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Vapor Locks



Gladys Guyer, Editor
11800 Guyer Rd.
Huntingdon, PA 16652



Official Publication
ALLEGHENY MOUNTAIN REGION, AACA
March - April 2020

Vol. 69

Number 2



Don and Carol Foor's
1989 Corvette

Allegheny Mountain Region, AACA

1951 – 2020

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Information is easy to get

Steve Moskowitz

AACA CEO



After all these years it is still surprising that many region officers do not realize that there are many tools at their disposal simply with a click of a mouse. If you go to www.aaca.org you will find a section for Regions and Chapters. It includes a series of dropdown boxes which will help you immensely. Many of your questions or needs such as forms can be found right on our website. Speaking of our website, it will soon be going through a series of redesigns. We hope to have some great new features for you there as well.

On our website you will also find our Policy and Procedure Manual. This manual is woefully out-of-date and will be overhauled in the next couple of months. However, it still contains a mountain of valuable information, especially in regards to our insurance coverage. Insurance questions are close to the number one reason our regions call national headquarters. Our bylaws are also attached to this section and they too are getting a massive overhaul in the very near term. This project has been delayed for a variety of reasons but we care confident that we will get it done soon.

Your national office staff is here for you as well. You are always welcome to call (*we do not screen calls and you can actually talk to a live person!*), write or email us. We welcome the ability to serve you. One of the benefits to our membership is our national staff. They will always try to solve whatever problem or answer any question you have.

Of course do not forget our AACA Library & Re-search Center as you have 1 ½ hours of free research a year. It is amazing how many people get online and ask a question that can easily be answered by our staff of professional librarians.

So, do not get frustrated, there is help at your fingertips!



1951 Founding Officers

Regional Director – William E. Swigart, Jr.

Secretary / Treasurer – William A Huff, Jr.

Advisory Committee – George W. Brisbin, David T. Davis, Paul K. Good, Carl E. Henderson, G. Bland Hoke, E.J. Leap, Fred Samuel, E.T. Studebaker

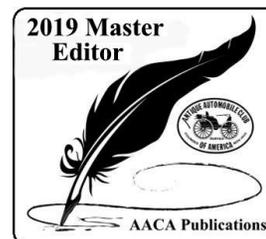
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- | | | |
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| 1952-William E. Swigart, Jr.* | 1975-Robert M. Struble | 1998-Stanley B. Smith, Jr. |
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| 1973-Fred P. Lockcuff* | 1996-Russell Bambarger | 2019 William Forsht |
- *deceased

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For Sale or Wanted are **Free** of charge to members. Please include Name, Price (if selling), Phone and E-mail Address.

Articles in this newsletter may be reprinted.



President's Message



Usually I enjoy writing the presidents letter. It is a chance to think of all the fun things we have done in the last month or so and remind us of all the fun things we have coming our way in the next couple of months. This month it is hard to think of anything but the awful virus that seem to have the world in its clutches.

We have already cancelled Cook Nite Out and the Board meeting. Right now we are seriously looking at canceling the Spring Banquet and possibly the Boalsburg show. We cannot "wait and see" with most of these things. Choices need to be made now. We will keep you informed of all decisions.

I can honestly say I am glad Jackie and I decided to stay home in PA this winter. I am especially thankful for my garage. It is a safe place I can hang out without being in Jackie's hair all the time! Being together is one thing...being quarantined together is another!!!

Please check on each other and your family, neighbor and friends. If there is anything I can help you with please call me! As our secretary of health in PA keeps repeating...Stay Calm, Stay Safe and Stay Home.

Bill (if you need me I am in the garage) Forsht



Ready for Action!

