

# 2013 Flathead Reunion

By Arnold Landvoigt

The 2013 ETC Flathead Reunion in Red Wing, Minnesota, came off well with a good turnout and good weather.

Once again, the convoy arrived on Wednesday afternoon with around half of the participating households and two thirds of the vintage cars.

Wednesday evening we all drove up the road a short distance to the Smokin Oak Rotisserie & Grill where old friends and new had a great evening.



Kurt Kelsey's '37 sedan next to Joe Stout's '38 woody wagon

Everyone received a "Welcome" bag prepared by our local hosts, Jay and Mary VanAltvorst. A basic welcome package, with schedule and maps, have become routine, but Jay & Mary went the extra mile. Each bag also contained key rings crafted from wind corks, cookies baked by Mary, as well as other treats.



Jay explaining some sort of maneuver he does with his '28 to the others.



The crowd gets ready to order while Joe looks for a menu.

Thursday morning everyone was up and ready to go at 9:00. The guys returned to the Smokin' Oak for their day-long tech session and meeting, while the ladies departed upon a "Trolley" bus. At the Tech Session John "Gunner" Gunnell came by for a while. We had visited his place, Gunner's Great Garage on the convoy earlier in the week. (more on that next month.)



Ralph, Pete and Kurt examine old Pontiac pictures. Dennis and Jim in the background.

The ladies' day started with a tour of the Red Wing historic business district and architecture, along with personal accounts of some events in the town's history. Their travel was on a Trolley bus.

Later they were dropped off in the historic district where they shopped for antiques and at a Scandinavian shop. Lunch was at the old St. James Hotel.

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Ladies Trolley tour bus.

As usual for a Flathead, Friday was tour day. The group of vintage cars left at 9:00 and I believe that a seat was found in one of the vintage cars for everyone. Even if you cannot bring a car to a Flathead, you should be able to get a ride in an older Pontiac for the tour.

The group drove southwest on a series of rural roads to Lake Pepin, actually a wide section of the Mississippi River. Here we had our morning rest stop at a lakeside park in Lake City. Lake Pepin, we were told, is the birthplace of waterskiing.



Ladies lunch.



Worth noting at this point is the only repair I saw being made to any of the old Pontiacs over the entire week, was here. Lukey had to make some sort of small adjustment, to an emergency brake cable, I believe. The point is that a well prepared older car can be driven reliably over long distances.

After lunch the trolley returned to continue the ladies tour to the old Red Wing pottery plant which had more antiques and other retail shops.

For Thursdays dinner, the group drove to the Falconer Vineyards and Winery for wine tasting and a buffet of wood fired pizza. It was a nice evening and we ate on a large deck overlooking the vineyard while watching the sunset.



Minor adjustment.





The tour continued east to Nelson, Wisconsin, where we stopped at the Nelson Cheese Factory & Creamery for lunch and ice cream.



After lunch it was back to Wabasha, Minnesota, to visit the national Eagle Center on the Mississippi.



There we were given a talk on the injured eagles at the center and the given opportunity to each be photographed with a eagle.



Leaving the Eagle center folks took various routes back to the hotel. A large group stopped in Lake City for more antiquing before returning to the hotel.

Saturday morning was sunny and warm for the Show-n-Shine at the nearby Bay Point Park. The cars which had been there throughout the event were joined by three others. Paul Bergstrom brought his 1951 Sedan Delivery and Laverne Pientok brought by two pretty original cars, a low

miles 1951 Chieftain Deluxe eight sedan and a 1941 Deluxe Torpedo eight Sport Coupe. All told we had 18 ETC cars on the show field. The period displays were interesting and many members turned out in period attire.

Lunch was sponsored by Kurt and Arliss Kelsey to say "Thank You" to club members who had purchased parts from them over the years.



A grill of both burgers and a unique local brat made with wild rice and pork, along with all the fixings, was prepared by local friends of the VanAltvorst, Steve and Joy Bertsinger, along with their son, Brandon.



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In addition to our cars, a group from the Tomahawk Chapter dropped by while out on a tour.

