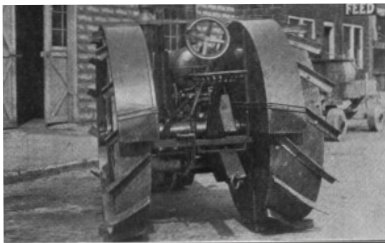


THE NEWSLETTER OF THE PCPV CHAPTER OF POCI
NOVEMBER/DECEMBER 2016



PONTIAC TRACTORS



'61 BONNEVILLE AMBLEWAGON

PONTIAC-OAKLAND
Club International

The World's Largest ALL-PONTIAC CLUB



PCPV News
Nov./Dec. 2016
Volume 19 ~ Number 6

**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 per year (U.S. funds, \$25 outside of U.S.); \$12 for electronic membership. We recommend membership in the Pontiac-Oakland Club International also - see **www.poci.org**.

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

PCPV Officers

President

Gary Minor
357 Warwick Avenue
San Leandro, CA 94577
Phone: (510) 636-1951
mary.minor@sbcglobal.net

Vice-President

Wayne Guy
331 Kings Highway
Clarksboro, NJ 08020
Phone: (856) 423-3073
ueno47@hotmail.com

Secretary, Editor & Web Site Administrator

Paul Bergstrom
1165 County Road 83
Maple Plain, MN 55359
Phone: (763) 479-2248
pontiacpaulb@gmail.com

Treasurer

Terry Columbus
7516 Xerxes Avenue N.
Brooklyn Park, MN 55444
Phone: (612) 356-8295
terry1939@comcast.net

Deadlines for *PCPV News* articles/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

We just got back from a three-week, 6,000-mile journey around the country to several car shows and to visit relatives, all done in the '61 Pontiac (unfortunately not the wagon) Ventura. Very few problems with the car, only with people in parking lots. I just got the estimate today for only the right side damage and it was \$2,500. I can't wait to see the left side estimate.



So be careful where you park. This is the first time in 35+ years while traveling with old cars that I've had problems like this. Anyway, it won't stop us.

Another new motor is going in the '61 after this trip (problems with the 200 4R adapter to the 389). I'm going to have a 400 Pontiac built so the trans will bolt up with no adapter. The current 389 will go into my '61 wagon.

Thanks to the people who responded to the '61 tailgate search. We are going to the Pontiac Heaven show in Arizona in December. Steve Barcak says he has one, so hopefully I'll have the last piece I need to build the wagon

We hope everybody enjoyed Thanksgiving and, just think, Christmas is right behind it!



**PONTIAC-OAKLAND
CLUB INTERNATIONAL**

*Gary Minor,
PCPV President*

***HOW ABOUT SENDING IN SOME PHOTOS
OF YOUR PONTIAC FOR A PCPV NEWS FEATURE?
CONTACT THE EDITOR: pontiacpaulb@gmail.com***



Boo! It's Halloween night here in South Jersey as I compose this article to make our publication deadline. Hearse get noticed a little bit in October when car shows advertise a ghoulish theme. But the rest of the year, hearses are mostly overlooked. Let's face it, hearses are not popular. As an owner of a Pontiac hearse, I get an entirely different perspective on the old car hobby.

Some show goers are simply disinterested in my hearse because it's not a muscle car or otherwise performance oriented. Some are downright afraid of the vehicle. At one show I remember a woman who peeked very cautiously around the back, afraid that a spook might jump out at her. On the other side of the coin, there are the few who are extremely interested in hearses, perhaps overly so. They ask me if I am into the occult, the supernatural. Perhaps I'm a Wiccan, or a follower of another out-of-the-mainstream cult. No, I'm a retired chemical engineer who just collects old Pontiacs as a hobby.



