



THE OIL CAPITOL AUTO CLUB'S

Oil Capitol Auto Club
P.O. Box 1861
Mills, WY 82644

December 2013
Volume 15, # 12

BLOWN GASKET

The Blown Gasket is published on the 25th of every month by the Oil Capitol Auto Club Inc. Editor reserves the right to edit all copy for length, grammar, and or style. Deadline is the 15th of each month. Meetings are held at 7 PM every 2nd Wednesday at Z's Classics, 2049 E. Yellowstone. Dues are \$20 per year - payable January 1st. Dates and times are subject to change. Club web site: <http://ocac.cc>.

Recurring Club Activities

- General meeting: Every 2nd Wednesday, 7PM, Z's Classics, 2049 E. Yellowstone, Casper.
- Friday night dinners: 6:00 PM, Check with Skip Hoffman, 277-0818.
- **Breakfast Sunday Morning** (We order at 7:30 AM).
Nov - Parkway
Dec - Western Grill
Jan - Johnny J's East side.

Special Events

- December 7: OCAC Annual Christmas Party, Caddy Shack, Municipal Golf Course. Details inside.
- January 1: OCAC Membership breakfast buffet. Best Western Ramkota. 9 AM.
- January 22: Car show committee meeting, 6:30 at Goodwin's.
- May 24-25: OCAC Cruizin' With the Oldies Car show.

November 13, 2013, General Membership meeting

Call the meeting to order: 7:13 PM

No new members, Thank all members for coming. Recognize veterans and take a moment of silence to thank our armed forces for their service to our country.

Motion to accept minutes from October 9, 2013 meeting. Motion John Chaney, 2nd Mike Johnson

TREASURERS REPORT: Checking \$2436.22, Auction fund \$563.02, Motion John Chaney, 2nd Mike Johnson.

BENEVOLENCE: Jim Nations, still sick. Cindy Walters, surgery scheduled November 20, 2013 at Mountain View Hospital. Jean getting card for her.

OLD BUSINESS: Valve cover racing John Gudgeon spent \$80.80 to start building the race track. A list of rules and car classes have been established.

Kohls Custom Cabinet will laminate the track surface. Looking for a shop to set up the track as it gets built, also someone who can weld aluminum to put the frame together for the track. Cost of aluminum frame \$400.00. John Gudgeon willing to use a snowmobile trailer to move the track.

Plans to set up the valve cover race track at the annual car show. There will be a race schedule set up for all classes of valve cover racecars during the car show weekend.

John Gudgeon had wheels available to build the racecars.

If you need help building your car contact Doug Walters. He has offered to help.

CHRISTMAS PARTY Place, Caddy Shack
Date, December 7, 2013 Meet 6:00 PM, Dinner 6:30 PM. Couples \$27.00, Singles \$13.00. Menu

Pork chops, Chicken, Baked Potatoes & Baked Beans. Crazy gift exchange same as last year. \$20.00 limit. Bring a gift if you want to participate in the crazy gift exchange or just come and have fun and enjoy the meal and company. Deadline is November 28, 2013.

Contacts for Christmas party Bob Entrican 265-6727 267-3490 or Pat Potter 472-5455.

CAR SHOW COMMITTEE All chair persons have agreed do the car show again for 2014. Planned events this far are Valve cover races, burn out, and set up like last year at the Yellowstone Garage.

Sherrys Café will cater for the car show weekend again this year.

The next car show meeting will be held at Stan & Judy Goodwins on January 22, 2013, In February the meetings will resume on the first Wednesday of each month as before.

CARGO TRAILER: Still looking for trailer, found one for \$5000.00 over planned amount. A suggestion has been presented to table the trailer till next year. Cargo trailers are coming in less than the car hauler trailers. John Gudgeon is continuing his search as the old camper trailer is in need of replacement.

NEW BUSINESS

OFFICER ELECTIONS BY ACCLIMATION
Skip Hoffman 2013 President to be 2014 Vice President, John Gudgeon 2013 Vice President to be 2014 President, Ja Harley 2013 Secretary/Treasurer. Opening suggestion by John Gardner, membership body agreed.

