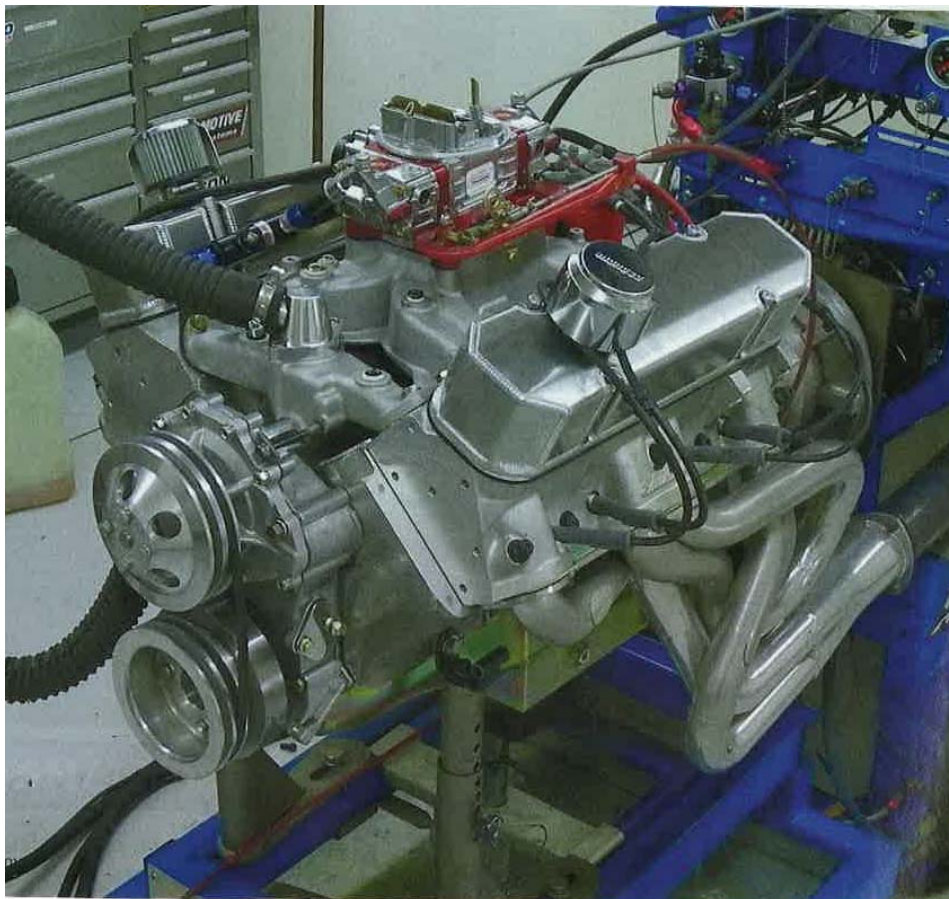


Club Talk

**It ain't cheap but this 535ci,
650hp Indian could rule the
street.**



Sometimes you just have to go all out. Ken Crocie of h-o racing has been building big block Pontiac engines for close to 40 years, most of which have been aimed at the street, as is this engine. While front-end weight is a concern in drag racing, its much more critical when turning corners.

April 2012

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Club car show; this year we will be having our yearly auto show at the Tulley dealership at 147

Danielle Webster highway.

Food, swap meet, car judging, Music. Day full of fun for Buicks and Pontiacs only.

The date for this day will be Sunday, June 10th 8 am till noon for setup and registration judging by participants at 2:30.

For info or questions please feel free to contact any of the following.

Phone – (603) 880-8685 26 Farley Road, Hollis, NH 03049 Buick Club Contact - Andy Seremeth
email – aseremeth@aol.com

Pontiac Club Contact – Matt Turner
email – mattsue85@myfairpoint.net
Phone – (603) 679-5738
28 Robin Hood Drive, Nottingham, NH 03290

Tulley Contact – Mark Tulley
email – markt@tulley.com
Phone - (603) 888-0550

Swap Meet Contact – Bob Witcher e-mail: goatracer1@aol.com

We look forward
to a big crowd
and seeing you
there.

Are you just part of the club?

For most of the members in the club they are just part because they have a Pontiac car or use to have a Pontiac and like the people or the newsletters or something special about the club. But does anyone know why we are actually called the Pontiac Oakland club or even where it originates from.

