



# HEADLIGHTS



## South Jersey Region AACA

Club Website [www.sjraaca.com](http://www.sjraaca.com)

May, 2015

### R.I.P

(Restoration in Progress)

By Bill Flitcraft



This is my story and I'm stickin' to it.

*(First, you should know that for the purposes of this article, R. I. P. does not stand for Rest In Peace, it stands for Restoration In Progress.)*

When I was fourteen or fifteen years old (in 1967 or '68) my dad suggested we buy an old car, park it in the back yard, take it all apart and then put it back together. He was not, nor was I a "gearhead." To be honest I was a little surprised when he made that suggestion. We were not rich. He was a hard working person and he did not spend money on frivolous things. It kinda sounded like fun but I was not all that interested. I think his ulterior motive was to increase my mechanical know-how of cars so that when I did get a car someday I would be able to work on it. As I look back on it now it really was a good idea. I wish I had taken him up on the offer but, unfortunately, it never came to be. Fifty years later I really wish I had.

(Continued on Page 7)



## EVENTS & ACTIVITIES

### MAY

- 4 7:00 PM CLUB MEETING**  
Woodstown Borough Hall
- 14 Friendship & Food Night Out**  
**6:30 PM Terrigno's Fairton Inn**
- 17 JOINT REGION CAR TOUR**  
Wheels in Motion &  
Boyertown Museum PA
- 20 5-8 PM CRUISE NIGHT**  
**Bobbitt Auto**  
595 Salem Quinton Rd., Salem
- 25 Glassboro Memorial Day Parade**
- 30 10 am-2 pm CARDINAL**  
**VILLAGE CAR SHOW**  
Sewell, NJ



### JUNE

- 1 7:00 PM CLUB MEETING**  
Woodstown Borough Hall
- 17 5-8 PM CRUISE NIGHT**  
**Bobbitt Auto**  
595 Salem Quinton Rd.
- 20 Pitman Manor Car Show**
- 20 9 am-2 pm 60th Annual**  
**Ocean City NJ Memorial**  
**Antique Auto Show**
- 27 3 pm-8 pm—Kountry Kitchen**  
**Cruise Night**



### JULY

- 6 7:00 PM CLUB MEETING**  
Woodstown Borough Hall
- 15-18 Southeastern Fall Meet,**  
Louisville, KY
- 22 5-8 PM CRUISE NIGHT**  
**Bobbitt Auto**
- 27-31 Vintage Tour**  
Lancaster, PA



## SJRAACA OFFICERS

**President:** Dave Birchmire - 856-371-9304  
birchmiresr@hotmail.com  
**Vice President:** Terry Shelton  
**Secretary:** Leon Erdner  
**Treasurer:** Edna Norris  
**Editor:** Linda McFarland - 609-202-3907  
sjraaca@gmail.com

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## CLUB MEMBERSHIP

- **SJRAACA dues are \$10 per year (due by Jan 1st).**
- **Must be a member of AACA National.**
- Meetings are at Woodstown Borough Hall at 7 p.m. the 1st Monday of every month except September then it is the following Monday. Call any board member for meeting cancellation notices during weather emergency.
- **CLUB WEBSITE: [www.SJRAACA.com](http://www.SJRAACA.com)**  
**There is always more to see on our Website.**

## CLUB JACKETS OR SHIRTS??

Placing a shirt & jackets order soon.  
The cost is on the members. See Linda  
Golf Shirts: S-XL \$22; 2X & 3X \$24  
Spring Jackets: S-XL \$38; 2X \$40 & 3X \$42  
Winter Jackets S-XL \$60; 2X & 3X \$63



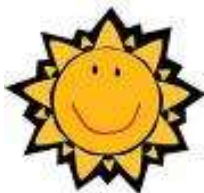
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## HAPPY BIRTHDAY!!