Adjourn meeting Motion John Chaney, 2nd John Gardner

OCAC CAR SHOW May 24 & 25, 2014
Pat Potter-Sec/Treas. NOV. 6, 2013

The meeting was called to order by Jerry Barton, chairman with Jerry, John Gudgeon. John Gardner, Stan & Judy, Phil, Jesse, Doug, Mike & Pat in attendance.

The contract with the Fair Grounds is signed & delivered by Jerry. The in-kind letter to the city has been submitted by Stan.

Parkway's room rates, dates, facility uses such as registration area will be confirmed by Jerry & Phil

Photographer: if the person who did it last year wants to return; that would be good. Suggestion: paying advance when pic. Is taken & do at the registration location. Jerry will ask Mark to follow-up as he made the arrangements.

Atlas to print registrations forms, posters same as last year? Phil to check.

Awards will be the same as last year with the same classes. Dale Allen's car picture (winner from last show) is at Peden's is being incorporated in the publicity & t-shirt logo. Wyo. Auto store will be used in the background. Voting ballots were counted by Mike & John Chaney. Phil in charge.

Sponsors names will not be on the poster but the logo will be on the web site. Letters are going out to the sponsors with the deadline of April 15th for their names to be in the publicity. Phil in charge with Ray helping

Publicity in the Scoop was done by Stan & paid for from our account at the cost of \$180 for 2 ads. The Rocky Mountain schedule is finished & has our info included. Jim Nations did all other publicity in 2013 so will ask if he is interested in doing it again since he has been so ill. Stan will step in if Jim or someone else can't. The banner will have only the logo's for the major sponsors. Jerry to talk to Jim.

Registration is the same as last year, keeping it as simple and efficient as possible. It was suggested that a questionnaire be given out with such questions as how did you hear about the show? Are you staying in a Casper Motel and which one? Do you plan to do any shopping while you are here? If you have been to our show before what has brought you back? Judy will do.

John Huff will have the same agenda as last year with the burn out again but will have better crowd control. Phil has talked to him.

The Schwan's ice cream truck worked so well, we will do it again but find a better way of handing out the ice cream so it

is faster and more efficient. Perhaps having coolers that we can fill from the truck and set out so people help themselves. We definitely still need someone watching as Millie did last year to be sure they go thru the line only once. Phil will talk to Schwan man.

Parking committee will mark out the lot on the prior Tues. This layout will include a place for 2013 Best of Show to park in the front row. The back entrance will be closed to facilitate easier parking control. They will need more help with this as time gets near. Vendors will be moved to the so. west end rather than the no. west end. Jesse & Jerry R. in charge.

Vendors will be contacted by Jerry B.

Cruise for Cash will start at 4:00 on Sat. nite with the first drawing at Yellowstone Garage. Possible route was discussed with the cars going all the way down 2nd street to Highland Park church from Yellowstone Garage. If we included this info in our publicity perhaps we will have more spectators along 2nd. Ending back downtown as we did last year. Money will be given at each stop depending on how much is donated. He needs someone at the end of the line of cars to let him know when all the cars have left a parking lot. Jesse in charge.

New this year will be the valve cover/ornament races. They will definitely do them at the fair grounds and maybe in the Yellowstone garage if Huff wants them. The purpose is to mainly introduce them to the public. John Gardner in charge.

Same DJ as last year but with better 50's-60's mix of music. Who in charge?

Donut cruise was such a hit that it will be done again. Suggestions as to places to go are needed. Auto Dynamics was suggested. Phil in charge?