I try to drive my cars regularly to maintain them in good operating condition. But even that simple act can sometimes cause consternation. I've been flagged down and stopped while driving through local towns and housing developments. The residents ask if I'm there for a pickup. Perhaps one of their neighbors has been ill, and they haven't seen the person for a while. They see me and they fear the worst! When I start my day behind the wheel of my hearse, I know the day will be different than if I start out behind the wheel of one of my other Pontiacs. That's just the way it is. We'll deal with it.

Wayne Guy,
PCPV Chapter VP



Looking Out The Back Door

This is kind of an odd issue with the Pontiac tractors! I hope you enjoy the unusual, because that '61 Bonneville Amblewagon sure is a one-of-a-kind.

A reminder that many of us have our annual dues to pay on 3/1/17. We will include a renewal form in the next issue for those members that are coming due.

Merry Christmas to all and best wishes for the New Year! Until the next issue... let's all do our best to *keep the PCPV Legacy Alive!*



Paul Bergstrom,
PCPV News Editor

SPECIAL THANKS TO OUR CONTRIBUTORS THIS ISSUE:

John Sawruk, Jr.
Cody Steiner



2017 POCI Convention Fort Worth, Texas July 11-15

Online registration (\$65) is available on the POCI website (www.poci.org).

The host hotel is the Dallas/Ft. Worth Marriott Hotel & Golf Club (866) 348-3984. Mention the "Pontiac National Convention" for the best room rate.

Call the POCI Club Office at (877) 368-3454 if you have any questions.



FROM THE SMOKE SIGNALS

1962 TEMPEST TAXI PACKAGE (Group 789—4-Door Sedan Only)

- Code
 *217 Trim—Moroccan, garnet gray and gold, vinyl coated headliner and 2 vinyl treated seat covers.
 451 Seats—heavy-duty con. 17" floor plates, rear compartment.
 452 Seats—heavy-duty con. 17" floor plates, rear compartment.
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 460 Seats—heavy-duty con. 17" floor plates, rear compartment.



OTHER TEMPEST HEAVY-DUTY OPTIONS

- 451 Seats—heavy-duty con. 17" floor plates, rear compartment.
 452 Seats—heavy-duty con. 17" floor plates, rear compartment.
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 460 Seats—heavy-duty con. 17" floor plates, rear compartment.

Tempest is loaded with features that pay off in lower operating costs... greater customer/driver satisfaction!

Big Iron Wheel—Super durable 15" steel wheels with 15" x 5.5" heavy-duty tires. 15" x 5.5" heavy-duty tires. 15" x 5.5" heavy-duty tires.

Power Windows—Original in 1962. Power windows on all doors, for driver's convenience. Power windows on all doors, for driver's convenience.

Power Steering—Original in 1962. Power steering for ease of driving. Power steering for ease of driving.

Power Brakes—Original in 1962. Power brakes for ease of driving. Power brakes for ease of driving.

Power Seats—Original in 1962. Power seats for ease of driving. Power seats for ease of driving.

Power Locks—Original in 1962. Power locks for ease of driving. Power locks for ease of driving.

Power Mirrors—Original in 1962. Power mirrors for ease of driving. Power mirrors for ease of driving.

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Power Mirrors—Original in 1962. Power mirrors for ease of driving. Power mirrors for ease of driving.

1962 TEMPEST TAXI

I can't say that I have ever heard of a 1962 Tempest Taxi, nor have I ever seen a picture of one, but here is proof that they were at least offered. Pontiac published a press release dated October 1, 1961 announcing both the Pontiac and Tempest Taxi. The announcement promoted Tempest features like heavy duty seats, quick turning radius, 15" wheels, no front "hump" for additional interior space and 50/50 weight distribution for better traction in the snow. A wiring harness for the Taxi light on the roof was also provided.

— editor



Economy, Durability, Quality, Prestige—4 sound reasons why you should go Pontiac/Tempest in your cab fleet...!

16 SMOKE SIGNALS • DECEMBER 2016

VISIT THE
 PCPV WEB SITE
 PCPVCHAPTERPOCI.WORDPRESS.COM



Pontiac-Oakland Club International - POCI

Published by Paul Bergstrom [?] · Just now ·



Do you like the unusual Pontiacs?