May 12 Jane Kinsey  
May 18 Bonnie Green  
May 21 Ray McFarland  
May 24 Gary Green  
May 29 Elaine Faunce  
May 30 Les Sutton

**BIRTHDAYS NEEDED!** If you haven't been to a meeting lately and never gave me your birthday, then I don't have it. E-mail or mail your birthday to me so I can make sure it's in the newsletter.



## SUNSHINE

Becky Counsellor reported that Donna Crim is recovering from surgery and Linda McFarland was not well.



## PRESIDENT'S CORNER

*Dave Birchmire*



As we the South Jersey Region are preparing for our 2016 Eastern Spring meet, the Gibson's, Erdner's and Sue and myself spent last weekend in Virginia Beach at this year's spring meet. We spent time observing the way a large national meet is organized and run. It was beneficial for Chuck as Meet Chairman and myself as Chief Judge to observe and take notes. As a requirement from national I have to work two national meets as Assistant Chief Judge before our meet to become certified in that position. With the help of our meet committee and our dedicated membership this meet should be exciting and rewarding to host.

With warm weather finally here the car show and cruise season is in full swing. We have many events planned this year. Just this month there is the Cardinal Village show on the 30th, Bobbitt Cruise night on the 20th and the Glassboro Memorial Day Parade on the 25th. Let's get our antique cars and trucks out and enjoy the hobby and our friends.

At this year's Salem College Gala the theme was the fifty's sock hop. Linda and Ray McFarland and Gary Green Jr. and wife brought their 1950 era cars to the event and parked them at the entrance of the hall where the guest could view and reminisce of years gone by. The College and myself thank- you both for making the event that much better.



## WELCOME NEW MEMBERS

**Kenneth W. Rehrig**  
**Sicklerville, NJ**

**James & Donna Vertolli**  
**Millville, NJ**

## Meeting Highlights of the South Jersey Region Monday, May 4, 2015

The meeting was brought to order at 7:07 pm by President Dave Birchmire with the Salute to the American Flag. Several regular members were absent due to an AACA National Meet in Tennessee.

President Birchmire asked if there were any new members or guests and Ken Rehrig introduced himself and said he was applying for membership. He has a 1930 Model A Tudor. Eileen Niedzialek, membership chairperson said she had an application from James Vertolli who owns a 1958 Pontiac Star Chief. A vote was taken and both men were approved for membership. New members Ed & Donna Plummer introduced themselves, they have been unable to attend due to illness. Barry Goldschmidt was visiting but said he found that it took him an hour to get to Woodstown and the Ankokas Region was much closer to his home so he was going to join there.

Secretary's minutes were dispensed with since there weren't any due to the absence of Leon Erdner, secretary. Valerie Wynn took minutes for this meeting.

The treasurer's report was read by Edna Norris and approved as read. Bills were presented and approved for payment.

Dave said that the Borough of Woodstown was requesting a fee for the monthly use of the meeting room. After some discussion, it was approved that we pay \$325 for 6 months.

Becky Counsellor, our "Sunshine Lady," reported that Donna Crim is recovering from surgery and Linda McFarland was not well. According to Ray....Linda swallowed a fly? This was unsubstantiated.

Old Business—Gary Green, Swap Meet Chairman, reported on the profits from the swap meet. He noted that a copy of costs and expenses were available for anyone who wished to see it. Gary also noted that this years flyers were donated. Gary had a list of workers for Saturday and Sunday and asked that everyone present please check the list and note if you were planning to attend the Worker's Dinner to be held at The Pitman Country Club on **June 14th at 5:00 pm**. Janet Erdner has more details. It is a free dinner if you worked the Swap Meet. Guest's cost is \$21.95 which includes tax & tip. Dave Birchmire acknowledged all the hard work that Gary & Chuck Gibson put into the swap meet. He noted that this is our biggest money-making event of the year and they did a great job. In appreciation they were given a round of applause.

