



Arizona Chapter #29 Volume 40 Number 10 October 2020

Founded 1981

Hot Air is the official publication of the Arizona Chapter #29 of the Pontiac-Oakland Club International. The publication will be distributed monthly. Editorial contributions welcome. Please submit articles for publication by the 20th of the preceding month of publication. Classified ads for members are free of charge. For advertising rates contact the editor. **LOCAL DUES are \$18.** Send to William Corbin, 13401 N Rancho Vistoso #104, Oro Valley, Az. 85755. This publication recommends chapter members to join our National club Pontiac-Oakland Club International. **NATIONAL DUES are \$45** for printed magazine, \$25 for electronic magazine. Contact POCI National PO Box 68, Maple Plain, Mn. 55359 e-mail pociworldhq@aol.com Ph 877-368-3454 Fax 763-479-3571. Renew memberships online at <http://www.poci.org> and go to the membership renewal tab or mail check to POCI, PO Box 68, Maple Plain, Mn. 55359 be sure to include your member number on your check.

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Next Meeting **NO MEETING THIS MONTH**

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EDITOR'S REPORT

After a relaxing week up in the mountains (raking 3 piles of pine needles and working on the cabin) Sue and I are back.

I have updated the for sale and events section. For the events, please call the numbers provided to be sure they are on.

The only show in Tucson still on right now is the Sabbar Shriners Dec. 5th.
Dave



Robin Hurley October 14

Steve Disch October 18

Diana Noun October 20

Amy Shumaker October 22

Peter Santini October 24

William Benway October 31



Keith & Jane Collier October 8

Dean & Pam Tankersley
October 10

Randy & Virginia Rogers
October 22

*If you want your special day listed here
contact me! alpdavegre@msn.com*

CLUB OUTINGS AND OTHER EVENTS

Before quarantine the executive committee discussed future outings including a day tour to Kitt Peak, Amerind Foundation, overnighter to Bisbee/Tombstone, Tucson Classics car show, and Pontiac Heaven. When this happens all depends on our current Covid 19 situation.

Nov 14 Cool Knights and Hot Cars.....Info
520-722-3582

December 2020

Dec 5 12th Annual Sabbar Shriners Charity
Car Show & Toys for Tots Gift Drive
Contact Van Elrod 520-235-3935

OFFICIAL CLUB EVENT:

**Saturday, October 31... Saturday
Morning Muster, Pontiac/GMC
caravan. Meet at 9:30am. Home
Depot parking lot (near garden
department). I-19 & Irvington ,
Tucson.**

More info found at cruisinarizona.com and
desertcruisers.com

Note new day and times

Little Anthony's Car Show

Friday night shows 5pm-9pm

Please check on the availability of these shows

Gaslight Music Hall Car Show in Oro Valley

Day time shows, 10am-2pm.

Freddie's Cruise-in, Thursday nights.

ATTENTION NEW LOCATION

Cars & Coffee Car Show : Lowe's Center, Ina
& Thornydale, Second Saturday of every
Month 7am-9:30am.

Hot Rods at Old Vail Car & Bike Swap Meet
happens Third Saturday of each Month.
All events listed are in Tucson except noted

October 2020

Oct 10 Classic Car & Bike Show

Dennis 480-390-8893.....Chandler

November 2020

PH has been postponed

Nov 1st 23rd Annual Pontiac Heaven Chandler

Cool Knights cancelled

2021

July 2021

49th Annual POCI Convention, Uncasville, CT



PAGE 3

FROM THE PRESIDENT **THOM SHERWOOD**

If it Ain't Broke... *Let's Muster Again!*

The Arizona Chapter's second "Saturday Morning Muster" had an amazing turnout. I'm so grateful for your support and enthusiasm!

Could it be that we're finally seeing an end to the record-breaking string of 100°-plus daytime temperatures here in Southern Arizona? It really has been a grueling, endless summer. My home's air conditioner needs a break!

Speaking of air conditioning, I recently decided to get the original air conditioning fixed on my 1970 GTO. (I have been without A/C in that all-black car ever since its compressor locked-up while en route to a club meeting at Cody's Restaurant about five or six years ago.

Yep, I finally scraped together the funds to make *cool air* a priority once again. I scoured the latest **Ames Performance Engineering** parts catalog and made a list of all the parts that I figured that I might need, and then I consulted with our very own *HOT AIR* editor and professional mechanic, **Dave Green**. Together, we narrowed down the parts list to a rebuilt A6 compressor, the POA

valve and expansion valve, a new belt, and Ames' A/C muffler & hose kit.

Knowing that all the original R-12 Freon in my GTO's system has since escaped into the atmosphere (*sorry, ozone worshippers!*) and, knowing that I'd be replacing all the key underhood components, I was at a crossroads. Essentially, I had to make a decision whether to charge up my newly rebuilt system with the factory-specified R-12 Freon (*very efficient cooling, but now quite expensive and difficult to find*) versus a newer R-12 replacement refrigerant such as R-134A (*much cheaper, readily found at auto parts stores, but not nearly as efficient at dropping the temperatures inside my sweatbox Pontiac*).

I chose to stick with R-12, and I'm quite grateful to Dave for his dedicated, patient efforts to see this project through inside his home workshop. *Thank you, Dave!*



ABOVE: I really enjoyed our September 26th gathering at Colossal Cave. **BELOW:** My '70 GTO once again has R-12 Freon!