2020 Calendar of Events

- May 13-16 Eastern Divisional Tour (up to 1995) MD - Eastern Shore Region
- May 20 Cook's Nite Wings
- May 25 Memorial Day Show, Boalsburg, PA
- June 7-12 Sentimental Tour (1928-1958) WV
- June 17 Cook's Nite Paesano's - Alexandria - Gladys Guyer
- June 20 AACA Museum Car Show, Flea Market and Car Corral, Hershey, PA
- June 24-27 Eastern Spring National, White Water Region - Beckley, WV
- June 28 Forsht Picnic
- June 28 Board/Club Meeting @ 1:00 - Forsht's Picnic
- July 15 Cook's Nite Traditions - Martinsburg -
- July 19-24 Reliability Tour (1915 & earlier) Lock Haven/Wellsboro
- July 23-25 AACA Grand National - Allentown, PA
- August 7-8 Swigart Museum Meet
- August 19 Cook's Nite Ole New York - State College - Scott Deno
- August 20-22 SE Fall National, Kyana Region, Elizabeth, IN
- September 16 Slicks Ivy Stone, Osterburg - Jackie Forsht
- September 13-18 Glidden Tour (1942 or earlier) VMMCA, Saratoga Springs, N.Y.
- September 29 Delgrosso Show
- October 7-10 Hershey
- October 10 Fall Foliage Parade, Bedford - PA Fort Bedford Region
- October 21 Cook's Nite Heidelberg Country Club, Altoona
- November 18 Cook's Nite Jethro's, Altoona

Additional events will be posted as information is available.

AACA National Headquarters and Library are closed

WELCOME NEW MEMBERS

Robert and Kathleen Leon
452 E. Hamilton Ave
State College, PA 16801

Car - 1930 Model A 4 door

Recommended by Scott Deno



THE EDITOR'S DESK

Happy Spring!! Well there may be a glitch with the "Happy" but all of us have a lot to be thankful for.

We may have to be patient and wait awhile for the fun, fellowship and new roads for the club to travel but it will happen. Think of it as an endurance test until who knows when but we get to the finish line we will be the winners.

Due to this c-virus some cancelations were made to our calendar and some are pending with the uncertainty of when it will be safe to go out and about.

I will keep you informed changes, cancellations as the information become available. With all the free time members now have, why not think of some roads to travel and places to go on one day tours. The Board would welcome new ideas.

When I publish each issue of Vapor Locks, I try to follow the guidelines of the AACA and at the same time make it fun and interesting.

Scott Deno is the Region's webmaster. He updates our website throughout the year adds photos articles etc. Scott up loads each issue of Vapor Locks not only to our website but also uploads each issue of Vapor Locks to the AACA and the Publication Committee. Thank you Scott!

I would like to share with you Scott Deno our regions webmaster was awarded a 2019 "Award of Distinction" at the AACA national meeting held in February, CONGRATULATIONS SCOTT! The publications committee also awarded me the 2019 "Master Editor Award".

In between Vapor Locks publishing our email correspondent Cathy Searer keeps members informed of any changes etc. Thank you Cathy!

Hang in there and stay healthy. I'll meet you in the next issue with plans for the road.

Gladys

Cook's Nite Out

April 15
May 20

Marzonies, Greenwood - Paula Clemens 814-943-8626
Wingman Brew N Que - Cathy Searer 717-242-2954
9074 US-522, Lewistown, PA 17044

June 17

Paesano's, Alexandria, PA - Gladys 814-667-3796
5731 William Penn Hwy, Alexandria, PA 16611

JUST FOR THOUGHT

Freckles

An elderly woman and her little granddaughter, whose face was sprinkled with bright freckles, spent the day at the zoo. Lots of children were waiting in line to get their cheeks painted by a local artist who was decorating them with tiger paws.

You've got so many freckles, there's no place to paint," a boy in the line teased. Embarrassed, the girl dropped her head. Her grandmother knelt down next to her. "I love your freckles," she said. "Not me," the girl replied. "Well, when I was a little girl I always wanted freckles," she said while tracing her finger across the child's cheek. "Freckles are beautiful!"

The girl looked up, "Really?"

"Of course," said the grandmother. "Why, just name me one thing that's prettier than freckles." The little girl thought for a moment, peered intensely into his grandma's face, and softly whispered, "Wrinkles."

