

# Member Feature

## Quincy Flathead Reunion, 2011

Our coverage of this years' 7th annual Flathead Reunion is based on the photographs Andi got from Tom Cox, John Harvey, Fred Lewis, the Lukens', the Prinzing's and the VanAltvorsts'. I believe there are even one or two that we took.

This year John Harvey set-up an early arrival tour Wednesday afternoon, which went to the All Wars Museum at the Illinois Veteran's Home in Quincy.



Quincy was a short drive for Dave and Bobbi Luken; she shot these 2 photos for us. You have to believe that Lukey could not inspect that tank without thinking about owning one! Just think of the looks you would get from the regulars, pulling up at the local cruise-in spot in your very own tank.



On a more serious note; John and Shirley Harvey donated 2 U. S. Navy uniforms to the museum that belonged to their son. Andy Harvey was a First Class Intelligence Specialist, his last posting was to the Chief of Naval Operations staff in the Pentagon. He was a Navy Seal until a shoulder disability prevented further Seal service. He then did 2 tours on the U.S.S. Nimitz off the coast of Iraq and spent a year on the ground in Afghanistan before his assignment to the Pentagon in Washington D.C..

The traditional Wednesday evening Meet & Greet was held at O'Griff's Pub in downtown Quincy. We had an outstanding turn out to kick off the event and the Pub staff handled all of us quite well. We were all able to order off of the regular menu, not always the case with a group as large as ours. Fortunately they had a wide variety of choices, both food and their own, locally brewed beers. We got to see many familiar faces and quite a few new ones. For those of us that could not travel with Arnold's caravan, we got to learn about their trip during the course of the evening.



Tom and Maryellen Meyers, on the right, brought their '52 station wagon from just outside New York City. They are sitting with Mike and Sandy Smith, who drove their '54 Star Chief Custom Sedan from Alabama. You will just have to take my word for it, Sandy is really sitting there.

Thursday offers the ladies a day to tour and shop while the men attend the chapter meeting, followed by the technical seminar. The ladies toured in style this year; several of the women drove the families' vintage Pontiac for the day. In the morning, several of the many historic homes in Quincy were toured.



This group includes, from the left; Carol Marshall, Andrea Cook, Andi Woodruff, Mary VanAltvorst, Marjo Prinzing, Ellen Hamilton and Sally Mundell.

The Dr. Irwin Grant is interesting; built in the Queen Anne style in 1896, it was renovated in 1921 with the addition of a Prairie style front porch.

The ladies enjoyed a catered luncheon at the Gardner Museum of Architecture & Design, before touring the museum. The Lukens' 1950 Chieftain is parked in front of our '53 Pontiac on the street outside the Gardner Museum.



Andi and I have always appreciated seeing old homes maintained in period condition. Driving along some of the residential streets in Quincy was a real treat for us. The local community obviously takes great pride in preserving these fine old homes, and it is every bit a labor of love as it is to preserve and maintain a vintage automobile.

I think it is also interesting to note that some of the current "energy-saving" ideas were things that were in common use at the turn of the 20th century in American homes. Planting deciduous trees, to shade the house in summer, while allowing sunshine in during the winter. Window awnings are making a



come back; shading the windows in summer to help keep the house cool inside. They also allow you to keep the windows open during summer rains, to further cool the house.

I like the high ceilings of large, old homes; they really create a feeling of spaciousness, even when the actual room is fairly small in floor area.



While the majority of the ladies were touring Quincy on Thursday; President Luken held an Early Times chapter meeting, the minutes of which are else where in this issue of *ETCetera*. The technical seminar really got going after lunch. Harold "Butch" Glatz made it to within several blocks of the Stony Creek Inn before his '53 Catalina stopped running, the fuel pump had failed. Using Kurt Kelsey's open car trailer as a workbench cum stage, we proceeded to perform an autopsy on the fuel pump. Butch did the honors on the disassembly and we found that the diaphragm was intact. Next we inspected the check valves, and that was where the trouble was. The check valves, which Butch had replaced when he rebuilt the pump, had synthetic rubber check



valves, not the caramel-colored, fiber-disc type valves. The rubber seal was visibly swollen within the check valve, to the point that no sealing action was possible. In the photo above, Butch, Mike Smith and I are all examining various check valves while Ralph Hamilton, Huck Mundell and Kurt Kelsey watch our progress.

In the photo below, at the bottom center just in front of Mike Smith, is a box full of check valves. Most had rubber discs, but a few were the fiber-type and these were used to repair Butch's pump.



Tom Meyers also had a fuel pump issue, but his trouble was engine oil spewing from the fuel pump vent holes. He had sent his pump out to a well known rebuilder for repair, it still functioned but the oil leakage was making a mess under the hood.