Yes, cool air now once again flows inside my GTO! To celebrate, I fired-up that car as the lead vehicle for last month's Muster #2, held on Tucson's eastside.

Wow, what a wonderful, vivid memory *that* event has become! I am still so elated by the positive reception and participation from our membership. Look for a review and photo recap on the following pages.

So, are you ready for yet *another* Muster? The date for that is set for Saturday morning, October 31st, and once again we'll keep things simple and free. You'll find all the details elsewhere in this edition of *HOT AIR*, and I hope to see you there!

GEORGE'S CAR CAVE

Saturday Morning Muster #2 Rendezvous • September 26, 2020



CLOCKWISE FROM TOP LEFT: As chapter members began to arrive at George Larsen's Car Cave, the first Pontiac spotted was George's very own 1988 Bonneville Safari; Our Pontiac and GMC contingent outside only continued to grow while we also welcomed Randy Willard's blue Honda motorcycle, Steve Disch's BMW, Dwight & Fran Gibb's Magnum wagon, and Steve Conley's 1985 electric-powered Trans Am; Indoors, we were invited to roam throughout the cave where George has created a '50s-era diner with a pool table; George's impressive trophy room features several big game mounts; An overview of his vehicular collection reveals a Chrysler 300, a Volvo P1800, a classic Mini, a Chevrolet woodie and stakebed truck, an old Honda Trail 110, a trio of boats, a big-block Corvette roadster, a Model A with a rumble seat, and others.





SCENES FROM GEORGE'S CAR CAVE

THIS PAGE, CLOCKWISE FROM ABOVE: Dean Noun remembers playing this classic "Short Stop" pinball game as a kid; Pausing to view one of George Larsen's speedboats are (left to right) Laura McLin, Steve Disch, and Paulette & John Francen; Enjoying the sights in the main portion of George's Car Cave are (left to right) Becky & John Dodt and Louis Adams with his visiting brother, Ed. **BELOW (this page and next):** Who's behind all those masks? Well, it's our enthusiastic Arizona Chapter #29 POCI members, that's who! (Thanks to George Larsen for being our photographer!)





SCENES FROM GEORGE'S CAR CAVE

THIS PAGE, CLOCKWISE FROM ABOVE: It was a treat to have longtime Arizona Chapter POCI members Dwight & Fran Gibbs join us that day inside George's Car Cave. The red Bugeye Sprite pictured behind them reminded Fran of a nearly identical Austin-Healey that she herself once owned many years ago; Chris Steele checks out the interior of a vintage travel trailer which carries the "Corvette" brand, reportedly built in 1957; Steve Conley enjoyed the nostalgic walk down memory lane; Randy Rogers and Dean Tankersley also shared their enjoyment from the day's activities.



MUSTER #2: OLD SPANISH TRAIL & COLOSSAL CAVE Sept 26, 2020

Without question, the turnout for our **Muster #2** on Tucson's eastside was superb! Calling everyone together on Saturday, September 26th, we witnessed an ever-growing contingent of Arizona Chapter POCI members at our rendezvous location for a special viewing of local businessman **George Larsen's** private Car Cave collection on East 22nd Street.

No one was quite sure what to expect there since George's assortment of rolling stock has never previously been opened to the public. Yes, we were the very first to witness his eclectic collection of cars together under one roof — both old and new (ranging from a Model A to a Maserati Quattroporte) — together with some fun and nostalgic memorabilia including a jukebox and pinball game, and a 1957-era travel trailer branded with the "Corvette" moniker.

George's single Pontiac entry was also present there as a clean, low-mileage 1988 Bonneville Safari — a wagon which he bought from its original owner in San Diego.

His man cave collection, now residing inside several contiguous bays of a former auto repair shop, included a separate room brimming with his personal taxidermy collection of big and small game trophies and mounts.

We are quite honored to have been invited for this visit, as it also served as the ideal starting point for our morning driving event. *Thanks again, George!*

Attending the morning's Muster rendezvous were no fewer than 16 club-owned vehicles. Still more members who, for whatever reason were not able to bring their Pontiac or GMC Truck out that morning to be part of our actual drive, also arrived with their "other brand" vehicles, and blessed us with their presence at George's Car Cave. Members who weren't able to participate in the drive with their Pontiacs included **Steve Conley** (1985 electric Trans Am), **Randy Willard** ('66 GTO), **Steve Disch** (2006/'64 "FrankenGoat") and **Dwight & Fran Gibbs** ('58 Chieftain convertible).

Once on the road, our caravan's first destination was Saguaro National Park (East) where we were able to cruise the 7-mile one-way loop known as Cactus Forest Drive. Normally there would be a fee collected at the ranger station, but as our luck would have it, it was National Free Parks Entry Day. The road was in superb shape (*yes, our taxpayer dollars have been put to work!*) and the traffic was quite light. A stop at the Javelina Rocks turnout afforded us the ability to snap a bright and sunny photo of each caravanning vehicle.



ABOVE: A portion of our caravan is seen negotiating the twisty-but-scenic Cactus Forest Drive in Tucson's Saguaro National Park (East). BELOW: A momentary pause allows our 15-vehicle caravan to be captured just prior to leaving the Javelina Rocks picnic area.