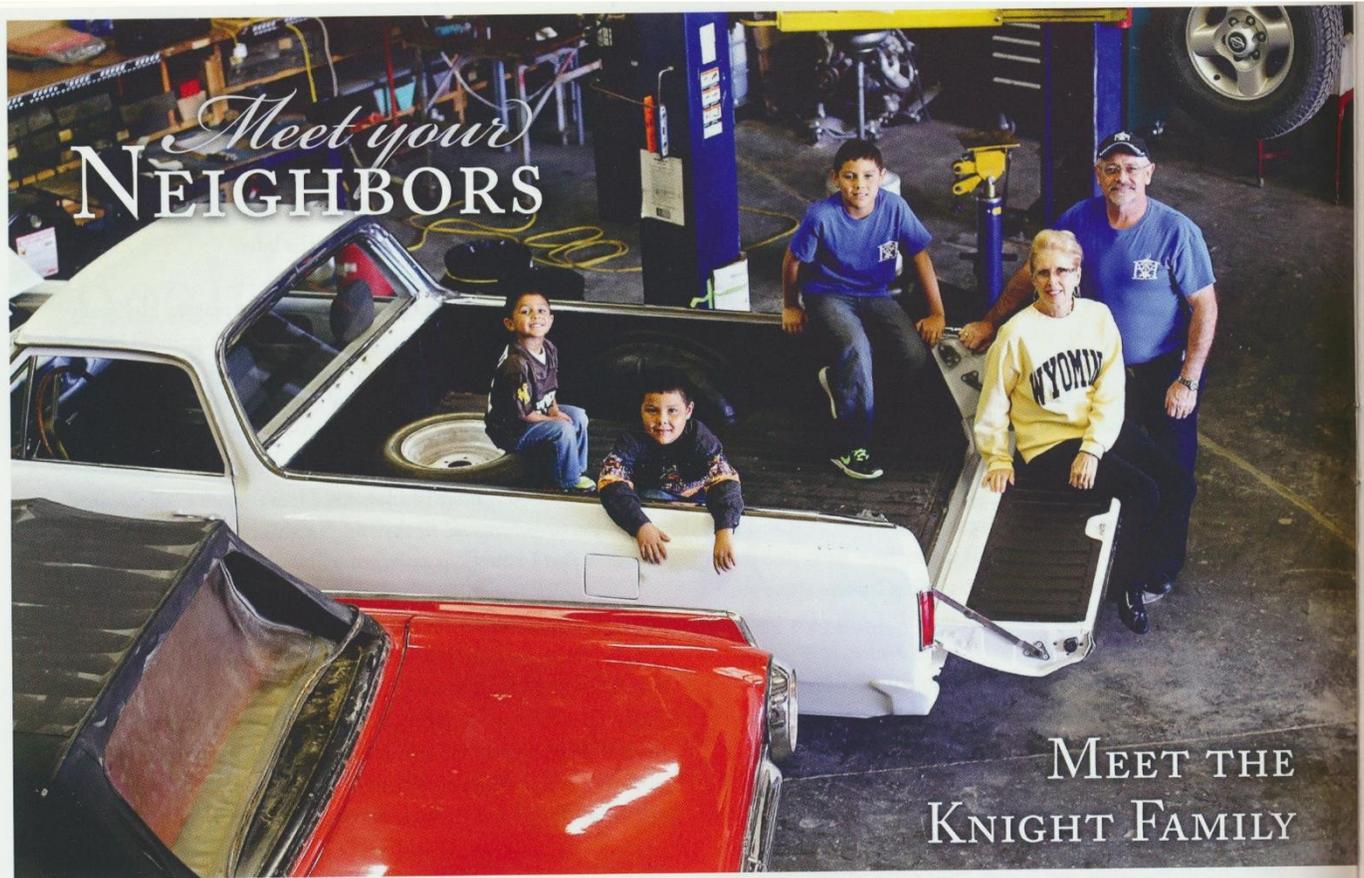
Johnny Johnson to give discounts at all his restaurants? Info could be printed on back of Cruise for Cash directions. Jesse will ask.

The web site is being set up with a slide show for each sponsor's logo to be shown for 30 seconds. Mike in charge.

Door prizes and raffles will be done again & hopefully Humane Society will sell tickets like they did last year. Ray in charge. Swap meet will be held again. Darc in charge?

Next meeting is January 22, 6:30 at Goodwin's.