Our next Bobbitt Cruise Night will be held on **Wednesday, May 20th from 5 to 8 pm** in Quinton. DJ, Ed Counsellor, will be "spinning vinyl's." Bobbitt's provide a free hot dog. Soda and bagged chips, etc. are provided by Hitchner's Furniture for those bringing a vehicle for display. You will need to obtain a ticket to show the food vendor.

The "Joint Region Tour" arranged by Chuck Gibson will be held on Sunday, May 17th. There are 7 vehicles signed up. Tonight is the last opportunity to sign up and pay for the tour. See Edna if you want to attend.

On May 30th we will be going to Cardinal Village for a car show. See Chuck for details or check your newsletter.

The new cruise night to Kountry Kitchen in Elmer originally scheduled for June 6th has a conflict and is re-scheduled for **June 27th from 3-8 pm**. There will be a 20% discount for food that night and they have their own band for our listening pleasure. Dave thanked Marci Lewis for arranging this event.

There are several events all scheduled for June 20th. They are as follows: Pitman Manor Car Show, Hershey AACA Car Show, Ocean City Car Show. You get to choose which you would like to attend.

Friendship and Food Night Out will be held the 2nd Thursday of every month and our next one is **May 14th at Terrigno's Fairfield Inn in Bridgeton at 6:30 pm**.

The Board of Directors suggested that the \$1,000 given last year to the Carney's Point/Penn Grove Explorers for their help with the Swap Meet, be given again this year. The membership voted to make this donation.

The Board of directors were presented with a potential problem with our status as a 501C non-profit organization with regard to using club money for breakfasts, etc. It was decided to discuss this further at our next meeting. It was approved that members attending the Glassboro Memorial Day Parade would have their breakfasts paid.

It was voted and approved to give a gift certificate to the "Red Oak Disposal" for their use of a dumpster for our Swap Meet. A certificate will be issued to Hal Wentzel for his generosity.

It was decided at the last Board Meeting that we will not participate in the Mullica Hill Car Show this year. Merchants were unable to give an acceptable place to park the vehicles safely.

Elaine Faunce noted that the 800 vehicle Merchantville Car Show is cancelled for this year.

An overnight tour to the Lancaster Pennsylvania area was mentioned and Chuck Gibson is working on this.

Ron Scott gave an update on the 2016 National Tour at the Motor Sport Complex. He said that Steve Moskowitz from AACA said that our insurance company approved the 10 parade laps around the race track for our event. There are accommodations for 600-700 cars, full hook-ups for RV's and a place to house our banquet. The whole event will be at one location.

There being no further business the meeting was adjourned.

Respectfully submitted by Valerie Wynn.







## FRIENDSHIP & FOOD NIGHT OUT

Thursday, May 14th  
6:30 PM

Terrigno's Fairfield Inn  
153 Bridgeton Fairton Rd.  
Bridgeton, NJ 08302

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## May 17th - JOINT REGION CAR TOUR

For more information  
please contact Chuck Gibson

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May 20th - 5-8 PM  
**BOBBITT CRUISE NIGHT**  
See details on page 5

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## May 30th - CARDINAL VILLAGE CAR SHOW

9:00 am—2:00 pm  
Lunch provided to all drivers

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June 14th - 5:00 pm  
**SWAP MEET**  
**WORKER DINNER**  
The Pitman Country Club  
501 Pitman Road  
Sewell NJ 08080

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June 27th - 3:00-8:00 PM  
**KOUNTRY KITCHEN**  
**CRUISE NIGHT**  
373 Harding Hwy, US Rt. 40  
Pittsgrove, NJ 08318

20% discount to those bring out their  
antique car



## AACA CALENDAR OF EVENTS

Listed below are some upcoming National tours and  
meets you may be interested in attending:

- **May 7-9, 2015** AACA Special Meet, Auburn IN
- **June 4-6, 2015** Central Spring Meet—Kansas City  
Region, Independence, Missouri
- **June 12-14, 2015** The Elegance at Hershey & Grand  
Ascent Hillclimb, Hershey PA
- **July 15-18, 2015** Southeastern Fall Meet, AACA 80th  
Anniversary— Kyana Region, Louisville, KY
- **July 27-31, 2015** Vintage Tour—Buzzards Breath  
Touring Region, Lancaster, PA
- **August 24-28, 2015** Western Tour—Redwood Empire  
Region, Northern California
- **August 30-September 4, 2015** AAA Revival Glidden  
Tour—AACA Hosted, Oklahoma City, OK
- **September 14-18, 2015** Founders Tour (Post '31  
Vehicles) Canton & Meander Chapters of the Ohio  
Region, Northeast Ohio
- **October 7-10, 2015** Eastern Fall Meet—Hershey  
Region, Hershey PA
- **November 5-7, 2015** Central Fall Meet—Lagniappe  
Chapter, Louisiana Region, Houma, Louisiana



## SJRAACA CLASSIFIEDS



### FOR SALE 1955 Ford T-Bird -\$34,000

- Professionally restored body
- Detailed engine/trunk
- Car sand blasted and painted golden rod yellow
- Restored port hole top and new black canvas top and frame
- 4 new tires, new battery
- No rust runs and drives nice
- Continental kit available needs interior

Contact: Bill Wynne (856) 478-6103

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### FOR SALE 1970 Lincoln Mark III -\$8,900

- Nice white paint
- No rust
- Vinyl top
- New tires
- Runs good

Contact: Bill Wynne (856) 478-6103

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### FOR SALE 1976 Alfa Romeo Spider \$4,500 OBO

- 78,000 Original miles
- 5 speed, fuel injected
- New water pump, new radiator
- New fan shroud, new shocks
- New convertible top with separate hard top
- Runs well - Extremely fun to drive

Contact: Ray McFarland 609-202-3906

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### 350 AUTO TRANSMISSION

- For Sale OR Trade - 350 Auto Transmission with Pontiac bolt up.

Call Dave at 856-542-0569

## SJRAACA CLASSIFIEDS

### FOR SALE

**1925 Model T Doctor's coupe with (wagon-like) trailer.**

**Asking \$15,000**

There are also many parts, manuals, generating coils, starters, and a variety of other parts & tools.

Collecting since 1959.

Contact Bill Crockford at 609-399-7168.



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### FOR SALE - 1988 Lincoln Town Car \$7,950 (negotiable)

- 302 V-8 with overdrive transmission that delivers great MPG!
- Runs and drives very well with 53000 miles.
- Light Sandalwood with matching leather interior.
- Cold A/C, new tires and brakes.
- Great tour car or HPOF. \$7950.00 (negotiable)

Contact Chuck Gibson, (609) 221-5435 or

[GibsonORGNTNR@aol.com](mailto:GibsonORGNTNR@aol.com).



**LET US HELP YOU SELL  
YOUR CAR AND/OR  
PARTS.**

**Contact Linda McFarland with your items for  
sale. [sjraaca@gmail.com](mailto:sjraaca@gmail.com)**

## SOME INTERESTING FACTS

By Ken Lee

### Kansas City Region AACA

- Did you know that Kingsford charcoal is an automotive product. It was started by Ford Motor Company. Henry Ford found a good usage for the wood in his shipping crates and today that's called Kingsford Charcoal.
- Salvage yard (a name from the past)
- Vinyl top = 60's; 70's; & 80's an option that was available. What does it do beside trap moisture and cause rust?
- Studebaker in 1944 participated with other car companies to supply the Army with 197,500 trucks.
- If you have installed an improved electronic ignition system on your classic, to get the full benefit be sure to open the spark plug gap by at least .010.
- Ford assembly plant Willow Run in 1944 built the B24 Liberator Bomber. At its peak, it built this massive bomber—one per hour.
- Chrysler built a Wreath Cyclone Engine that was used on the B29 Bomber. The 3,350 c.i./2,200 hp was supercharged. Chrysler built 18,400 for the war effort.