BOARD MEETING

A Board Meeting has been schedule for
May 17, 2020 at our meeting room at
RiverBilly's in Huntingdon.

We are having pizza for lunch at 12:00 with the meeting following at 1:00. Please respond to Pat if you will be joining the lunch group at 814-251-2299 or pbts114@gmail.com.

Everyone is welcome! !

CLASSIFIEDS

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Campus red with black band. Nice restoration. Original 4-cylinder "F" head engine with OD. New black top and side curtains, reupholstered seats, new wiring harness etc. 79,800 miles

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Contact Bill Seely 717-856-9165

1985 Cadillac Fleetwood 4-door, white, AT, PS, PW - all Caddy amenities. 76,000 miles. Drives well, luxurious interior.
Contact Bill Seely 717-856-9165

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49,633 miles, original white paint, in a garage in Medford, NJ.

Asking \$6,500

Contact Stan Smith at 814-424-3103 or e-mail stan@myerssmith.com for details/photos.

1912 Buick Model 35 Touring

Very good condition, needs nothing, drive it home, older restoration

\$32,000 obo

Contact Scott Deno 814 571-9790

29th Orphan Tour

"Orphan (discontinued make vehicles)

Saturday June 6, 2020: Burkittsville, MD to Bluemont, VA. Participants will see several attractions including a car collection, antique grist mill, auto restoration shop and other points of interest.

For more information see website www.orphancartour.org or contact Jon Battle (540)-364-1770 or email tourdirector@orphancartour.org.

COOK'S CORNER

Gladys Guyer



One Pot Chicken, Bacon, Ranch Pasta

2 - Cups chicken broth
2 - T ranch seasoning mix for dressing or dip
8 oz. Cream cheese

2 Cups cooked chicken
2 cups uncooked rotini pasta
1 1/2 Cups sharp cheddar cheese
6 slices bacon fried crispy and crumbled

In 12-inch nonstick skillet, stir broth and ranch dressing mix with whisk until well blended.

Add cream cheese; cook over medium-high heat 1 to 2 minutes or until cream cheese just starts to melt.

Add chicken, pasta and 1 cup of the Cheddar cheese. Heat to boiling, Cover; cook over medium heat, stirring occasionally, 14 to 16 minutes or until pasta is tender. Remove from heat.

Top with bacon and remaining 1/2 cup Cheddar cheese. Let stand 1 to 2 minutes or until cheese is melted.

Ice Box cake

5 cups Cool Whip
11 large rectangular graham crackers
3 cups strawberry, chopped or any fresh fruit

Spread a thin layer of whipped cream in a square 9x9 baking dish
Layer graham crackers on top, cover with a layer of whipped cream.
Sprinkle 1/3 of the strawberries on top, then layer with cream again.

Repeat steps 2 and 3 until no more ingredients remain. (The top layer should be fruit and should not be covered with cream.)

Refrigerate for at least 3 hours.

Just For Laughs

Via Emery Turner



GRANDPA WHAT DID YOU DO DURING THE GREAT CORONAVIRUS PANIC OF 2020?



WELL SON, I HAD A VERY DANGEROUS JOB. I WAS A TAILGUNNER ON A CHARMIN DELIVERY TRUCK

Car Trivia

1. The slogan for which auto brand is 'the best or nothing'?
2. Which car brand includes the Defender and Discovery?
3. Which automobile manufacturer was the first to produce more than 10 million vehicles per year?
4. In 1962 What US Production car was the fastest from 0-60 mph?
5. Why was a national speed limit of 55 mph enacted in 1974?
6. When did Chrysler first officially use the "Hemi" name?

Answers elsewhere in Vapor Locks

Yester Years News

Skyline Drive Tour, 2001

June 7, 8, 9, 2001

Gladys Guyer

I listened to the forecast several times hoping for beautiful weather for the weekend tour and....what a beautiful weekend it was!!