Another autopsy was performed. This time we found that the spacer washers on either side of the rocker arm were missing. This allowed the arm to slide from side to side within the pump casting. While this slight movement might seem insignificant, the rocker arm was pulling the diaphragm stems off

center. Tom's car has a combination fuel and vacuum pump, as do most of our straight eights. The diaphragm stems have oil seals to prevent engine oil from getting into the diaphragm cavities, where it will leak out of the vent holes.



Kurt Kelsey had a rebuild kit for Tom, and we found 2 flat washers to use as spacers to keep the rocker arm from moving side to side. Since this pump did not have the proper spacers installed, Tom planned to use it as his "back-up" pump. He had another old pump at home, and was going to rebuild it with a second kit from Kurt.

*Everyone in attendance this year got to see the fiber-disc type of pump valves. I recommended to everyone to inspect any pump they are rebuilding for these valves. If your pump has the fiber valves, visually inspect them for any damage. The disc should have smooth, flat surfaces and sharp edges like a new penny. You can check the valve seal by placing a short piece of new 5/16 inch fuel hose against the valve and either blowing or sucking air. It should only allow you to do one or the other, not both! Assuming they look and function properly, do not remove these disc valves from your fuel pump. Replace the diaphragm (s) and the diaphragm stem seal (s) in the casting and reassemble the pump.*

Many hoods were up in the hotel parking lot on Thursday afternoon, as participants asked questions and shared their experiences. This is still one of the greatest benefits to attending a Flathead Reunion!

Another Flathead tradition is a fashion seminar, which is held upon the return of the ladies tour. Marjo Prinzing began this year's talk and covered the late forties and early fifties era. She also talked about period luggage and the fact that old mail order catalogs from Sears, Montgomery Ward, etc. are an excellent resource for identifying period items for



**I could not pass up this photograph, is it just me, or is it apparent to everyone that Marjo was a school teacher? This expression is priceless, of course it was President Luken taking the shot!**



inclusion in our displays.

Then Lois Landvoigt provided us with insights into the late twenties and the thirties. Lois also spent time discussing men's suits, ties and socks. She explained that a man dressed for nearly any public outing was required to wear a tie. It was not until the mid-fifties that men could appear socially without a coat and tie.

Friday is the driving tour. This year John Harvey arranged for us to visit several local car collectors. The first stop was to a nearly new, large garage housing a number of restoration projects, including a couple of GTO's. He also had an early Chevrolet, about a '28 or '29, that was going to require extensive work. The second stop took us to a fellow who had a mix of Model A Fords and Volkswagens! He had a wide array of V-W products from Beetles to late model Rabbits; he even had a Thing. There were also Karmann-Ghia's and a Micro-bus or two.



The next stop was a city park along a river; where we had a catered lunch in the picnic pavilion. Adjacent to the pavilion was a building housing a collection of privately owned vehicles, a local "museum" that the city is now trying to close. There are drainage issues with the building, and some in the community want the museum closed instead of spending tax dollars to fix the drainage. An unfortunate, but not surprising situation in these economic times.



The photo above shows the '39 V-12 Packard limousine housed in the park. Below you can see several Studebakers and the nose of a '68 GTO. In addition to these 3 Studebakers, there was also a pick-up truck and an Avanti. There was a full size '64 Pontiac in the back corner, plus a nice '37 Chevrolet and a '59 Rambler American.



The tour continued Friday afternoon with a stop at another privately owned museum, this time we saw a tribute to the American farm and farmer.



There was an incredible array of farm equipment, from tractors and early combines, to hog oilers and barbed wire. In addition to the actual farm implements and tools, the upper level of one wall, seen below, showed anything and everything that might have been used in the farmer's home. A wood-fired range dominated the kitchen section of the display. I can guarantee you that everyone who toured the Farmstead museum learned something they did not know! It was nearly overwhelming how many items the owner managed to display in so little space.



Our final stop of the day was a local winery, which was beautifully situated on a bluff overlooking a river valley. Spirit Knob Winery was the ideal spot to end a full day of local sight-seeing. We did not drive a long distance in and around Quincy; but we got a real taste of the community and surrounding area. Being the Friday afternoon following Labor Day, the winery was practically deserted. They also offered soft drinks and snacks, in addition to their wines, so everyone could partake of refreshments.

You will not be surprised to learn that Andi and I



were among the first to arrive, and the last to leave. Although we were not nearly as diligent in our wine tasting as some others in our party. We did not make notes while sampling our selections, but did bring home a half-case of wine.



Our group included from l to r: Bobbi & Dave Luken, Andi and Pete, Mary & Jay VanAltvorst and Paul & Marjo Prinzing.

This is the second year that Mary and Jay have ridden along with us on the driving tour, and we really enjoy their company. Fortunately our '53 has a big trunk; we had quite a load of wine to carry. I have a photo of our evening dinner at a great restaurant over the river, but you have already seen the cast of characters.