As we exited the loop drive, we welcomed yet an additional member to our caravan. **Pat Archibald** and girlfriend **Linda** met us at the park's Visitor Center just as we turned to head south on Old Spanish Trail.

Our final destination brought us to Colossal Cave's high plateau parking area where we were able to just barely fit our handsome group of mustered vehicles into a single line for a panoramic photo. Thanks to **John & Becky Dodd** ('64 Cat) and **Jack Johnson & Cathy Lanigan** ('55 Safari) for their assistance in setting up our tasty snack table in the only shred of shade available out there. The chilled watermelon seemed to be especially appreciated by all as the mid-morning temperatures were already climbing towards the century mark!

Thanks again to all who participated. We hope to see you (and many others) at our next Muster, coming Saturday, October 31st to Tucson's southwest side. Look for details elsewhere in this issue of *HOT AIR*.



THIS PAGE: Arizona Chapter members at Colossal Cave's parking lot enjoyed a small but tasty selection of mid-morning snacks while others checked out the underhood hardware.



BOB MASLANA & LAURA MCLIN



PAT ARCHIBALD & LINDA



LOU FELDMAN, DEBRA BRYANT & ELIANA



CAMERON SEGARD



CHRIS STEELE



JOHN & PAULETTE FRANCCN



BILL & SANDEE CORBIN



DEAN NOUN



RUSS & BILLIE STEINEBACH



JOHN & BECKY DODT



LOUIS ADAMS & EDDIE ADAMS



SKIP REED



DEAN TANKERSLEY



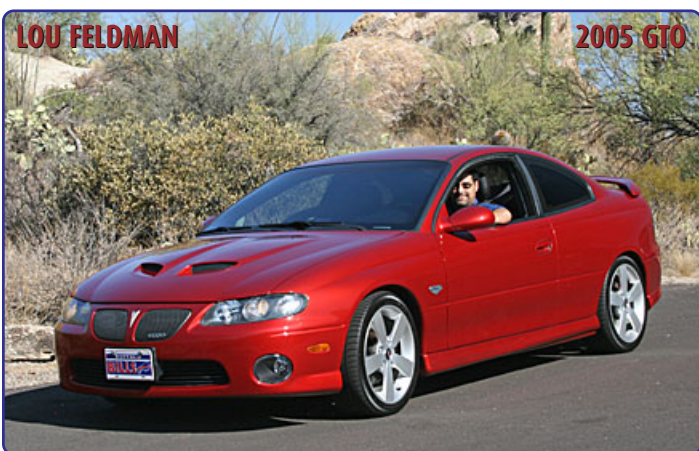
RANDY ROGERS



JACK JOHNSON & CATHY LANIGAN

LOU FELDMAN

2005 GTO



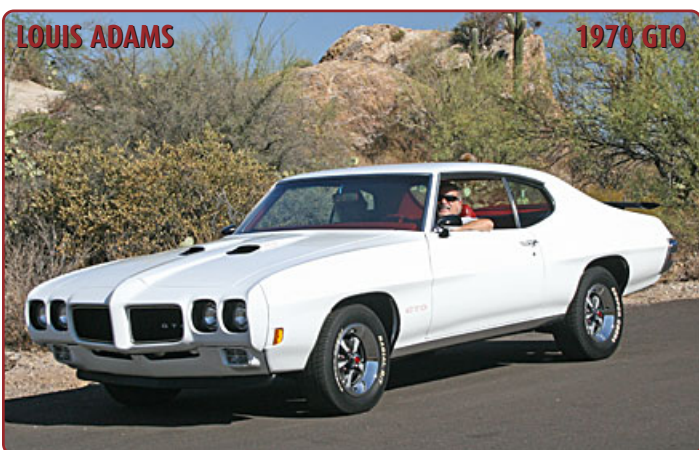
RANDY ROGERS

1967 GTO



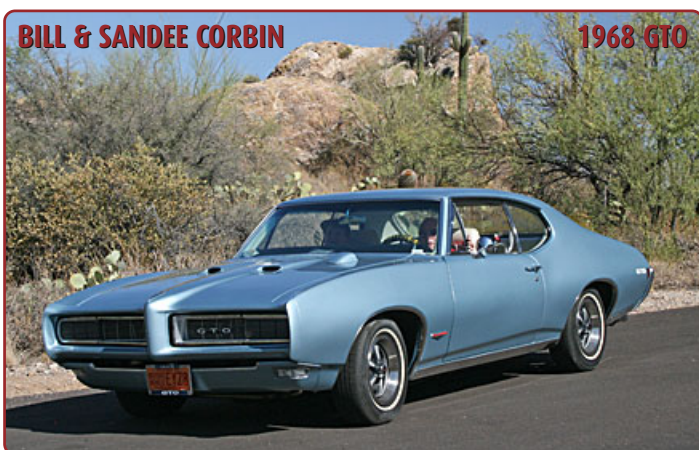
LOUIS ADAMS

1970 GTO



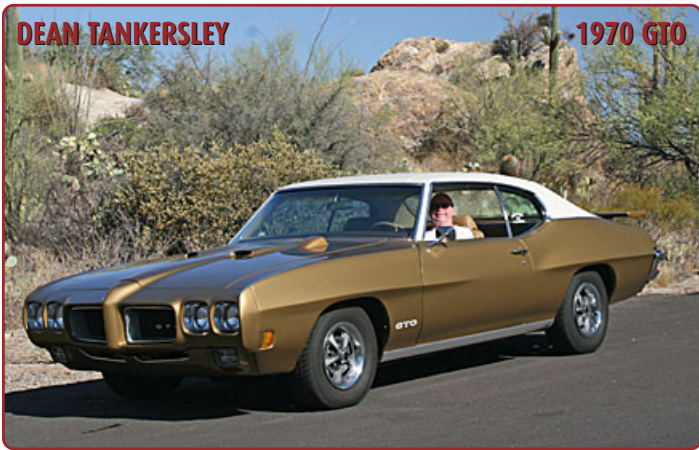
BILL & SANDEE CORBIN

1968 GTO



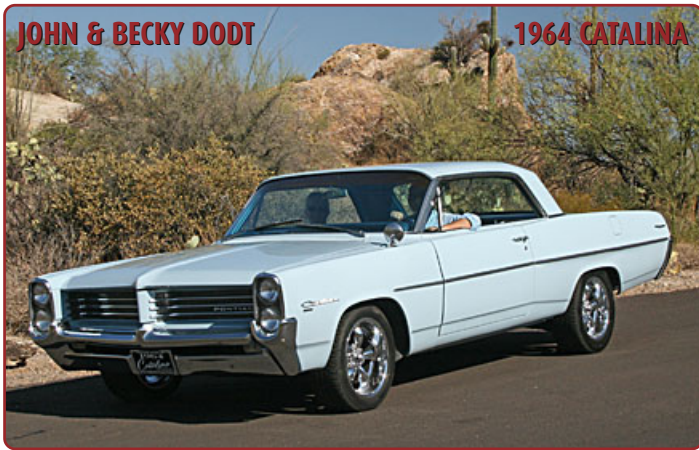
DEAN TANKERSLEY

1970 GTO



JOHN & BECKY DODT

1964 CATALINA



BOB MASLANA

2004 GMC SIERRA



RUSS & BILLIE STEINEBACH

2007 G6 GT



JACK JOHNSON

1955 CUSTOM SAFARI



SKIP REED

1967 GMC CUSTOM



DEAN NOUN

1968 GTO



JOHN & PAULETTE FRANCEN

1956 GMC 100



CAMERON SEGARD

1968 FIREBIRD 400



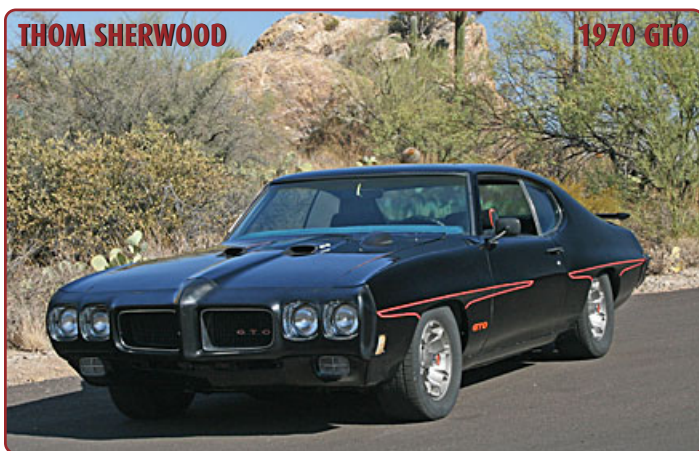