Sedan deliveries, hearse, ambulances, station wagons, police and fire cars? If so, then you need to check out POCI's Pontiac Commercial and Professional Vehicle chapter!



pepvchapterpoci

Pontiac Professional & Commercial Vehicle Chapter of POCI

PCPVCHAPTERPOCI.WORDPRESS.COM

PONTIAC  **WE BUILD EXCITEMENT**



SAWRUK'S STASH



Thanks to **John Sawruk, Jr** for sharing this ad from his Dad's collection of Pontiac artifacts!



Make your motoring miles more fun!

Here's the most versatile car you can own. The all-steel four-door Pontiac Station Wagon helps you make light work of so many tasks, yet you can convert it to sedan luxury in a matter of seconds. Rear seat folds *up*—providing comfortable seating for six; folds *down* for cargo room.

Chieftain Deluxe **STATION WAGON**



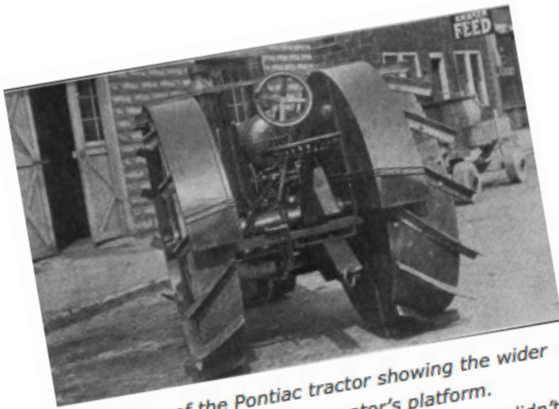
'57 Sedan Delivery

For sale. Kijiji ad states: "Original owner numbers matching Canadian version needs complete resto. Everything is there."

Price is \$4,000.00 The vehicle is located in Phelpston, Ontario

source:<http://www.kijiji.ca/v-classic-cars/mississauga-peel-region/1957-pontiac-sedan-delivery/1203273869>

PONTIAC... TRACTOR?



A rear view of the Pontiac tractor showing the wider right drive wheel and the operator's platform. Apparently the demand for the Pontiac tractor didn't live up to expectations, and, so far as columnist Sam Moore knows, none have survived. (Photo from the October, 1918 issue of Tractor World magazine.)

The Pontiac

Pontiac, Mich., was the home of Pontiac Tractor Co., which manufactured the Pontiac 15-30 in 1918. The engine was a single-cylinder of huge 9-by-12-inch bore and stroke. Nothing else is known.

WIDE TRACK?

Beaver 4-cylinder engines with 3-3/4-by-5-inch bore and stroke were used initially, followed by Climax fours of 5-by-6-1/2-inch bore and stroke. Early models sold for \$650, and later, \$1,585. The higher price probably indicated a company in trouble, as the more expensive models differed little from earlier models. Only 20 Pontiacs were made in 1918, although the company estimated it would make 1,000 in 1919, which did not happen.

Sources:

<http://www.farmcollector.com/tractors/whats-in-a-name-tractors-named-for-g-cities-rarely-prospered>

<https://www.farmanddairy.com/top-stories/the-pontiac-tractor-didnt-last-long/302252.html>



CAR TRACTOR BUILT FROM PONTIAC PARTS



Al Brusky, Green Bay, Wis., is a big fan of old IH tractors. He already had a pair of Farmalls - a Cub and an "A" - and liked both tractors but thought they were underpowered. So he used parts that he already had from a variety of 1961-68 Pontiac cars to build his own tractor that's patterned after both his Cub and the "A".

The tractor has a Pontiac engine, transmission, differential, tilt steering column and steering box, heater, 11 by 14 front flotation tires, front spindles, and rear brakes. It also has master cylinder brakes off an old GM car and a red Ford Pinto seat.