When Bill and I arrived at Miller's Diner at 8:45 a.m. we were met by a group of tour enthusiasts ready for a great weekend. There was the tour master, Bob Schultz accompanied by his lovely wife Evelyn in their 1939 Ford; Paul and Virginia Swartz driving their 1930 Chevy; Ann and Ellis Rhodes in their sporty little 1954 Kaiser; Norma and Chuck Robinson in their 1958 Buick; Gail and Harry Whitman in their 1952 Dodge; Bob and Carol Houtz with their 1956 Mercury; Pete and Cathy Searer in their 1954 Nash; Bob and Susan Struble with their 1958 Cadillac; as well as Bill and Gladys Guyer in our 1936 Plymouth. Armed with "walkie talkies" the group departed at 8:50 on Rt. 522 for our destination of Virginia.

Our leisurely drive on country roads led us to McConnellsburg at 10:25 and Berkeley Springs, WV at 11:20--just in time for lunch at the Berkley Springs Country Inn. Since we had no demanding schedule to follow, after lunch we browsed in a local antique shop and enjoyed the park. On the road again at 2:10 we arrived in Virginia at 2:30. We had a pit stop and continued on to a fruit market. The fresh fruit was delicious and can you imagine the market was giving FREE pieces of blueberry pie. Even though lunch was just two hours ago, a piece of pie just seemed to hit the spot.

We headed out again and after getting our group through the town - where by the way our walkie talkie" came into use-- we arrived at the travel Lodge Motel. Here we met up with Jane Derr, her daughter Bobbi, her son-in-law Mark Gasswin and her granddaughter Courtney.

The group checked in and relaxed before meeting again for a short walk to dinner at the Cracker Barrel Restaurant. Needless to say we had a great time. We returned to the motel where we sat out by the pool and socialized while one brave soul (Courtney) went swimming.

Saturday morning we had breakfast at the motel and left at 9:00 a.m. for White Post Restorations. We arrived at 9:15 and were a bit early so we decided to take some tour photos. The only problem was the cars were all pulled into the parking lot. There were no grumbles from the guys (at least none that I heard) when I asked them to turn their cars around.

Tour page 2

Some nice photos on the line of cars were taken. Now it was time for the tour. Billy started charming the ladies with a short film. If you have never been to White Post, it is spectacular!! Billy gave us a grand tour and spoke about every aspect you can think of. There was even one car being restored from State College, PA. I was very impressed with the organization of the garages. Now I'm not talking about any member's garage in particular but some could take a lesson from Billy. Our tour concluded at 12:00. When we went outside, Carol Houtz had prepared food fit for a king. A picnic table was covered and leftover food from everyone's cooler was on the table for a great unexpected picnic we all enjoyed. As we left at 12:45 each car had its photo taken.

Moving on, we entered Skyline Drive at 1:25. This was a special drive for Paul and Virginia Swartz and Harry and Gail Whitman. Both couples came to Skyline Drive for their "honeymoon". We had a delightful drive stopping to take pictures, especially at Goony Lookout" where the Swartz's had a honeymoon photo taken 41 years ago. We travelled on enjoying the scenery and excited at Thornton Gap for our accommodations for the night at the Quality Inn at New Market. We got settled in and relaxed for a while before preparing for the evening. Some of our group dressed in period costumes to go with their cars. Tour master Bob, had reserved a private dining room at the Shenvalle Golf Resort for a buffet meal. We had a great time with a delicious meal and a lot of laughter. After dinner we of course had to have photos taken. Our 2 mile trip back to the motel could not be done without what else? Ice Cream!! We were all hungry; after all it had been a half an hour since our buffet meal. None the less, we had ice cream while the passer-bys enjoyed our cars. We returned to the motel around 9:00 and socialized before turning in for the night.