CHRIS STEELE

1965 GTO



THOM SHERWOOD

1970 GTO



PAT ARCHIBALD

1968 GTO



NEXT LOCAL EVENT! **Saturday Morning Muster #3 • MISSION to "A" MOUNTAIN • Oct 31, 2020**

FREE & SIMPLE: This no-stress "Muster" (gathering) of our club vehicles offers you an opportunity to drive a pre-determined scenic route in the morning hours. For your safety and comfort, there is no sit-down indoor meal planned, and you can opt to remain inside your Pontiac or GMC Truck the entire time if you choose to do so.

DATE & TIME: Halloween Morning, Saturday, October 31, 2020. **Meet at 9:30am.**

STARTING LOCATION: ("A") Meet at **Home Depot Plaza** (near the Outdoor Garden Department) on the southwest corner of Irvington and Interstate 19. For anyone wanting their morning cup of joe, there is a **McDonalds** and a **Starbucks** located within strolling distance. **Please wear your face mask as we gather.** We'll depart approximately 15 minutes later.

FUEL: Gasoline is available at the **Speedway Fuels** station located within this same Home Depot Plaza location.

TOTAL DISTANCE COVERED: Today's journey is approximately 30 miles overall.

DESTINATIONS and ROUTE: From our starting point at the **Home Depot**, our caravan will head south on Interstate 19 and exit on San Xavier Road. After driving only seven minutes, we arrive at the picturesque **San Xavier Mission** (known as the "White Dove of the Desert"). From there, we'll head west and then north along Mission Road. Turning left on Valencia Road, we continue west until we arrive at Mark Road. Turning north at this signal, the two-lane road curves and becomes Joseph Avenue. A left onto Irvington is followed by an immediate right onto Kinney Road. There, we continue north, crossing Ajo Way. **NOTE:** Because the traffic signal at Ajo Way for northbound travel is **very brief**, it is very likely that our group will need two cycles of the light to allow everyone to cross. Once through, the first group should pull off to the right (where indicated on the accompanying map) and wait for the rest of our group to safely cross during the next signal.