Saturday is the Show & Shine, which was held at the Quincy Convention and Visitors' Bureau. It was a dreary day for weather, but that did nothing to inhibit the good times had by all in attendance. We arrived soon after the Lukens', Harveys' and Prinzing's to help with the set-up. A bus was parked in the street and a group of Chinese tourists were photographing everything in sight, primarily Marjo Prinzing and Bobbi Luken; both in period dress. Andi and I were also honored when we arrived.

Their interpreter was a young woman who did not



speak English very well. We were inundated with questions about our clothing and our cars. I can not begin to imagine what the Chinese back home will think when they see the pictures their friends took in America!



The rain held off for part of the morning, but then the inevitable happened. Fortunately there were enough places for most everyone to get under cover. Where else but a Flathead Reunion could you go to see 4 ladies in plastic rain bonnets?

Next year there will be 2 Flathead Reunions held; May in California and September in North Carolina.



# Flathead Reunion Convoy – 2011 version

By Arnold Landvoigt

Once again for this year's Flathead Reunion, getting there was a significant part of the fun. An East Coast contingent assembled in St. Clairsville, Ohio, on Sunday morning. Initially we were only three ETC Pontiacs, Ralph & Ellen Hamilton, John Henderson and his daughter, Fiona, Tom Cox and the Landvoigts in a 1996 Oldsmobile.

Our first objective was the S.C.R.A.P. meet in Gibsonburg, Ohio. (Sandusky County Restorers of Antique Power) This is a large event, with around 500 tractors of various vintages, plus farm related exhibits, a large vendor area, driving contests with four wheelers, food vendors, etc. A surprise was finding two Early Times eligible tractors on display.



The first was a 1929 Pontiac, which had been stripped down years ago and configured with a long boom out the rear. This was raised and lowered by a cable system, driven off of a second differential mounted in front of the radiator!! Its ignominious fate in life was to scoop manure. I'll leave it to someone with more manure experience to try to explain the mechanism.

The second ETC eligible tractor was a Farmall, (I



am told) which had the frame stretched to receive an 8 cylinder Pontiac engine. The window card on the tractor identified it as a Farmall "Super 8".



**The first thing I noticed about this straight eight was the 1954-only spark plug wire loom, which may indicate the model year of this engine. The second thing I noticed was the lack of the factory starter, a custom made plate has been installed on the back of the block. See below, the original starter mounted on top of the bell housing under the fuel tank. Pete**



We did not get to the show until mid-afternoon and left when a serious looking thunderstorm approached around 5:00 PM. We drove on to Napoleon, Ohio, and our hotel for the night.

Tuesday we were up and on the road to Shipshewana, Indiana, where we visited the excellent Hostetler's Hudson Museum. This is a quality collection of over 40 cars, primarily Hudsons, and spanning years from 1909 through 1956.

<http://www.hostetlershudsons.com/>



While there, the convoy was joined by Tom & Maryellen Myers. Then it was off to Pontiac, Illinois, our destination for the evening and the next day. In Pontiac the convoy picked up yet more early Pontiac travelers. That evening Mike & Sandy Smith arrived, as well as Huck & Sally Mundell, from Vermont.

Tuesday morning we were off to Tim & Penny

Dye's new facility, the Pontiac Oakland Museum and Resource Center. Tim has been collecting Pontiac related items since his high school days. His collection is now housed in a 10,000 square foot museum. But there is more than his museum in Pontiac, there are a number of other museums in town and all of them are FREE. The town has become a destination, with enough to do to fill at least a weekend. In addition to attractions, there are good restaurants and motels. <http://visitpontiac.org/>

The town really rolled out the red carpet for the Early Times Chapter. We met members of the City Council and the Mayor. The city provided us a guided tour of town in a trolley bus in the morning and an additional "Ladies Tour" later in the morning. After a great lunch our group explored some of the other museums in town.

Paul & Marjo Prinzing arrived early in the afternoon; other couples arrived, and I apologize for not being able to remember who arrived when. That evening the entire group went out to dinner with the Dyes and Mayor Bob Russell and his wife Susan. There were 19 of us at dinner that evening, quite a crowd for the convoy to the Flathead Reunion.

The next day we had an easy 4 hour drive into Quincy and the Stony Creek Inn. So, in addition to the 4 days of the Flathead Reunion, our convoy added 3 days of quality time with friends, new and old, plus a number of interesting venues.

If you are planning to attend the Flathead Reunion next September in North Carolina, please consider joining us for the drive there. We have done some initial planning already and I can assure you that it will be a trip not to be missed. The details will be published in ETCetera once we have finished our basic plan of the route and potential sight to see.

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