



# ETCetera

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**ETC Members on the Flathead Reunion Tour stop at an overview of Lake Canandaigua**

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Well the 2014 Flathead Reunion has come and gone, and it was, by all accounts, a success in every way. While not record numbers, we had 33 registrations and 28 ladies on the Ladies Tour, a good turnout.

This year, we took over the smaller, older Miami Motel. The property is an early 1950s survivor, which has been rebuilt over the past decade by the present owners, Dennis & Valerie Calkins. Reasonably priced for the area, each of the rooms is uniquely decorated. Several rooms at the ends of the property had their own car ports. With ETC members filling all of the rooms, we move the outside furniture around to accommodate informal groups in the evenings. The Super 8 Motel, not far down the road, was our overflow. Another popular feature of the Miami was its adjacent neighbor, the Naked Dove brewery. Evenings, growlers of the various brews could be sampled from the tables in front of our guest rooms.

The area had quite a few great museums, and a number of the group arrived Tuesday in order to be able to add these to the event. Wednesday morning, one group drove north to Rochester and visited the George Eastman House and Museum. In addition to the historic house and gardens, it offered extensive exhibits describing elements of the history of photography, as well as featured exhibits of photographs. Another group traveled south to Hammondsport to take in the Glenn Curtiss Aviation Museum in Hammondsport. While you may know of

Curtiss as an early aviation pioneer, he was also involved in motorcycle racing. The museum offered a wide range of exhibits, including access to the restoration shop. Both museums took at least several hours to go through.

Wednesday evening was the traditional Flathead kick-off with the Meet 'N Greet at Nolan's restaurant. The ETC took over the covered deck of Nolan's restaurant at the head of Canandaigua Lake.



Meet n greet

Thursday split the group, with 28 ladies heading out on buses to Sonnenberg Gardens, a historic mansion and botanical gardens. They lunched at the café on the grounds and then took the buses to an antique mall just north of town.



Sonnenbert Mansion

Back at the Miami Motel, the tech session broke up into several groups discussing a range of subjects related to keeping our old Pontiac running reliably.



Tech Session

That evening, when the ladies tour returned, folks got into their Pontiacs and drove a short distance down the road to the cruise-in at Wegman's grocery. This is a large, local event which runs Thursday afternoon/evenings throughout the summer drawing 150 to over 200 cars. While they normally end the series with the Labor Day weekend, management at the store extended this year's season a week to accommodate our visit. We showed up to find that the locals had been arriving since mid-afternoon and the lot was already filling. However, they ended up squeezing us in. Wegman's offers a wide selection of ready-to-eat foods, from salads to sushi, hot entrees, sandwiches, soups, etc., as well as seating inside and out. Many of us had dinner at the event.

Friday, as at previous Flatheads, was the Tour. A long day was planned and folks were out lining up early. We were off to our first stop, a museum complex in Palmyra, a small town on the historic Erie Canal. But before we got to our first stop, we pulled off when the Van Altvorst's '28 suffered a flat. (See photos on back cover) But we were quickly back on the road.

After touring the Palmyra museums we had lunch in town and then took off for our next stop, the Antique Wireless Museum in Bloomfield. The museum describes the history of radio from the earliest days in 14 exhibits.

After this the tour continued on to a roadside overlook near the south end of Lake Canandaigua. (Cover photo) After a brief stop to stretch legs and take photos, the tour made the short drive to the Arbor Hill Winery shop for a final rest stop and refreshments before the last leg.

The tour then returned to Canandaigua, following the lakefront road up the west side of the lake.

Saturday morning we were off to the center of Canandaigua for the Show 'N Shine. The city had given us a small side street off Main Street in the center of the shopping district. Two cars were set on the wide sidewalk at the entrance to the show to attract attention. We put out Jay and Mary Van Altvorst's '28 sedan, and Dave and Betty Tollner's '53 hardtop. They were difficult to miss driving by, and impossible to miss if you were walking.