Thank you to Ken Lee of the Kansas City AACA Region, Kansas City, MO



- Oil Filter Replacement - At an auto parts store, I overheard a customer say "that he wanted oil for his car...but no filter". He said that he didn't change the filter only on every other oil change. That's just the opposite that you should do for the "care" of your vehicle. If you don't change the oil filter at each oil change, you will have five quarts of dirty oil.
- Oil really never wears out. The additives are designed to suspend dirt, varnish, and metal particles. The additives do wear out. When that happens you are in trouble. Oil filters are designed so that when they are full of junk they bypass the oil so your engine continues to be lubricated. Also heavy oil and cold engines with high oil pressure have a feature in the filter to bypass oil so the filter won't explode.



### SOUTH JERSEY REGION AACA CRUISE NIGHT

**Bobbitt Auto**

**595 Salem Quinton Rd. Salem, NJ**

**WEDNESDAYS 5:00-8:00 PM**

**April 15th**

**July 22nd**

**May 20th**

**August 19th**

**June 17th**

**September 16th**

**SATURDAY, OCTOBER 17th 3:00-6:00 PM**



**TOYS FOR TOTS CRUISE**

**Bring a NEW unwrapped TOY**

**Hot Dogs & Beverage for all drivers  
who bring out their antique auto  
Come on out and enjoy the music by  
Ed Counsellor and see old friends.**



**FOR INFORMATION CONTACT:**

**Dave Birchmire 856-371-9304**

**Martin Erdner 856-935-0537**

**Check out our website [www.sjraaca.com](http://www.sjraaca.com)**



## R.I.P. (Continued)

In January, 1969 I turned sixteen years old. In the state of New Jersey, at that time, if you lived on a farm you could apply and get what is called a "Farmers License." It allowed the holder of such a document to drive legally on the roads if you were on "farm business." To get a farmers license you had to pass all the same tests that a regular license required. So, in essence, the State recognized you as a legal driver at 16 as long as you were driving for farm related business.

Since I did live on a farm, at that time, I got a farmers license but I did not get it to do farm work. To be honest, I can only remember driving on the road for farm business one time the whole year. I got it because if you had a farmer license the day you turned seventeen you could take it to the DMV and they would give you your regular license on the spot, you didn't have to wait around for the driving tests. That was a huge plus to me.

During the summer of my sixteenth year I was helping my dad mow the lawn of my grandfather's and his "girlfriend's" house. My grandmother had passed away several years before and Grand-pop was living with a nice lady, whose name was Nancy Bates, in her home. She cooked and washed for him and he provided company for her. It was a nice arrangement for both of them and I'm sure very platonic.

One hot summer day after I had finished mowing I began snooping around the barns at her house. Inside one barn were two cars. One was a 1948 Pontiac that belonged to Nancy. The other was a 1951 Pontiac and it belonged to my Grand-pop. He was still driving it even though he was in his eighties. I really liked his car and it was in good shape. I thought it was cool. My dad suggested I try to buy the car. He was hoping to kill two birds with one stone, get a car for me and get my grandfather out from behind the wheel.

I asked my grandfather if he wanted to sell the car but he said, "No." I was a bit heartbroken but then I figured I'd ask Nancy if she wanted to sell hers. The '48 had not been driven for a long time. It was covered in dust, did not have a battery but did have a couple flat tires. I was sure she would not want to keep the car but she also said, "no" to my request. I was really disappointed now. I told her if she ever changed her mind to give me a call as I was very interested.

Fortunately, later that year she did call me and said she didn't know why anyone would want that old car but if I was still interested she would sell it. I asked how much did she want for it. She told me \$150.00. To a sixteen year old kid that worked for minimum wage on a farm that was a lot of money. But, I had been saving for a while and had enough to buy it. I told her I'd take it.

It was a bitter cold night in December, 1969 when my dad and I took a battery, a flash light and an air compressor to Nancy's place to pump up the tires and get the car started. We tried everything but it just wouldn't fire off. The next day we towed it home, cleaned the plugs and points, poured some gas in the carb and the thing fired off.