We also had a number of visitors and a couple from Weston, Wisconsin, came by and joined ETC. Rich and Vicki Tessmer own a 1952 sedan. I'm betting we'll see them at a future FR.

That evening dinner was held at Provenzano's Ristorante, for an Italian buffet and the awards ceremony.



This year Tom Cox took the Longest Distance Driven award with his 1941 Six, which he drove from Maryland, while Huck and Sally Mundell took the Longest Distance Trailered award. It is worth noting that we had 3 cars which drove over 1,000 miles and 2 who towed over 1,000 miles. Best Pre-War Display went to Dwight and Nancy Ford, while the Best Post-War Display went to Tom and Maryellen Myers.

After the dinner we all went back to the hotel where quite a few folks congregated in the lobby to wrap up the evening. Counting the convoy out, it was a great 8 days. We hope you will join us in New York next September.

*Arn*



There will be more coverage of the 2013 Red Wing Flathead Reunion next month. I have more photos that were sent to me to put in the ETCetera.

*Editor Jim*



# Member Feature

## Era attire and displays

By Lois Landvoigt

Beginning with the first Flathead in 2005, a number of attendees elected to dress in period attire appropriate to their cars, as well as putting out displays of vintage items to enhance the presentation. Since then, these have added to the camaraderie of participants and visitors from the community. We now have a popular vote for the best pre and post war displays. Pre war winners Dwight and Nancy Ford have a huge collection from tools to laundry.



Unfortunately we didn't get many pictures of couples because, as you can see in this picture, this event is less car show and more family reunion where we mostly visit with each other and talk about our outfits and display items and other things we're doing in our lives.



Dwight is choosing another "78" while Nancy chats with a visitor.



First time Flathead attendees Joe and Sandy Stout put a picnic display in their Woody.



Post war winners Tom and Maryellen Myers include picnic items, tool boxes and a very 50's Lucite box-shaped purse. Tom is wearing vintage clothes he bought at Wild Women's and Maryellen is wearing her vintage apron.



Harold and Jan Glatz are very nicely dressed for their '53. Jan found a new suit this year which we will hopefully see next year when it's less than 90 degrees out.

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Ron and Betsy Thomas have an old Coke cooler, a picnic set and Victrola. Also note the license plate topper. Ron was well dressed for a 90 degree-plus day in dressy casual circa 1929.



Jerome and Lisa Lynch have their trunk fitted with an old leather suitcase, an old camera and family photos. Jerome left his hat in the trunk.



Lisa Lynch is explaining to Ralph, Joe Stout and Lukey that her husband gifted her with this dress plus another along with very nice jewelry.



The Hamilton's had a last minute glitch and could not bring their car, but they did bring their appropriate clothes. Ralph is lucky to have an old dealer Pontiac-dealer cufflinks and tie clip set that was his father's. Ellen found a new hat to go with her dress she found at a Flathead Ladies Shopping Day several years ago. Jerome Lynch is relaxing to the left in the above picture.



The Mundells hosted the Vermont Flathead several years ago and have become regulars. Sally has put together an extensive file of 1934 fashions and sewed her dress accordingly. Huck checks out the Lynch's display. He's wearing a 1934 World's Fair tie clip.

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Our hosts for this year, Jay and Mary VanAltvorst, also have a large display. Mary has collected beaded bags and some late '20's makeup compacts. Jay has tools and the radiator cooler bag.



Last, but not least, was the idea to wear vintage aprons this year since we were having a cookout picnic. Thanks to the Kelsey's we didn't have to cook, but Bobbi, Mary and Maryellen were prepared.





Leading by age





# 2013 Flathead Reunion

## Part 2, The Convoy

By Arnold Landvoigt

In the October issue we covered the 2013 FR, but as has been said in earlier years, there is another great aspect to these events, traveling there together.