Sunday morning, we had our breakfast at the Johnny Appleseed restaurant and departed at 7:35. We had a pit stop at Sheets for coffee and whatever. Moving on, we once again stopped at the Virginia Farm Market for goodies. On the road again we cruised and were in McConnellsburg at 11:40 for LUNCH at Johnny's Home Cooking. It was here that the unexpected happened. Bob Struble inquired with the restaurant owner about a Mr. Kelso who was thought to be in the area and restored Stanley Steamers. Well, that Mr. Kelso was not there but his brother nearby and he restored Auburn Boattail Speedsters. Next thing we know we were off to his garages to inspect the situation. It is just amazing what can be done. The guys enjoyed this stop and while they were looking at the speedsters a couple of the ladies found an antique shop to browse in. By 2:00 we were on the road again for the leisurely drive back to Huntingdon.

Tour page 3

The tour was uneventful in regards to any nasty car annoyances, but it was very eventful with pleasure and fantastic friends. Thank you Bob Schultz for planning a superb tour that we all enjoyed. By the way Bob, where are we going next year? Thanks again to the Bob's!!



Cars on the tour 19 years ago!!



**TOUGH TIMES DON'T LAST
TOUGH PEOPLE DO!!**

WHAT ARE THESE VEHICLES?

Want to guess?



If you guessed hearses

You are correct.

As I always do when I am doing Vapor Locks I try to find some material that I have not used before and is also interesting. This issue is no different. I sat and thought about ideas and this time I thought of the "Hearse" most of us will ride in someday. I started searching various places to see what I could find out. One place led me to another and another and many more for facts about the lifetime of the hearse.

The earliest forms of hearses were not, in fact, referred to as hearses but as biers. In the years before hearses, you would often find biers made of wood. They looked like carts with a flat frame. Sometimes they were little more than a flat board on which to place and carry a body from their homes to



the church or to the graveyard.

Biers slowly gave way to small carriages that more closely resemble the vehicles. Still made of wood, these hearses incorporated elaborate designs. It wasn't uncommon to find carved



flowers, doves, and other symbols of beauty on the sides of these carriages. By this time, hearses typically carried caskets, not just the bodies themselves. The added weight of the casket and the carriage's size led to the use of horse-drawn hearses.

The first motorized hearse hit the streets in 1908. By the 1920s, hearses began to resemble limousines.

During the Art Deco Movement of the 1930s, art-carved hearses became popular. These featured hand-carved wooden panels that resembled heavily draped curtains and were placed on the side windows for privacy.



In 1938, the landau style of hearse was introduced. Landau is a term from the Victorian era, which meant carriage bars that could fold and unfold,



opening up part of the carriage to the elements. It was adapted to the motorized vehicle creating a semi-convertible where the rear quarter of the car could be opened up by folding the cover at the landau joints

After WWII, landau and limousine style hearses were both popular. Draperies lost some of their intricate draping and became sleeker and straighter based on the look of airline drapes.

Until the end of the '70s, it was typical for a hearse to be built on a Cadillac chassis. The rear compartment was then fitted to carry either a gurney or casket.

In the late 1990s, most Cadillac based funeral cars had been constructed from modified Cadillac sedans.



This Lincoln hearse was one of several options available in 2019

Fast forward to 2020 not only can use the traditional hearse BUT...some Funeral

Hearses page 3

Homes are offering motor cycle hearses. A Harley Davidson based custom built Motorcycle Hearse, is one example of a Very Special "LAST RIDE". It is not just for the Motorcycle enthusiast, but is for VETERANS, FIRST RESPONDERS or for a UNIQUE PERSON deserving of a Very Unique Hearse.

Below is some photos of various styles of motorcycle hearses.
Free pictures



This article is a portion of the information I found on the web. I know it is a bit lengthy and I hope I kept you attention to the end.

Memorial Day Show

Scott Deno Reports

Military Museum Grounds, Boalsburg, PA
May 25, 2020



At this point, the Memorial Day Show is very unlikely. Given the accelerating number of cases, it is nearly impossible for the pandemic to be minimized by Memorial Day. Also, given the longer lead time to obtain a contract for the museum grounds, a decision will be required by mid-April.

