (must include) _____

PCPV Chapter Membership Form

Indicate POCI Membership # _____

Annual Dues = \$20.00 Outside of U.S. = \$25.00

NAME: _____

ADDRESS: _____

CITY: _____ STATE/PROV. _____

ZIP/POSTAL CODE: _____ PHONE: _____

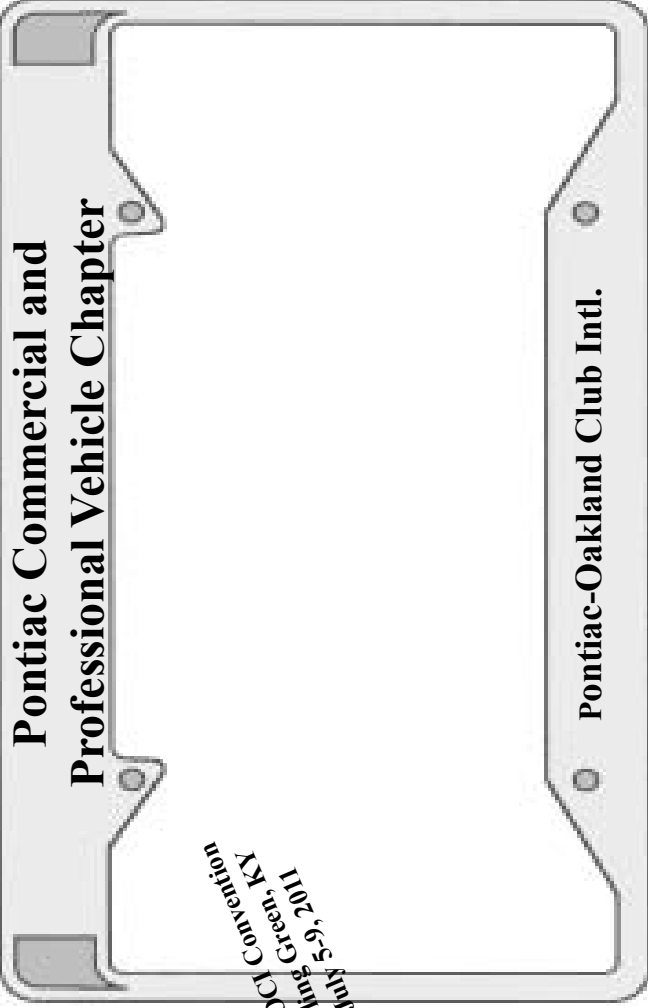
email: _____

Vehicles owned: _____

Send check or money order made out to:
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 7516 Xerxes Avenue N.
 Brooklyn Park, MN 55444

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c/o Paul Bergstrom, Editor
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**Pontiac Commercial and
Professional Vehicle Chapter**

2011 POCI Convention
Bowling Green, KY
July 5-9, 2011

Pontiac-Oakland Club Intl.