The Landvoigt's trip to this year's Flathead had an element of uncertainty until the last minute. The plan had been to drive Kurt Kelsey's 1940 29 series Pontiac. However, ETC member Andy Wise had been cleaning up a number of small gremlins and it was late Thursday evening when we found the car would be available. After a late night retrieval with help from Tom Cox, the car arrived at our house at 2:00 AM Friday morning. The car seemed to run well on the 2 hour drive back from Andy's, so Friday was spent cleaning things out and repacking for the Flathead.

Saturday morning at 8:00 AM we took off for the 300+ mile drive to Ralph and Ellen Hamilton's home in St. Clairsville, Ohio, our first days target. A half hour down the road Tom Cox joined us in his 1941 six cylinder coupe. The mountains of western Maryland and West Virginia which we crossed are not easy drives. They were a good test. Once over, both Tom and I had much increased confidence that our cars should be able to make Red Wing without serious issues. We arrived at the Hamilton's home a little before dinner, where Tom's friend, Carol Marshall, joined us. Dinner was a pot-luck affair by Ellen and Lois. The day was a great start to a long trip.



Tom's '41 and Kurt's '40 in front of Ralph Hamilton's garage

Sunday's destination was the Hampton Inn in Goshen, Indiana. We took off with the Hamiltons leading the way. They had laid out a route keeping us on secondary roads for most of the drive. Sunday's trip was longer than Saturday's. We arrived at the planned dinner stop a little east of Goshen late in the afternoon.



Our drive took us along sections of the old Lincoln Highway.

After dinner we had an easy drive to our motel for the night. We were met there by two new additions to the convoy; Mike and Sandy Smith driving their '54 eight sedan, up from southern Alabama, and Harold and Jan Glatz driving their '53 eight Catalina from just east of Indianapolis. The convoy was now up to 5 ETC families.

Monday the convoy drove up the west side of Michigan, another over 300 mile day. Mid-afternoon we made a "potty stop" visit to Paul and Marjo Prinzing's in North Muskegon, everyone got to enjoy their Pontiac collection which, in addition to the cars, included Paul's very nice hood ornament collection. Then it was on for another hour or so to our motels in Ludington, not far from the docks where we were to catch the ferry the next day.



ETC cars fill the driveway at Paul & Marjo's  
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In Ludington the convoy picked up more members. Of course we had the Prinzing's in their '54 with us now, but we were also joined by Ron and Betsy Thomas with their '29 and Huck and Sally Mundell with their '34. Both cars were on trailers by virtue of their age and the distance involved. That evening we went to the Jamesport Brew Pub for dinner. We were joined by ETC member Mike Varga along with his sister, Susie and mom, Stella. Although they could not attend the FR this year, they had driven several hours from their home in Midland, MI, to join us for dinner. Mike is incredibly knowledgeable about early Pontiacs and was a great help to me when I was restoring our '26 race car.



A long table of ETC members at the Jamesport Pub.

Tuesday morning we were all up for an early start. We had to be at the docks by 8:00 AM to board the SS Badger for the Lake Michigan crossing departing at 9:00. As we gathered to leave we learned that Marjo Prinzing had become ill the previous night, and the Prinzing's would be unable to continue on with us.



8:00 AM check-in at the SS Badger.

At the docks the ETC cars were loaded last. Each old car driver was allowed to back their own car on, rather than have it loaded by the ship's crew.



Mike Smith backing his '54 onto the Badger.

We had a smooth crossing. The party passed the 5 hour trip playing Badger Bingo, exploring the ship, eating, reading, and just relaxing. At noon we arrived, having picked up an hour going into Central Time.



Relaxing on board for the 5 hour crossing.

We off-loaded and headed out for the roughly 2 1/2 hour drive to Gunner's Great Garage in Manawa, Wisconsin, near Iola. There John Gunnell was waiting for us with a spread of homemade sandwiches and cookies. Also at the stop we were joined by Jerome and Lisa Lynch with their '40 business coupe and Tom and Maryellen Myers with their '52 wagon, both on trailers. Also joining us there were Kurt and Arliss Kelsey driving their '37 sedan.

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Additionally, Steve Miller came by to meet the group in his '52 and reactivated his ETC membership. John Gunnell spoke to the group about how he had come to the old car hobby and everyone explored his place.