Meeting adjourned at 8:00 after getting huge amount of talking and business done.



Jessica Coleman of Poetic Images Photography

Jerry and Cathi Knight have deep roots here in Casper. Jerry is originally from Montana and Cathi, a self-proclaimed Cheese Head Packers Fan, moved here in 1980. They have four children and twelve grandchildren and two dogs. When they do get away for some R&R, Branson, Missouri is a top vacation destination. You may find them around town at Peaches, Outback, or FireRock. They spend their free time with family and laughing when Jerry isn't working under the hood or riding with a car club.

Spending just a few minutes with these two, you could feel the love they have for each other and their family. When asked to describe Jerry, Cathi was quick to say he was outgoing, big hearted, and always willing to help where he can. Cathi is a stay at home mom and grandma. She and Jerry are both football fans- cheering for the Broncos and Wyoming Cowboys. In a soft, gentle voice, Jerry described Cathi as loving, caring, supportive, and beautiful. They are both involved in the Uprising and enjoy being outdoors and playing on Casper Mountain.

Jerry's mechanic experience has brought him full circle, and he is the leader for Highland Park's Pop in the Shop ministry program. In addition to leading the program, he is a mentor for one of his grandsons, Caleb. The bonding experience for them both has been great says his daughter Trisha.

Pop in the Shop is a Christ-based Mentorship Program designed to mentor fatherless young men who are 7-17 in the automotive field. If you are interested in supporting or mentoring a child, you can contact Jerry at Jerry@PopintheShop.com or (307) 266-2182.



Corvair Fever!

Mae West perhaps said it best; “Too much of a good thing is absolutely wonderful!” While some would argue that even one Corvair is too many, Mike “Magic” Johnson would argue that if one is good, seven is better, because that is how many ‘Vairs he owns as of today.

Magic caught the Corvair fever quite by accident. He was being transferred from Casper to Rock Springs and was on the lookout for a car haul trailer to transport his 1949 International. I told him of such a trailer for sale, then owned by Jack Eads, but that it came with a bonus – it came with a 1967 Corvair lashed down on it. If Magic wanted the trailer, he had to take the Corvair with it. The price was right, as they say, because the car had an engine issue and Magic being the inquisitive sort, and a fine mechanic too, soon found the problem. A valve seat had dropped down into one cylinder ruining the cylinder head. A replacement head and a few weeks later, Magic had the old air cooled wonder running like a song.

Fast forward to 2008. Mike was nearing retirement and would move back to Casper in 2010. If one Corvair was fun, how about a couple more? Bill Rithaller just happened to be downsizing his collection and cut Magic a deal on a 1966 Monza Convertible and a 1965 Corsa. By now Magic was not only on the mailing list for Clark’s Corvair Parts he was a preferred customer. Magic also became a hopeless ebay addict and bought a 1965 Monza with factory air but then learned it had no title and was rusty beyond hope in a few critical structural places. Another 1966 Monza came to rest in peace out behind the shop. I never got the story on that one but have the impression it too needs a new home.

Most recently came the trucks. Somehow Magic became enthralled with the idea of having a

Rampside pickup; maybe to haul junk Corvair parts to the scrap yard, I don’t know, but in August this year another ebay find jumped out at him from its home in Washington. When Magic picked it up, he found it too had more problems than were apparent so last month Magic gambled on the bid for a much better Rampside in Reno, the biggest little city in the world.

Since bringing it home, he has put a lot of hours into getting it fully operational. It runs well and has a decent body having originated in the dry state of California. It now occupies the stall in Magic’s well equipped machine shop while the Corsa got relocated to the garage with the convertible, and the ’67 got moved to Mom’s garage for want of more room. Yup, Magic is maxed out on space to work on and store Corvairs, but if anyone happens to hear of a Lakewood station wagon needing a home, it wouldn’t take much to convince him that room could be found somewhere, somehow.