"When I started building it I didn't know what it would look like, but it turned out great," says Brusky. "It's about the size of a Cub but the engine is set in line instead of off to the side like it is on a real Cub. The cab has tinted glass windows and an AM/FM cassette player, and the hood tilts forward for easy access to the engine. There's a hydraulic cylinder on front and back. I use the front one to raise or lower a 5-ft. wide, 1 1/2-ft. high blade that I use to move snow. I use the rear cylinder to raise or lower the drawbar."

Brusky used 2 by 3-in. steel tubing to build the frame and a length of 1/2-in. thick, 3-in. sq. steel bar to build the front axle, using the front axle design on an "A" as a guide. A U-shaped steel piece welded onto the frame keeps the front axle in place. The rear axle and posi-traction differential are from a 1963 Pontiac. Power is supplied by a .040 overbored 455 cu. in., V-8 gas engine out of a 1970 Pontiac. A triple 50 roller chain connects the 400 Turbo transmission to the differential. He mounted a 20-tooth sprocket on the transmission and a 32-tooth sprocket on the differential in order to gear it down. "Top speed is 35 to 40 mph," he says.

He bought the 38-in. high, 18-in. wide lugged flotation rear wheels at an auction and had a mechanic make adapters to connect the wheels to the car's rear axle. "The adapter has two sets of bolts - an outer set that connects it to the wheel and an inner set that connects the wheel to the brake drum," says Brusky.

A hydraulic pump belt-driven off the engine crankshaft is used to power the cylinders. Brusky uses a pair of levers on the left side of the dash to raise or lower the blade as well as the drawbar. He uses two more levers on the right side to operate the throttle and to shift gears on the transmission. The tractor has two brake pedals - one for each rear wheel.

He used 1-in. sq. steel tubing to make the frame of the cab and filled it in with sheet metal. The tinted glass windows were custom made. The door is on the left side of the cab and the 11-gal. gas tank is under the seat.

Contact: FARM SHOW Followup, Al Brusky, 400 Northern Ave., Green Bay, Wis. 54303
Source: https://www.farmshow.com/a_article.php

1961 BONNEVILLE AMBLEWAGON



*I recently received a phone call from **Cody Steiner**, a POCI member from Montana. He has just purchased this 1961 Bonneville Amblewagon. It has been stored in a shed since 1987 and shows 66,302 miles on the odometer. Cody says that the interior is in good shape, what a great find! And yes, I did invite him to join the PCPV Chapter...*

Amblewagon

SOME BACKGROUND INFORMATION ON AMBLEWAGONS:

Automotive Conversion Corp. was a small Michigan coachbuilder who specialized in the conversion of standard wheelbase station wagons and vans into ambulances and funeral cars. Their best known slogan: "*The Amblewagon is a genuine Ambulance!*".

Initially the Amblewagon conversion consisted of a standard Ford or Mercury station wagon ordered with beefier steering and suspension that was fitted with a Ford Courier one-piece tailgate and outfitted with custom-built interior cabinets (covered with matching vinyl), a collapsible gurney, grill or roof-mounted warning lights and beacon, a siren, head light flashers, removable frosted Plexiglas inserts with a cross etched into them, plus shades for the rear doors. All of the extras were held in place by a combination of wing nuts and spring clips and could be removed, converting the vehicle back into a stock-appearing station wagon in under five minutes.

From 1957 through 1958 the Amblewagon modification was made available in three versions: service car, ambulance and combination car. The price varied depending on the equipment, but a full-featured ambulance conversion could be done for \$1,000. Also new in 1957 was the availability of the Amblewagon conversion on Ford's new Edsel Station Wagon. Through 1959, the Amblewagon could be built on an Edsel Villager, Roundup or Bermuda platform as well as any of the Ford or Mercury wagons. The rarest and most desirable Amblewagon is the 1957-1959 Edsel conversion. It is unknown how many Edsel-Amblewagons were built, but several 1958-59 examples still survive. Even after the introduction of the Arlington, Amblewagons could still be outfitted as a combination car with equipment included for both graveside and rescue duty.