Once we've regrouped, our caravan continues northwest on Kinney, into **Tucson Mountain Park** and past the now-closed **Old Tucson Studios**. Turn right onto **Gates Pass Road** and continue east towards metro Tucson where the road becomes Speedway Boulevard. We then turn right to go south on Silverbell Road, following that past St. Mary's Hospital. Watch carefully for the sign and righthand turn (Cuesta Avenue) that leads us to the top of **Sentinel Peak ("A" Mountain)**. Please carefully navigate the speed tables on this neighborhood road as we climb the one-way drive to enjoy a marvelous view of **Downtown Tucson** and beyond. Our Muster concludes at the designated parking area in the central "saddle" of the Sentinel Peak Upper Loop. **YOU MAY WISH TO PRINT OUT THE MAP ON THE FOLLOWING PAGE.**

TWO PHOTO STOPS ALONG THE WAY, AS SHOWN ON MAP: ("B") We'll briefly pause at the **San Xavier Mission** for an individual photo of each vehicle. Slowly pull up to the appropriate spot for a photo as directed and PLEASE REMAIN INSIDE YOUR CAR. After your photo has been snapped, please pull forward and wait for all others to be photographed.

RESTROOM NOTE: There are public restrooms located adjacent to this photo location (south of the mission) inside the courtyard of the Coyote Café. **This will be the only restroom available during our drive today!** Our stop at the mission is intended to be brief, but **we will wait** for anyone needing to use the facilities. **("D")** Here, we line-up for a wide group photo of our cars parked side-by-side in the parking area located in the "saddle" of **Sentinel Peak ("A" Mountain)**.

NOTE: Sorry, there are NO RESTROOMS at this location.

SNACKS: At our final stop atop "A" Mountain, we'll have fresh homemade ice cream, bottled water, and individually wrapped snacks for our members to enjoy. As a courtesy to all, please wear your face masks when not eating or drinking.

RETURN: Our event ends there at "A" Mountain, approximately 11:30am. Return home at your leisure, either (north) via Silverbell Road or (east) via Congress towards downtown Tucson and Interstate 10.

NOTE: All designated roads are fully paved.

FRIENDS and FAMILY: You may bring along friends and family to ride inside your vehicle, but please insist they respect our goal of making this a safe and sane event with face masks and social distancing where appropriate. Thank you!

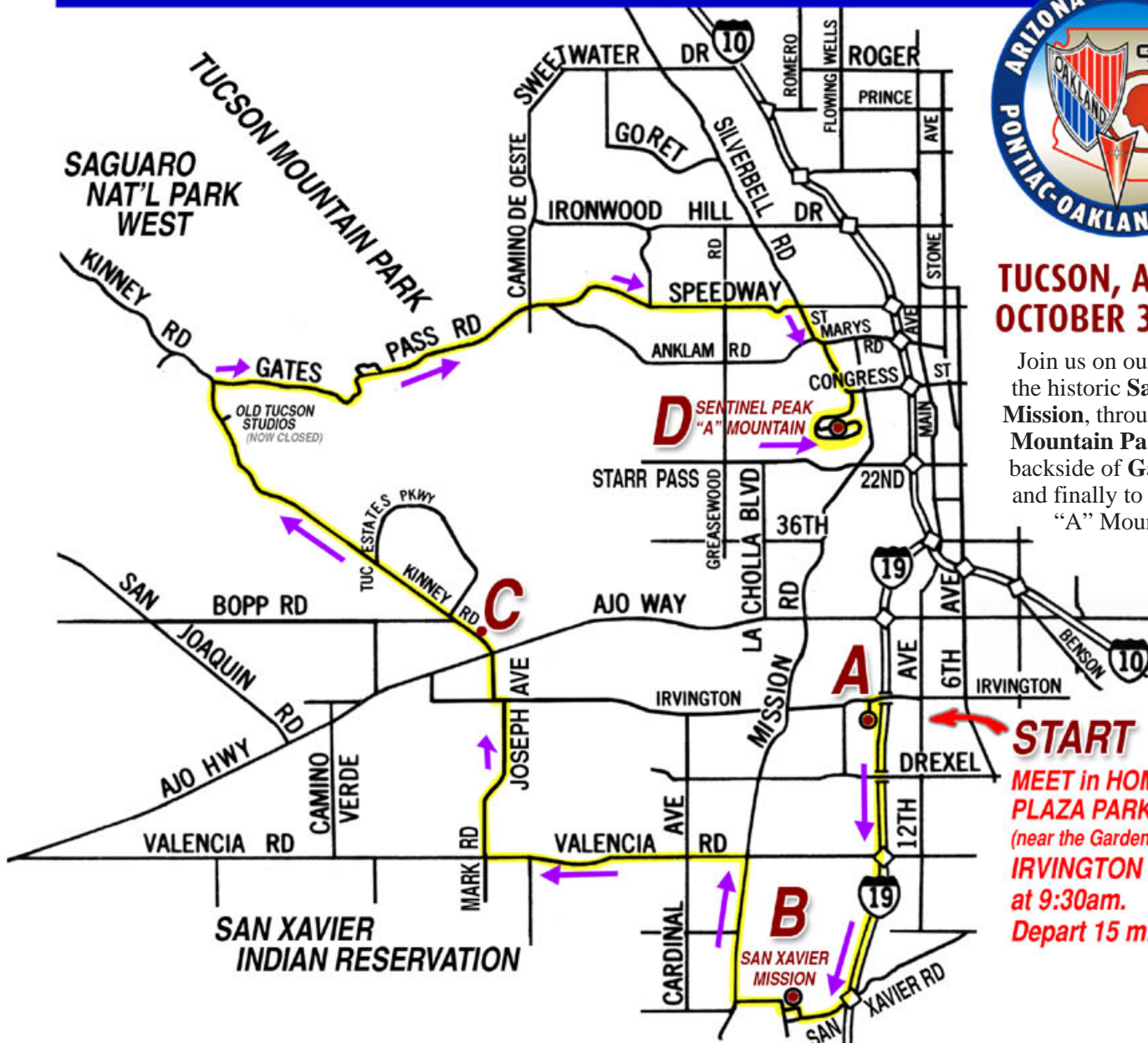
INTERESTED? Great! There's no cost or obligations... We're keeping it fairly simple so that all you need to do is show up at our starting point. **For the safety and comfort of others, please wear your face mask when outside your vehicle EXCEPT DURING OUR GROUP PHOTO or when enjoying our club-provided snacks at the "A" Mountain stop.**