Anyway, Magic and his girlfriend Rita Burg joined OCAC 18 months ago and have had fun cruising one or two of the ‘Vairs. The Rampside even came to last month’s club meeting. I’ve known Magic since 1986. He has always appreciated unusual old machinery and has become a regular fountain of knowledge when it comes to that target of Ralph Nader’s hatred. “Unsafe at any Speed” was an unfair hatchet job. If you’re interested in having a Corvair yourself, Magic talks like he needs to sell a couple of these machines, so give him a shout. Keep the shiny side up Mike!

Phil Nissen



Magic has the 80 horses roaring to go



Rampsides are handy and rare as hen's teeth



The '66 Convert and '66 Corsa are two of Magic's favorites. Check out the wire wheels.



WHAT HAPPENED TO PONTIAC?

By GM Vice Chairman Bob Lutz

The Feds basically wanted to get GM down to Cadillac and Chevrolet. They said, "you don't need all these brands. You need one prestige brand, and one mass-market brand." And we said "well we can't get rid of Buick because Buick is important in China, and if Buick becomes an orphan in the United States then the Chinese are no longer gonna be interested in it." And the Feds said "Fair enough, but everything else goes." We said well we'd also like to keep GMC. They said "well, GMC is basically just like Chevrolet," and we said "that may be true, there may be a lot of shared components, but GMC has an entirely different image, a different customer base, and people are willing to pay different prices for a GMC, and here's the profitability," and the Feds said "whoops, okay, keep GMC."

So now we had Buick, GMC, Cadillac, and Chevrolet, and then, I wanted, badly wanted, to keep Pontiac, because Pontiac was on its way back, and it had been mismanaged for a number of years, you know, with 'rebuild excitement,' and the excitement was only in the plastic body cladding, mechanically there was nothing about Pontiac in the 90s that would make your heart beat faster. And with the solstice and solstice coupe, and with the Pontiac G8, which was a great car. We were embarked on a strategy of making Pontiac different from the rest of GM in that Pontiac wouldn't get any front wheel drive cars, they would all be rear-wheel drive, and

the next G6, was going to use the architecture of the Cadillac ATS, it was going to be a 3-series sized rear-wheel Pontiac, with basically the Cadillac ATS 'de-premium-ized,' obviously, a lot of the cost taken out, but still fundamentally that architecture.

That was going to be the next G6, and I think we could've moved Pontiac away from every other American volume brand and really started positioning it as attractive US alternative to some of the, and obviously at much lower prices than the European rear-wheel drive cars, but the Feds said "yeah, let's just, how much money have you made on Pontiac in the last 10 years?" and the answer was "nothing." So, it goes. And, when the guy who is handing you the check for 53 billion dollars says I don't want Pontiac, drop Pontiac or you don't get the money, it doesn't take you very long to make up your mind.

But I think it is a shame, Pontiac was on its way back, and it was killed before it, before the plant could really sprout blossoms, you know, it was well on its way. So, I agree with you, I think Pontiac was a great, wonderful history, mismanaged for a number of years in the 80s and 90s and it was clearly on its way back, and we were starting to see a very good customer base in solstices and especially in the G8, which was favorably compared in a lot of road tests to the BMW 5-series, people would say dynamically the car is as good and it's more powerful and way cheaper, but that was too bad. but you can't go through Chapter 11 without some really harmful effects.

<http://jalopnik.com/the-feds-killed-Pontiac-bob-lutz-says-1452735716>

Christmas Party: 12/7/13

2. Place: Caddy Shack Municipal Golf Course
3. Start time: Social 6:00
4. Food Served: 6:30
5. Cash Bar Available
6. Menu: Pork Chops, Chicken, Baked Beans, Baked Potatoes, Salads, Dinner Rolls, Coffee or Tea.
7. Cost 13.50 for single, 27.00 for couple.
8. Crazy Gift Exchange (Same as White Elephant) Gift range \$15.00 to \$20.00. If you do not wish to participate you need not bring gift.
9. Cut off for reservations: November 28th
10. Call: Bob Entekin 265-6727 Cell 267-3490 Pat Potter 472-5445