In the next issue of Vapor Locks or by email you will be notified of the status.

This will be the 28th year that Allegheny Mountain Region will have a show on the lawn of the Military Museum.

There will be no pre-registrations for the Memorial Day Show. Registrations will be done on show day with a \$10 entry donation.

The entry contribution of \$10 per vehicle goes to great causes. The Military Museum and a scholarship to an Automotive Technology student at Penn College in Williamsport.

This is a NON JUDGED SHOW!! There will NOT be trophies at the show! Near the end of the day, by a random drawing, various items will be given to lucky participants.



Bummer, I'm ready to go to the show!

COLOR CHOICE – past and future”

By Stan Smith

The choice of a color for your car, whether it is a new one or a restored one of pride, can be a difficult choice. A lot of us have a favorite color & that can influence your first selection. There are the primary colors after which there are various shades of each. Then special additives are put into the mix that gives the coating metallic shine or a dull satin finish. Of course that color needs a name that's more descriptive and easy to identify for the brand of car.

While doing research for my duPont book I was amazed at how many colors appeared on the build sheets for the 200 cars they sold in the late 1920's. They were mostly dark since the body styles were sedans or limousines. A sample of the names assigned to each DuPont went like this:
Blue – COBALT BLUE, DRAKE BLUE, OCEAN BLUE and 12 others
Green – AMORY GREEN, BISCAY GREEN, BOX ELDER GREEN, & 8 others
Grey – BON SOIR GREY, BUCKINGHAM GREY, HEMLOCK GREY 4 more
Red and Yellow – BRANDARILLO RED, PAPA W YELLOW

During one of my interviews with a gentleman who had worked at the factory in Wilmington, DE I asked about they controlled the mix – did each green have its own formula? Even though each name had a dP Duco number assigned most came out of the same can. But in order to give the new owner the feeling his car had a special paint color it was given a new name.

It's been since the 1970's since we shopped for a new car so I have no idea what names are being assigned these days but be ready for what I just saw listed in a recent publication titled Paint & Coatings Industry. T

Blue – HORIZON, LIGHT SKYLINE

Green – SOLID LUCK, EFFECT FORTUNE

Yellow – INDIVIDUAL SUNLIGHT, TRADITIONAL SUNRISE

Red – SIGNATURE BLISS, FACELIFT DELIGHT

Silver & Black – OPTIMIZED WISDOM, COMMON SENSE

These will have special additives in the mix that will be required for future cars to be optimized for detection and transmission by vehicles with LiDAR. That stands for Radar technology needed by the upcoming autonomous cars and trucks in order to make it easier to detect who or what else is on the road with them.

Therefore we will now be seeing colors that have to satisfy the other cars on the road rather than ourselves! I can come up with some unprintable names for them but will keep that to myself.



84th AACA National Meeting

Several members of the Allegheny Mountain Region participated in the 84th AACA Annual Meeting. Bill Forsht, Pat Swigart, Dave Kontor, Don Barlup, Scott and Ellen Deno made the trip. Even though prices continue to increase, the convention was great and well attended. Also, the trade show had many interesting companies, show/touring event booths, and displays (see below).

Bill & Pat attended the President's dinner gala where Bill presented a region donation check to the new AACA building fund. One highlight of the meeting was finding out that Gladys has once again won the Masters Editor Award for the Vapor Locks. She continues to do an amazing job! Scott also got the award of distinction for the region website.

The Swigart Museum was invited to take their historic Studebaker electric to display at the convention. Dave Kontor was the brains behind the transportation to and from the hotel. Man power loaded and removed it from the trailer, Ellen's Tahoe lowered it to the freight elevator at the bottom floor of the parking garage (Dave's idea: Ellen gave permission, Scott drove the Tahoe, Dave steered the electric), man power removed its boots and moved it to display area where it made a great display for everyone to enjoy. Many thanks to Dave for the great effort!