----- **Please, let's limit this Muster to just Pontiacs and GMC Trucks ONLY.** -----



TUCSON, ARIZONA OCTOBER 31, 2020

Join us on our drive to the historic San Xavier Mission, through Tucson Mountain Park, up the backside of Gates Pass, and finally to the top of "A" Mountain.



START

MEET in HOME DEPOT PLAZA PARKING LOT
(near the Garden Department)
IRVINGTON & I-19
at 9:30am.
Depart 15 mins later.

LEGEND

MUSTER at 9:30am

A

START LOCATION: Home Depot Plaza (near Garden Dep't) on the SW corner of Irvington and I-19. Meet at 9:30am. There is a McDonalds and Starbucks in this same parking lot.

B

SAN XAVIER MISSION: Our first brief stop is to pose for individual photos at the picturesque "White Dove of the Desert." Restrooms available at the adjacent Coyote Café.

C

PAUSE to REGROUP: Due to a very brief green light at the Ajo Way crossing, lead vehicles will need to pause on the far side of the intersection before our latter cars can also proceed.

D

SENTINEL PEAK ("A" MOUNTAIN): Our final destination will see us drive the upper driving loop, after which we'll park in the central "saddle" parking lot for snacks and a group photo.

SATURDAY MORNING MUSTER Mission to "A" Mountain!

PHOTO STOPS

B

SAN XAVIER: Here, Thom will quickly snap a photo of each vehicle individually. **PLEASE STAY INSIDE YOUR CAR AT THIS LOCATION.** After the photo, please pull forward and wait until all of our cars have been photographed.

D

"A" MOUNTAIN: We'll attempt to get all cars lined-up for a wide photo here. **PLEASE STAND NEXT TO YOUR DRIVER'S SIDE DOOR.**



FOR SALE



These ads will run for 2 months then be deleted so contact the editor before this deadline
Dave Green alpdavegre@msn.com 520-747-2901

2002 fiberglass ARE brand hard tonneau cover fits GMC LWB excellent condition white in color \$500 can send pictures. Contact Dave Green 520-747-2901 message or alpdavegre@msn.com

Wanted 1962 Catalina or Grand Prix Contact Bob Olson 4522 S. Mamer Rd. Spokane Wa. 99206 (509)822-7452

1957 Pontiac Star Chief 4-door hardtop, two-owner car, purchased from original owner in 1994. 346-V8, 4bbl, HydraMatic. Garage kept and stored and driven sparingly. Meticulously maintained with regular service intervals. Since 1994, only 4,000 miles have been put on the car with the odometer reading 23,000 miles. Sale includes shop manual, original owner's manual, Star Chief Accessories booklet, etc. \$22,000, no reasonable offer refused. Intent is to have someone enjoy this car as much as my dad did and not let it sit idle. Car located in Medina, New York. Cross-country shipping can be arranged if needed. Tim Grabowski (son of AZ Chapter POCI member Joe Grabowski). Direct your questions to: timmkish@yahoo.com

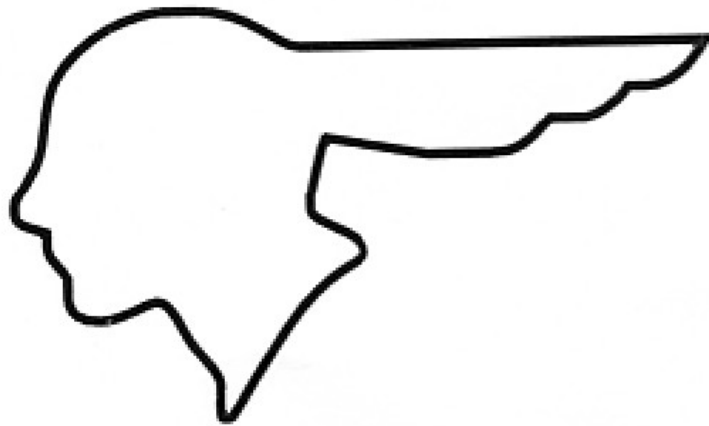


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1968 GTO second owner since 1999. Nordic Blue exterior, parchment white interior. 40,000 miles on engine rebuild. Numbers matching. 18 options and PHS documents. One of the finest example's you will see. \$47,500. Contact Bill Corbin 520-219-3481 or 520-591-4488.