So, on my 17th birthday in January 1970 I got my regular license and I had a car to drive immediately. To be honest, the car had a few issues. The Midnight Blue paint was very faded. There were water leaks around the rear window. The brakes were not the best. The interior was tired. But, I didn't care. I thought I was something special riding around in my two door Pontiac Streamliner with a straight 8 engine. It had all the goodies for a 1948 automobile. It had a radio (didn't work), it had a rear window wiper (didn't work), it had a clock (didn't work), it had an under seat heater (worked great in the summer time), and it even had a tissue dispenser (didn't have any tissues in it). The odometer showed 21,000 miles. I was never sure if it should have been 121,000. I never asked Mrs. Bates if the odometer had turned over. The car was in "relatively" good shape in that it didn't show a lot of wear on the usual spots from being run a lot so I'm guessing it had not.

In the summer of 1970 I got crazy and got it painted. It ended up Rio Red. I say, "ended up" because that was not the color I wanted. I took the car to a fellow near where I lived. He painted cars in the shed behind his house. He had a reputation of doing OK paint jobs (that's code for, "he was cheap"). When I dropped it off I told him I wanted it painted the exact same color as an old car down the street from him. That car was purple... yes, purple. I liked the color very much. He said he knew which car I was talking about and said he would call me when it was done. A week later he called and I rushed over to see my purple car, only it wasn't purple, it was Rio Red. I asked him why he didn't paint it the color I wanted. He said he couldn't bring himself to paint an old car a non-original color. So he found that one of the colors for a 1948 Pontiac was red and he painted it that. I probably should have been very angry and made him repaint it. But I was only seventeen years old and John was much older than that. My mother had taught me to respect my elders. So I let it go. Plus, the car really looked great with shiny paint on it.

I also had the engine overhauled that fall for \$389.00. Thinking back now I don't know why I thought the engine needed overhauling. Of course, the car always started hard and since I was not real sure how many actual miles was on it my dad suggested I get it done.

I drove the car everyday to school the last half of my junior year and senior year of high school and also my first year at Salem Community College. However, the car was not dependable. I am sure a lot of the car's problems were due to my lack of mechanical expertise. I will be the first to admit I'm no mechanic. So, in the winter of 1972 I took the Pontiac off the road and bought a 1965 Volkswagen from Avis Garage at Pole Tavern.

I had no plans for the '48 but I did know I was not going to get rid of it. So I drained the water, took the battery out and stored the car in a barn where I lived.

In 1977 my parents and I moved off the farm and into a rental house. The house did not have a place to store a car. I was lucky to have a friend who appreciated old cars and he let me store it in his shed. It sat there until 1978 when I moved into my present house. It sat outside at that house until I built a 28' x 48' building in 1984.

(Continued on Page 8)



## R.I.P. (Continued)

Eventually, I pushed it inside with some help from friends and family, and there it sat. The only attention it got was some oil in the cylinders and an occasional turning over of the motor by hand with a screw driver on the flywheel to keep the engine freed up but at least the car was inside.

Life happens. Fast forward 33 years to 2011.

My youngest son, who was sixteen at the time asked me one day, "What are you ever going to do with that old car?" I ex-



plained how I hoped to fix it up some day. Then I told him that if he would help me we could work on it together. So that's what we did. He had one request though. If we were going to do it, we were going to do it right which meant a complete tear down and a full "body off frame" restoration, take everything apart and make sure it worked properly. I Knew this would require a lot of time and money. I also knew the value of the car would never exceed the cost I was about to dump into it. But that didn't matter. The car had sentimental value. And besides, I thought this would be a small token to make up for never having had the chance to do the same with my dad back in the mid-sixties.