Compared with the cost of a new full-sized ambulance ACC's Amblewagon conversion was a real bargain. Small-town rescue squads could finally afford their own dedicated ambulance instead of relying on their local funeral directors for accidents and patient transports. The price was attractive for established ambulance services and fire departments as well. The decreased fuel, tire, and maintenance costs of the station wagon-based Amblewagon enabled more frequent vehicle replacements when as well.

Starting in 1960, ACC's custom-built one-piece rear tailgate was abandoned in favor of the stock units in order to save the customer even more money. ACC advertised Amblewagon conversions on Chevrolet, Pontiac, Ford, Mercury, Plymouth, Chrysler and Dodge chassis as well as a specially-marketed version called the Rambulance that was marketed by American Motors.

Source: <http://www.coachbuilt.com/bui/a/amblewagon/amblewagon.htm>

AMBLEWAGON® Variety - - -

Now you can have an Amblewagon conversion built on any station wagon — even the new compact! Ambulances, Service Cars, Arlington Heaves, they come in a complete variety of models and prices, too. As for room, there's more in the Greenbrier or Econoline Amblewagon than in any other standard professional vehicle.

Yes, now there is an Amblewagon to fit every need and every purse. See your local car dealer today.

PONTIAC AND OLDS

MERCURY -ARLINGTON-

DODGE AND CHRYSLER

FORD

CHEVROLET AND BUICK

PLYMOUTH

GREENBRIER, ECONOLINE AND G.M.C. SUBURBAN

AUTOMOTIVE CONVERSION CORPORATION
BIRMINGHAM, MICHIGAN

WOLF CREDIT, ONTARIO

THE AMERICAN FUNERAL DIRECTOR for November, 1964

PCPV POTPOURRI



Hi, I'm not a Pontiac club member, but a friend of mine has 2 Pontiac woodies that need to be restored. I would like to have you guys forward these pictures to those who would be interested. You've heard the stories: ran when parked. Well these have been parked for a long time. Yes they need lots of work and I'm sure he'd let them go for a reasonable price. I don't know the years of these cars but I can get them. They are located in Phoenix, AZ. So please send the Phoenix club this info too. He also has some Pontiacs from the 50s and 60s that he'd like to sell as well. But these stand out. Thanks, **Duane Gunn** 480-650-5478



1963 Pontiac Limo! It's a 9 passenger custom limo there was only 12 custom built in Kosciusko, MS by Superior Coach. Total length is 22 1/2 feet Long custom stretch back doors, front and rear bench seats, middle two jump seats. Is has 159,000 miles on it not 100% on what motor it has for sure but what I can find about them it says it should have a 389 with a automatic transmission. It was bought in California in 1989 and moved to Minnesota in 1991 and stored in winters. More info email: kgdv3-5845271628@sale.craigslist.org



PONTIAC MOTOR DIVISION



PCPV Classified Ads

Parts For Sale

For sale: GM Shop Manuals, book vendor sale. Almost 2,000 books 1960-2000. In good condition. Ideal money maker for young vendor. Priced to sell all at \$1 each, \$2,000 buys all. Also, Motors, Chilton, Mitchell books in this pile. **Rodney Brockman**, 24862 Ridge, Elwood, IL 60421 (815) 478-3633

1955 Pontiac parts: complete under seat heater system, radiator; **1955 Pontiac Star Chief 4-door sedan** (motor, trans out for rebuild) no rust, new interior \$3,800. **Mike Koch** (937) 572-8035 (OH)

Newsletter Contributions Wanted

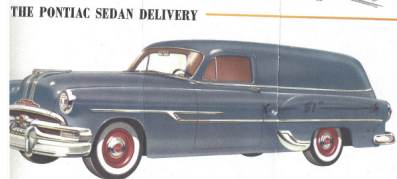
Send photos, stories, want ads, restoration tips, or just drop a note to say hello. Tell us what's happening on the Pontiac/Oakland/GMC scene in your area!