FOR SALE: 1967 Catalina 2-door hardtop. 400-2bbl, automatic, all recently rebuilt. Recent repaint to original Signet Gold with black vinyl roof and interior, new tires. Hasn't been started in awhile, now needs fresh gas. Asking \$15,000. Offered by longtime owner and former Arizona Chapter member Mike Dynka, (480) 830-0847, Mesa, AZ



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T/A Number 1

The world's first Trans Am has 'double documentation'

■ Story and photos by John Gunnell

Kevin Beal of Spotford, N.H., is the owner of the very first Pontiac Firebird production car to get the Trans Am package. This particular car is a bit out of the ordinary owing to its early build, so let's first look at what the 1969 Trans Am represented before getting into the unique details behind the first example.

The 1969 Pontiac Trans Am

The Trans Am — a true Pontiac muscle machine — started out as a sports-racing car. It was planned as a competitor in the sedan class of the Sports Car Club of America (SCCA) Trans-American Cup series. Indeed, a shortened version of the name of that racing series was used for the car, and Pontiac paid the SCCA a \$5 per car royalty for its use.

The racing version was originally planned to be powered by an ultra-high-performance, low-compression 303-cid small-block V-8. The engine was designed specifically to “fit”

the displacement limits of the Trans-American Cup racing class. Only 25 of these engines were built, and they were sold to competitors as a replacement to the 400-cid big-block V-8s originally fitted at the factory.

The base 400 HO engine (which Pontiac engineers called the Ram Air III V-8) was used in 634 of the Trans Ams. The Ram Air III cars included just eight convertibles. Of the 634 cars, 114 had a manual gear box (including four of the convertibles). Fifty-five other cars (all coupes) came with an optional Ram Air IV engine, which cost \$390 extra. Of these, nine cars had Turbo Hydra-Matic transmissions and the others had the base three-speed or optional four-speed manual transmissions.

The Trans Am package for base Firebirds was given the option code WS4 and included the Ram Air III engine, a three-speed heavy-duty floor shifter, functional hood scoops, heavy-duty running gear, special interior and exterior trim, a rear deck lid airfoil, full-length body stripes and front fender air extractors.

All 1969 Trans Ams, excluding one all-silver prototype, were Cameo White with blue stripes. The silver prototype was fitted with the 303-cid V-8 that underwent extensive testing by *Motor Trend* in its October 1969 issue. With their 303-cid V-8, *Motor Trend* reviewers claimed to have dusted a 396 Camaro, Hemi GTX and a “batch of Sting Rays.”

“There can be only one first time you go into a sweeper at an even 100 and come out at 120 and the ‘Vette behind is now much further (sic) behind,” wrote the *Motor Trend* editors. “It’s as stable at two miles a minute as most cars are at one, yet it does not ride rough-as-a-cob, jarring eye teeth at low speeds. This car has no right to do what it does, or go like it goes....” They recorded a standing quarter-mile time of 16.37 seconds at 93.5 mph and a 0-60-mph time of 8.83 seconds for their 303-cid-powered Trans Am; 100 mph was reached at a bit over the 18-second mark.

Base Trans Ams that folks bought off their local Pontiac dealer had the Ram Air III with 335 hp at 5000 rpm and 430 lbs.-ft. of torque at 3400 rpm. Ram Air IV-optional cars had 345 hp at 5400 rpm and 430 lbs.-ft. of torque at 3700 rpm.

The 400-cid-powered Trans Ams were found to be better suited for drag racing than road racing. They could do the quarter-mile in 14.1 seconds at 101 mph. Prices for the WS4 Trans Am option varied by body style and transmission, but were around \$725. That put the Trans Am sport coupe’s window sticker at around \$3,556. The convertibles were base-priced at about \$3,770.

Base Trans Ams came with standard steel disc wheels. Some had their stripes running over the rear spoiler; some below it. A rare option is the Code 293 special custom interior with gold leather seat bolsters.

An Early T/A

What makes Kevin Beal’s car so interesting is that it was

built very early in the model year. In fact, the production of this vehicle was so early in the Trans Am run that the option code and pricing for the mid-year-introduced Trans Am had not even been finalized at the time the car was built. Because of this, the car’s original invoice was incorrect and it was later re-invoiced to point out that the car was a Trans Am.

Jim Mattison of Pontiac Historic Services (www.phs-online.com) researched this car for Beal and verified it as the first production Trans Am. He said the car was produced at the Van Nuys Assembly Plant in Van Nuys, Calif., on April 29, 1969. The car carries VIN 223379L118850.