Sidewalk Show

The weather was cool with a few occasional light showers. That did not discourage many of our members who turned out in period attire. The downtown business development council had publicized the event and we had a good turnout of local folks.



Car Show

# EDITOR'S BETTER HALF

Alice Koenigsmark

As Jim previously mentioned, we just returned from a road trip to the Gilmore Car Museum in Hickory Corners, MI. We attended a couple of great seminars. One was about the reproduction/construction of 1928-1931 era outfits. Included in the seminar was a booklet with samples of material from JoAnn Fabric that could be used for a reproduction outfit. There are some beautiful cottons, silk blends, linens, wools, and rayon fabrics. I want to thank Maryellen Myers for the fantastic photos she sent. I would appreciate a story from the ladies pictured.

**Alice**



Jay and Mary VanAltvorst



Marcia and Cliff Oster



Diana and John Lennox



Betty Tollner, Marcia Oster,  
Lois Landvoigt and Lisa Lynch



Betty and Dave Tollner



Mary VanAltvorst, Betty Tollner, Lisa Lynch,  
Ellen Hamilton and Marjo Prinzing

Saturday dinner was on your own, and later that evening, everyone gathered just up the road from the Miami, at the Hopewell Volunteer Fire Department for the awards ceremony. After cake and coffee, plaques for first time attendees and chips for returning Flatheaders were handed out. Best display awards were: Jay and Mary Van Altvorst for pre-war, and Ed and Gwynne Almekinder for post-war. Longest distance driven was Dave and Bobbi Luken, while longest distance trailered went to Jay and Mary.



Award Dessert

This year's event was another Flathead Reunion success. We had a good turnout and a number ETC members experienced their first Flathead. From their comments, I hope to see a number of these folks at next year's event.

The 2015 Flathead Reunion will be held in Muskegon, Michigan. Marjo and Paul Prinzing will be our hosts for the second time. They hosted the 2007 Kalamazoo event. The host hotel will be the Shoreline Inn and Conference Center. A block of rooms are available at a rate of \$99/night.

Call now and assure your reservation at this rate: 1-866-727-8483. Tell them that you are part of the Pontiac Flathead group to get the rate. More on Flathead 2015 later.

Thanks to all who came out to make this this year's Flathead Reunion such a success, and especially to Ed and Gwynne Almekinder, our hosts

*Arn*



Ed and Gwynne Almekinder

## Line "em up!

By Kurt Kelsey

I have driven old Pontiacs thousands of miles in the last 50+ years, so I think I have a pretty good idea how they should head down the road. Since my '37 is a low mileage car and the front suspension shows almost no wear, I had never had it aligned. It always drove pretty good, but it didn't head down the road like my '56 and my '40.

So this year before the Flathead Reunion I decided to make a trip to the alignment shop. The technician had worked on my cars before so he knew I would show up with a '37 shop manual with the specs in it. Obviously the high tech machine did not have the specs for a '37 in it, but he fooled the machine and put them in.

The left wheel was correct. On the right side the camber was off. Camber is the in/out angle of how the wheel stands. Both the camber and caster are adjusted with the upper eccentric on the top of the steering knuckle. The shop manual explains how to do this and we were able to get it correct.

Then the biggest error was the toe in. There is supposed to be 1/16" toe in and I had toe out. That was the main reason I had noticed the '37 not driving as good as my other cars.

The technician was not offended by me bringing a shop manual and helping him figure it all out, so an hour and \$58.00 later I was headed down the road and the car never drove better. If your car just doesn't feel quite right, I would recommend getting the front end aligned.

*Kurt*



*Editors note: \$58.00 ? I think I will take all my cars to Iowa for service.*

# 2014 Flathead Reunion

Photos by Fred Lewis



**How many ETC members does it take to change a flat on a '28 Pontiac?**



**Turns out only one  
...with a '28 jack.**



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