Some of the cars parked in front of Gunner's Great Garage.

John Gunnell's black '36 is in the center

Eventually the convoy, now having grown to 9 ETC families, had to move on to the Stevens Point La Quinta Inn where we were staying. That evening we walked next door to eat at the Hilltop Pub and Grill which had come with high recommendations from the Kelsey family.

Wednesday morning we headed out for Red Wing, but not before a much anticipated stop. Several years ago Bobbie and Dave Luken told us about a large vintage clothing store which they had run across in Sparta, Wisconsin. Mid-morning we pulled in to visit Wild Woman's Vintage Clothing. The store is in an old movie theater and is one of the largest of its kind I've seen. A lot of shopping took place and a number of cars left town with even more stuff than they had arrived with.



Betsy Thomas and Kurt Kelsey navigate through Wild Woman's

In Sparta the convoy was joined by Lukey and Bobby Luken and Pete and Andi Woodruff. I'm not sure where everyone had lunch, but many of us ate at Ginny's Cupboard. One review I read described it as a "straight out of Mayberry RFD soda fountain." Great sandwiches on homemade bread and ice cream treats.

Eventually we pulled out for the final leg to Red Wing, the convoy was now up to 11 ETC families. The drive across the Mississippi and following it up to Red Wing was very scenic. We arrived at our host hotel to be greeted by a number of other ETC families and plenty of time to move in, unpack and be ready for the Meet-and-Greet that evening.

Having started 5 days earlier with two families, the convoy pulled into Red Wing with eleven. For the two cars which left Maryland on Saturday morning, we had something over 1,100 miles. Mike and Sandy Smith had driven close to the same distance. As far as I know, none of the vintage cars experienced mechanical problems on the trip, with the exceptions of a minor brake cable adjustment on Lukey's and a flat tire which Tom Cox suffered on his return drive.

The Flathead Reunions started in 2005. The idea of convoying together has developed over the years since and past convoys have included a number of very interesting stops along their routes. But traveling with a group of friends and watching the old Pontiacs wind along the road ahead of you is the real fun of the convoys. Just as the Flathead Reunion has grown in popularity, so have the convoys. If you can attend a future FR, please consider joining one of the groups traveling together. I can promise that you will almost certainly have a great time.

*Arn*



2014 Flathead Reunion  
Canandaigua, New York

Registration will begin soon,  
Mark your calendar now!



# 2013 Flathead Reunion Show-N-Shine



Paul Bergstrom's '51 Sedan Delivery



Butch & Jan Glatz's '53 Catalina



Tom Cox's '41 5 passenger coupe



Bill & Wanda Harris' '48 Torpedo Convertible  
Bill attended the very first POCI Convention in this car and has been attending both POCI and Flatheads since in it.



Dwight & Nancy Ford's '27 sedan



This is the '37 sedan which Kurt & Arliss Kelsey drove to this year's Flathead

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This is Kurt's newest "old" Pontiac. The Landvoigts drove it out from Maryland and then down to the Kelsey farm in Iowa after the show.



Huck & Sally Mundell's '34 sedan.



Bobby & Lukey with their '50 Chieftain eight sedan.



Tom & Maryellen Myer's '52 Station wagon Deluxe.



Jerome & Lisa Lynch's '40 business coupe.



The '41 Deluxe Torpedo Eight sports coupe which Laverne Pientok brought out for the Saturday Show-N-Shine.





Laverne Pientok also brought this "51 Chief-tain eight sedan.



Ron & Betsy Thomas' '29 sedan.



The '54 which Mike & Sandy Smith drove from southern Alabama.



Our hosts, Jay & Mary VanAltvorst's '28 sedan.



Joe & Sandy Stout's '38 Station Wagon.

I would like to thank Arnold and Lois Landvoigt for their articles on the Flathead Reunion in the last two issues.

Also a thank you to Dwight Ford and Fred Lewis for sending me pictures.

As editor I can only put coverage of events in the ETCetera if I have them.