“The production of this vehicle was so early that the option code and pricing for the Trans Am had not been finalized,” Mattison said. “Not until this vehicle was sold as an out-of-services company car on July 20, 1970, did the Trans Am option #322 appear on the updated invoice to Front Pontiac Sales, Inc., in Perrysburg, Ohio, for delivery to the first retail customer.”

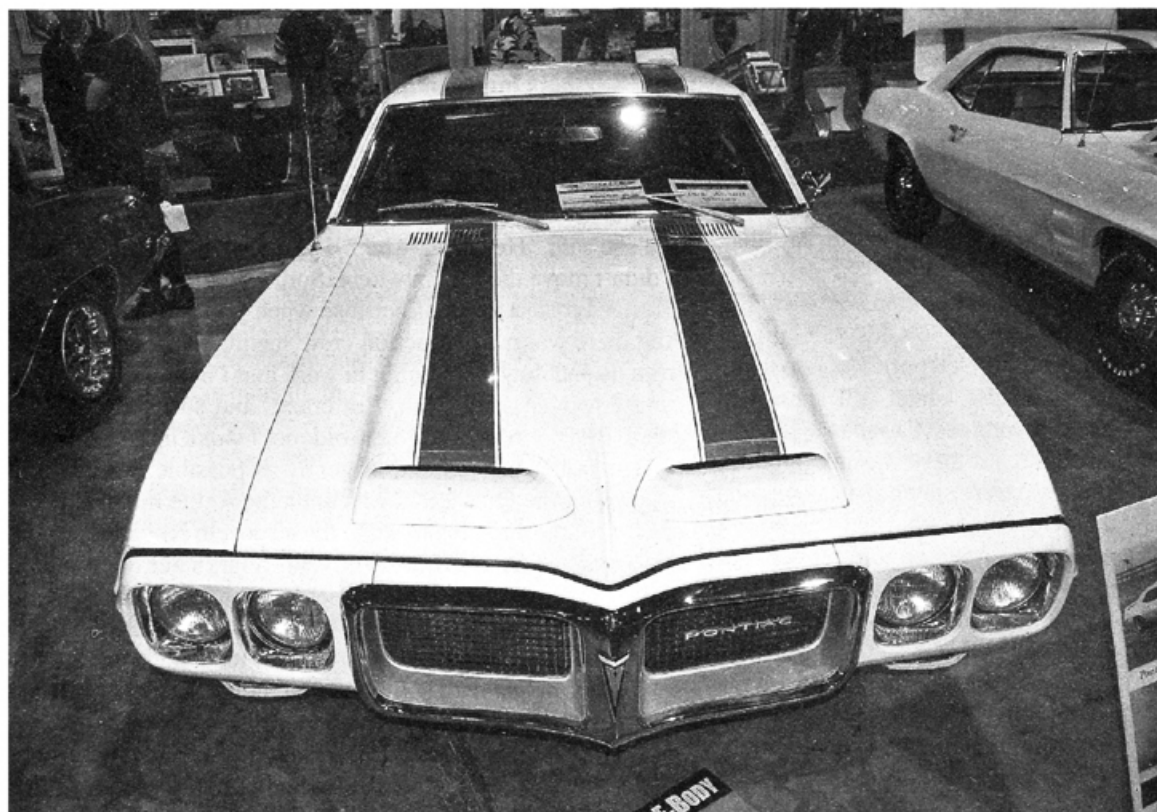
All 1969 Trans Am were built at one of two assembly plants: Van Nuys or Norwood, Ohio.

“The first 1969 Trans Am built at the Norwood Assembly Plant was VIN 223379N101553, produced on May 29, 1969, a full month after the production of the Van Nuys car,” reported Mattison.

The documents that Mattison referenced in his certification letter were duplicates of the car’s original and replacement invoices. So even though there is only one “first Trans Am,” there are two separate invoices for the car. So it goes in the mysterious world of muscle machines.

Today, top examples of the 1969 Pontiac Trans Am coupe generally sell for \$75,000 to \$125,000, depending on the options and condition. As the first Trans Am, the value of Beal’s car ranks with the eight convertibles — priceless.

OC



This 1969 Pontiac is the first Trans Am ever built. The Trans Am was introduced at the Chicago Auto Show.

POCI 2021 CONVENTION



The logo features a central lighthouse on a green island. To the left is the Pontiac-Oakland Club International (POCI) logo, and to the right is the Yankee Chapter logo. Below the lighthouse are three cars: a blue classic car, a red classic car, and a white classic car. The text "WICKED FUN IN '21" is written in a stylized, blue, wavy font across the bottom of the logo.

WICKED FUN IN '21

Mohegan Sun
a legendary meeting destination
Uncasville, Connecticut • July 11 - 15, 2021
Hosted by the Yankee Chapter of P.O.C.I.

SMOKE SIGNALS!



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ALL-NEW CARS & COFFEE! Dean Noun and Bill Corbin ('68 GTOs) pose for a quick photo next to Thom Sherwood's xXx GTO at the all-new Cars & Coffee in northwest Tucson on Saturday, October 10th. Other chapter members attending were Skip Reed ('67 GMC), Kal Vigorito ('05 Bonneville GXP), Cameron Segard ('68 Firebird), Bob & Chris Francis ('56 Star Chief) and John Day ('06 Solstice).