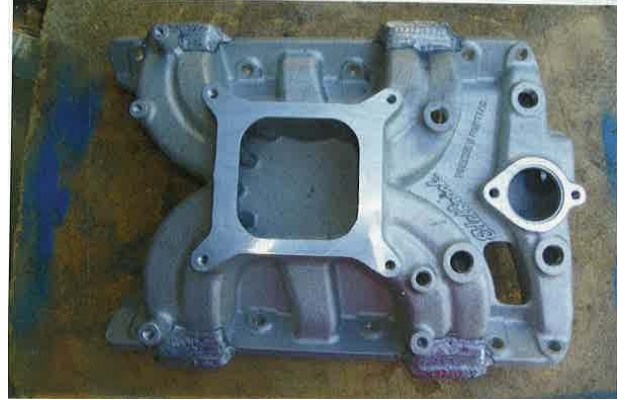
Pontiac (ca. 1720-1769), Ottawa chief and leader of the famed uprising that bears his name, was a pawn in the fight between the British and the French for supremacy in the Great Lakes region. After a lot of fighting and arguing over land and food. In the year 1769 he then visited the vicinity of St. Louis where he was then clubbed and left for dead. The people argued for a long time some thought he was a coward but some people believed he was a figure that should be honored for his effort. So they later then decided that using his name of something a lot of people would know like cars. So today when you see Pontiac most people don't think of an Indian chief.

For more info click on the link.: <http://www.encyclopedia.com/topic/Pontiac.aspx>

Parts of the motor



The block



Intake manifold.



Club Talk

Camshaft



Crankshaft



Headers

All aluminum continued...

Today, the most popular ploy when building a road car is to use an enhanced, all-aluminum LS engine. Crocie's customer wanted to keep his '78 Trans Am purely Pontiac by building a big--no, make that very big--all-aluminum Pontiac engine. Big in this case refers to a 4.50-inch stroke and 4.35-inch bore motor that displaces a whacking 535 inches. But even more comforting than the displacement is the distinct lack of cast iron. This rascal is pure aluminum. Frankly, if an aluminum crank could survive the rigors of 690 lb-ft of twist and 6,000 rpm, Crocie would have bolted one in. Virtually everything else that found its way into or onto this big Indian is aluminum--right down to the connecting rods, rocker arms, and even the carburetor. The payoff to all this alloy happened once Crocie put the engine on the scale. In fact, they had to calibrate it to double check the numbers, as its bantam weight of 415 pounds with a carburetor and a Powermaster starter motor seemed unbelievably light.

So what does it take to build an all-aluminum, big-inch Pontiac engine? Crocie documented the buildup with more than 250 photos we've condensed down to a manageable number to tell the story. When building a custom engine like this, it's not as easy as just bolting all the parts together. What's a little scary is whittling away on a \$4,500 block to make everything fit

[...continued on page 6](#)

The Short-Block

A good aluminum Pontiac block is not as difficult to find as you might think. Kauffmann Racing Equipment (KRE) sells an alloy block that accepts all the standard Pontiac components and even offers a few fringe benefits. Foremost is the capacity for a fat bore. A 455 Pontiac employs a 4.155-inch bore, while Crocie spec'd an amplified 4.35-inch version (4.375 is the max recommended bore size). Stock 455 stroke is 4.12, which was leveraged to 4.50 inches. To compensate for those big Pontiac journal sizes, you can option your MR-1A block with smaller, 3-inch mains instead of the larger, 3.25-inch size.

Ensuring all the parts play well with each other is also a major concern with an engine like this. Crocie had to notch the cylinder liners at the bottom to clear the connecting rods, drill coolant passage holes in the block deck surface, and clearance the block in several places to be able to spin that long-stroke Scat crank without interference. In addition to the Ross pistons, he also added a 1/16-, 1/16-, 3/16-inch ring set from Total Seal using a standard-tension oil ring set, since this motor will see plenty of track time.

Top-End Tricks

Following the initial plan, Crocie sent the Edelbrock Performer RPM semi-finished heads to Dave Bisschop at SD Performance in Canada. He also added Ferrea valves, Comp valvesprings, Comp gold 1.65:1 rockers, and a billet roller timing set with a brass thrust washer to prevent the steel timing gear from eating the mild steel thrust plate. There were a lot of teething pains, like making sure the water pump cleared the timing cover, ensuring the valvetrain functioned properly, and even using a feeler gauge to make sure the poly locks cleared the slot in the rocker arms. All these little things demand an enormous amount of time when assembling any custom engine. The cost for assembling an engine like this might seem excessive, but Crocie says he probably preassembled this engine several times, checking clearances and measuring for components such as proper pushrod length. Slap it together hastily and it probably won't live very long.