In a few months we had the interior removed, the chrome removed, the hood, fenders, deck lid and body removed. We redid the brakes completely. Also the starter, generator, voltage regulator, water pump, fuel pump and carburetor were refurbished. A compression check showed

we had a burnt valve so we pulled the engine removed the head and did a valve job. While the engine was out we wire brushed the frame and sprayed it with black epoxy paint. We also painted the straight eight engine with the original color green paint. We now had a mechanically sound running gear. But, the fun was just beginning. It was now onto the body. The Rio Red had to go. I am going to paint it back to the original Midnight Blue.

We went to Hershey in the fall of 2011 hoping to find some better chrome parts than the car had. We didn't have any luck so we came home Saturday afternoon. A few hours later my son came running out to me in the shop and exclaimed, "Dad, you're not going to believe this. There is a car just like ours for sale over in Delaware." Not more that 25 miles from my home was an identical twin to the car I was restoring. And I do mean identical. It had the same body style, the same engine, the same automatic transmission, all the exact same options. In fact it even looked exactly like my car. The fellow had started to restore it and the body was off with all the pieces on the ground painted in primer gray. The running gear was still in tack. We went to look at it to see if it had the parts I was needing for my car. The owner said it was all there and the more I looked around the more I started to believe him. Of course I would never know for sure until we got the boxes and pieces home and did a good inspection. We agreed on a price and a week later with two trailers and two pick up trucks we brought home my second 1948 Pontiac Streamliner.

But the story doesn't end there. After we picked out the good parts for my original car we decided that the Delaware car was indeed all there. The only thing missing was a drive shaft. I called the owner in Delaware and he looked high and low for it but didn't find it (we eventually bought one from Iowa). My son then suggested we put it together and drive it around. Ahh, to be young and foolish. I told him there is no way I can afford to restore two cars. Then he said, "Let's just get it mechanically sound and drive it around just for fun." So that's what we did. I call it my "practice car." I can make all the mistakes on the second car so I will do better on the first car. My goal is to get the first car as near as I can to the way it was the day it rolled off the assembly line in Wilmington, Delaware.

In May 2012 my son, by then a senior in H. S., drove car # 2 to school a couple times to show his buddies. He parked next to a friend who drove a new Mercedes. They still laugh about that. I have had fun driving this car around in parades and shows too. It has been great to spend time with my boy working on this car.

Unfortunately, my son went off to college in August, 2012. So my work on car # 1 has slowed. As I said, this is an article about a Restoration In Progress. I am working on the body now, getting it sanded and primed. Soon, I hope to have the car fully restored and be able to drive my original Pontiac to shows and parades. Then I'll have my son drive the # 2 Pontiac and park right next to me.

I am trying to establish the history of the car. I bought it from the original owner, Nancy Bates. Nancy and Dave Bates (Mr. Bates died before I bought the car) operated a saw mill near the Salem-Gloucester County line in Monroeville. (It is a bit of a coincidence but my dad worked for Mr. Bates at the mill before he married my mom. This was back in 1938.)

I am 99.9% sure the car was bought from the Edwin Foote Pontiac dealer in Elmer, NJ. Mr. Foote had opened the dealership in 1947. He was the only Pontiac dealer in the area. Elmer is only about 4 miles from where Nancy and Dave Bates lived. At the present my home (and the car) are only about 1.5 miles from the old Foote Pontiac dealership. It sold Pontiacs and remained in the Foote family until they stopped making Pontiacs in 2009. The building is now a used car dealership. Two things that I really want to do when my restoration is complete is to park the car in front of the building where it was sold and take a picture. The other is to park it in front of the barn that I first took it out of in 1969 and take a picture of that also.

Both of my cars were assembled at the General Motors plant in Wilmington, DE. Ground was broken for that plant in August 1945 and the first cars rolled off its line in 1947. A total of only 2,797 were made the first year. For the model year 1948, 19,817 autos were produced. My first Pontiac was the 9,152nd made and the #2 Pontiac was even earlier, the 2,007th.

Bill Flitcraft



Some of the #2 Pontiac arriving home from Delaware