For the 20th year Scott presented seminars on restoration techniques at the convention. In fact, two seminars:

1. RESTORATION EXPERIENCES AND TIPS: FABRICATION; BODY SHEET METAL & SMALL PARTS
2. RESTORATION EXPERIENCES AND TIPS: RESTORATION Q & A.

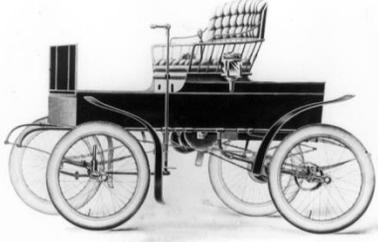
His seminars continue to be well attended; last year Scott's seminars were in the top 5 for attendance.



"Tommy"

~The Birth of the Pontiac~

Did you know we have Cadillac to thank for the birth of Pontiac? The story begins with two gentlemen -- Edward Murphy and Alanson Brush. Murphy was the founder of a buggy company in Pontiac, Michigan producing horse-drawn carriages. Like others in their field, they wanted to evolve into the automotive age.



Brush, the designer of the early Cadillac, became an engineering consultant in

Detroit. When the two met in 1906, Brush showed Murphy his design for a small two-cylinder car that Cadillac had rejected. Murphy bought into Brush's idea and decided it should carry the name "Oakland".

During the summer of 1907, Murphy organized the Oakland Motor Car Co. His lack of sales with the Oakland convinced him that Cadillac might have been right in rejecting the Brush design. In 1909, they introduced a line of 40 HP four-cylinder cars with sliding gear transmissions. Although this innovation was successful Edward Murphy didn't see the increased sales due to his sudden death in 1908. Shortly before his passing, Murphy had met with another former buggy man named William C. Durant.

Soon afterward, Oakland became part of Durant's General Motors Empire. The company produced Oakland's most recognized model in 1924, the "True Blue Oakland Six". They painted the cutting edge automobile with a Blue Duco nitro-cellulose lacquer. In 1926, Alfred R. Glancy, Oakland's assistant general manager introduced the Pontiac. The quality six-cylinder engine cars designed to sell for the price of a four. The automobile became an instant success and Pontiac had been born.

Pontiac had problems carving out its niche among the other GM brands. However, many believe they did a better job than the rocket line of automobiles from Oldsmobile. Pontiac was marketed as the affordable and sporty. The 50s era Pontiac Star Chief had a problem keeping up with the Tri-five Chevrolet Bel Air from the same time period in units sold.

However, Pontiac did outperform Oldsmobile and Buick for most of the 50s. As the muscle car wars heated up through the 60s and 70s Pontiac held its ground with powerful automobiles like the Tempest, GTO, Firebird and Trans Am. If you needed a car with room for the whole family, Pontiac had you covered with the Lemans, Catalina and the Bonneville.

Through 1981, the Pontiac Firebird Trans Am hood decal got bigger each year but the engine was getting smaller and developing less horsepower.

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Pontiac went on to launch the Fiero in 1984. It had a horrendous start and the company gave up on the little sports car.

This is ironic because when General Motors decided to give up on Pontiac in 2009 the G8 sports sedan was whipping the competition in its category and the re-branding of its other models showed promise. A new model called the Pontiac Solstice with a turbocharged four-cylinder engine pulled down excellent fuel economy numbers and was a blast to drive. Ultimately, a looming bankruptcy forced General Motors to re-organize. The lumbering giant decided to cut its brands down to four in total. Some say it was a tossup between Pontiac and Buick for the last position. Buick and Pontiac were phased out by the end of 2010.



CANCELLED

April Cook's Nite

Spring Dinner

Trivia Answers

1. Mercedes-Benz
2. Land Rover
3. Toyota in 2012
4. Chevrolet Impala SS 409. It could go from 0-60 mph in 4.0 seconds
5. In response to oil price spikes and supply disruptions during the 1973 oil crisis.
6. Even though Chrysler made engines with hemi heads in the 50s, it wasn't until 1964 when they revived the hemi head design and officially used the "Hemi" name.