Dyno testing results

New Hampshire Cruise nights

RPM TQ1 HP1 TQ2 HP2 TQ3 HP3

3,000 578 330 571 326 607 347

Car Nutz Car club cruise nights
every Monday of each month May- September. 2012

3,200 602 367 591 360 632 385

May 14, 2012 - September 10, 2012 6-8PM

3,400 624 404 613 397 648 419

Surgar River Bank parking lot, Newport, NH
603-477-2929 email carnutznh.com

3,600 652 447 633 434 668 458

Food discounts, driver prizes, ice cream, 50/50 raffle to benefit
David's House of Lebanon NH

3,800 661 478 650 471 **676** 489

The Chop Shop Pub Cruise Night

4,000 667 508 658 501 674 513

May thru October every Tuesday Evening weather permitting.

4,200 684 547 669 535 669 535

5/1/2012 - 10/30/2012 6:30pm - 8:30pm

4,400 **690** 578 **670** 561 660 553

920 Lafayette Road, Seabrook, NH

603-760-7706 email www.chopshoppub.com

4,600 686 601 667 584 648 567

All Classic Style Cars, bikes, and trucks welcome. Burgers and
dogs on the bbq. Raffles, prizes, giveaways, Weekly trophy for
best ride. Spectators always welcome.

4,800 680 621 659 603 635 580

5,000 673 641 647 616 619 589

Cruiz at Big Lots

5,200 652 645 629 623 601 595

every Friday night starting may 4 th

may 4th - oct 26 5 pm to 8 pm

5,400 635 **652** 616 634 581 **597**

Westgate plaza Nashua n.h. rt 101a or Amherst st, Nashua, nh

603 -673-9992 email

5,600 610 651 603 643 559 596

food near by ,music, raffles 50-50 can hold about 250 cars mo-
torcycles and trucks special interest vehicles

5,800 - - 582 **643** 530 586

High Tide Restaurant Cruise Nights

Every Wednesday of each month, May-September 2012

Peak 690 652 671 643 676 597

May 16, 2012 - September 12, 2012 5-8PM

239 Henniker Road, Hillsborough, NH

Aver-
ages 651.8 535.4 636.0 521.9 636.1 518.0

603-464-4202 email

Food discounts, ice cream, driver prizes, 50/50 raffle to benefit
Hospice House of Concord NH

Village Pizza Cruise Nights

Every Friday of each month, May-September, 2012

May 11, 2012 - September 21, 2012 6-8PM

825 Lke St., Route 3-A, Bristol, NH

603-744-6886 email

Food discounts, driver prizes, 50/50 raffle

Articles for the newsletter are needed! Any parts or cars you wish to buy or sell, or even services are more than welcome.

All ads are free of charge and anyone can submit one. Please keep in mind that if space becomes an issue, chapter members



www.tulley.com

David W. Breault
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Tulley Buick-Pontiac
D.W. Highway S. Nashua, NH 03060
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Fax: 603-888-5040



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South Nashua, NH 03060
603-880-0550
FAX: 888-5040

www.tulley.com

Contact nick at
sciaccakid@hotmail.com
for ads and listing.

Upcoming Events

Jun 10, 2012

20th Annual Nor-Eastern Chapter Show
The Tulley Dealerships
D.W. Highway
Nashua, NH
Contact: Matt Turner:
mathew.turner@peaktech.com

July 17-21, 2012

40th Annual POCI Convention
St. Charles, IL

Hosted by the North Coast Ohio Chapter

July 3-8, 2012

33rd Annual [GTOAA Convention](#)
Loveland, CO

Hosted by the Northern Colorado GTO Association and the Classic GTO Association of Denver

Have internet access? Would you like to see the newsletter in color? Go to:

www.nh-gto.com

To join the **Nor-Eastern Chapter** you must be a member in good standing of the **Pontiac-Oakland Club International, Inc.** The **Nor-Eastern Chapter** of **POCI** holds their meetings the third Sunday of each month at 2:00 p.m. at various members homes, or as posted in Club Talk. **POCI Annual Dues: \$35.00** (Associate members \$2.00). Mail to: Pontiac-Oakland Club International, Inc., P.O. Box 9569, Bradenton, FL 34026.

Nor-Eastern Chapter Annual Dues: FREE! Mail to: Jerry Plante, 156 Crowley Road, Candia, NH 03034.

Nor-Eastern Chapter

Name: _____
Address: _____
City: _____
State: _____ Zip Code: _____
Phone: _____
E-mail: _____
Car Model: _____ Year: _____
POCI#: _____

POCI

Name: _____
Address: _____
City: _____
State: _____ Zip Code: _____
Phone: _____
E-mail: _____
Car Model: _____ Year: _____
Referred By: _____

**Official Newsletter of the
Nor-Eastern Chapter of
POCI**

Phone:
Email: tstool17@yahoo.com

We're on the web at
www.nh-gto.com



FROM: The Nor-Eastern
Chapter

TO:

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