**E-mail submissions to
pontiacpaulb@gmail.com**



Parts Wanted

1949 Pontiac Sedan Delivery: I am looking for a set of 1951 Pontiac full size hubcaps with the chief in red. I have available a set of original '49 SD bucket seats, complete and nice. I also could use an exterior windshield sunvisor for my '49 SD. **Mike Theim**, yellowsidecar@hotmail.com or call 920-261-6724 (WI)



1953 Pontiac Sedan Delivery: battery tray and the stainless-steel trim 81" long for the driver's side only. Contact **Roger Bentley** (MD) email: airlinebuff2000@yahoo.com

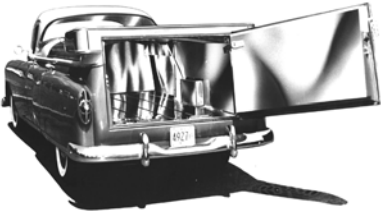


Send want ads to:
pontiacpaulb@gmail.com

1949 Pontiac parts wanted: Quarter Panel Stainless- Spears for 1949 Pontiac 2dr or sedan delivery, **Russell Cogar** 304-847-7542

1963 Pontiac: looking for a Perfect Circle cruise control setuo (or whatever you've got). **Mike Leonard** (308) 391-3833

PONTIAC



Parts/Pontiacs Wanted

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

1956 Pontiac 3-seat wagon: need 3rd seat for pattern. Have 4 wagons with no rear seats! Chevy will also work. **Perry Eaton** (530) 534-5510 (CA)

Literature/info wanted - for '66 Bonneville Superior Embassy limousine. Contact **Joe Sharpnack** (402) 789-3015 (NE)

1962 Superior Criterion Ambulance: 15" Deluxe wheel covers, '62-era Superior Coachworks assembly manuals or photos to help with restoration. **Matt Planning** (262) 646-3363 matthew@brewcityengineering.com (WI)

1938 Pontiac: "8" lower Grille Bar and crank cover in restored or restorable condition. **John Dornbush** 563-593-1032 (IL)

Wanted: any literature for the 1955-56-57 Pontiac Sedan Delivery. **Rodney Brockman**, 24862 Ridge Road, Elwood, IL 60421

Vehicles For Sale

1956 Pontiac Superior Hearse #7: rolling body \$2,000; **1964 Bonneville Ambulance**, rolling body, \$2,000. **Ken** at East West Auto Parts, Tulsa, OK (800) 447-2886



Restoration Tips

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

PCPV News **Classified Ad Rates:** (for 6 issues)

\$200 full page
\$100 half page
\$50 quarter page
\$25 business card size

POCI New Membership Form:

Year _____ Style Name/Number _____ No. Cylinders _____

Year _____ Style Name/Number _____ No. Cylinders _____

Year _____ Style Name/Number _____ No. Cylinders _____

Owner: _____

Associate Member(s) _____

Address: _____

City: _____ State: _____ ZIP+4 _____

Country _____ Phone: () _____

Email: _____ Referred By (Name & Member#): _____

Pontiac Oakland GMC

Annual Membership

Worldwide E-Membership	\$25.00
U.S. (Includes 2 Associates)	\$39.00
Canada (Includes 2 Associates)	\$40.00
Foreign (Includes 2 Associates)	\$49.00
Associate Membership (All)	\$2.00/each

Bill My: Visa Mastercard
 Discover

Card Number: _____

Expiration: _____ Security Code: _____

Signature: _____

RECRUIT A NEW MEMBER!

PCPV Chapter Membership Form

___ NEW MEMBER ___ RENEWAL

POCI Membership # _____ (if applicable)

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

Electronic Membership = \$12.00 (newsletter received via email)

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



PCPV Chapter of POCI

c/o Paul Bergstrom, Editor
1165 County Road 83
Maple Plain, MN 55359

