

# MOHEGAN SUN FOR WICKED FUN IN '21!

The Yankee Chapter of POCI and the Mohegan Sun Hotel and Casino look forward to welcoming you to the 49th Annual POCI Convention in Uncasville, Connecticut, July 11-15, 2021.



## 2021 SEMINARS AND GUEST SPEAKERS

This month we would like to introduce the speakers slated to appear at the 2021 POCI Convention. Please remember that due to COVID-19 restrictions still in place as of this writing (early March), what follows is a very tentative schedule of speakers. If there are no changes to the current health restrictions, at least two seminars will have to cancel. Otherwise, we would like you to know who and what is currently planned for our July gathering.

## JAKE CRYAN

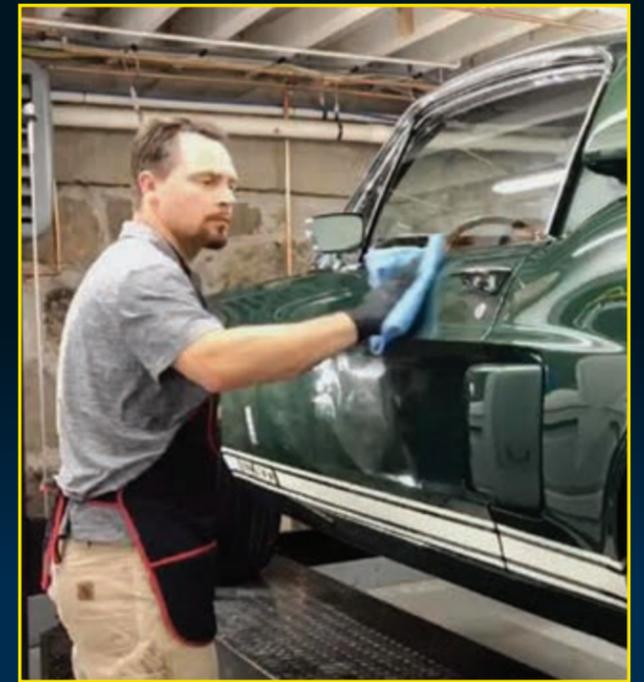
Resurrection, LLC is a specialty restoration shop operating out of an old barn in Pepperell, Massachusetts. If ever there was an individual who could rightfully claim he was “livin’ the dream,” it would be Jake Cryan, owner of the shop. His business is the direct result of a childhood passion that grew into a successful livelihood.

Jake’s first impression was of a black Trans Am with the gold Phoenix decals and a rumbling exhaust. It was that moment when his passion for cars was born. He began feeding this love by purchasing Hot Wheels every chance he was given. At age twelve, he saw a 1980 Camaro Z-28 for sale and was determined to buy the car. Viewing it as a good project car, his parents approved the purchase.

While tinkering with that Camaro, Jake read everything he could get his hands on regarding the automotive trade. Eager to learn more, he took a part-time job at fourteen years old working at a local custom car shop. While sweeping floors, he pestered his boss with questions about the industry until the owner eventually promoted him to working on the projects as well.

Along with working at the shop, Jake began buying second-generation F-body cars and selling the parts — an endeavor which gave him a broader education on mechanics and how to properly dismantle a vehicle.

As Jake grew older, he took on projects for other people, learning to do body work and honing the skill of painting. He attributes much of his success to his parents who were supportive



of his passions and pursuits. Jake will tell you that he absolutely loves what he does, and feels like he gets paid “to have fun.”

Today, Resurrection, LLC is known as a first-class restoration shop with many rare collector vehicles in its portfolio. Pontiac vehicles are one of his specialties — and he still collects Hot Wheels!

## TIM DYE



Michigan. Tim has parlayed his passion for Pontiacs into a world-class destination in Illinois and its still-under-construction sister museum in Michigan. These two facilities not only celebrate our club’s common interests, but also take things to the next level. Tim’s personal collection of Pontiac artifacts, rare collectibles and quirky memorabilia goes even further, offering fascinating stories and tales that are often fun, sometimes unpredictable, but always entertaining!

As a presenter at this year’s POCI convention in Uncasville, you are invited to experience firsthand some of Tim’s musings from the museum and tales of extreme collecting. His seminar promises to be relaxed and informal while encouraging audience participation in a Q&A format. Don’t miss it!

Tim has been a member of POCI since 1984, and is a founding member of the Indian Nations Chapter in Tulsa and the Grand Prix Chapter. He held a position on the POCI Board of Directors for nine years and, together with his wife Penny, has attended over two dozen national conventions.

Together, their roster of Pontiacs and Oaklands range from the 1890s to 2001 and only continues to grow. Today, Tim is a frequent speaker at both POCI and GTOAA annual gatherings. He has edited POCI’s *Smoke Signals* magazine for the past six years.

## GERSON GOLDBERG



Pontiac franchise in 1940. Gerson grew up with the dealership as part of his life, working there part-time through his high school and college years and full-time in summers and vacations.

After his enlistment in the U.S. Army ended in 1969, he joined his father and brother full-time at the dealership. By that time, they had built a new modern facility just two miles north of the Mohegan Sun Complex.

While a few other franchise lines were added and dropped over the years, it was the GMC Truck franchise that would become a permanent addition to the Pontiac dealership. They added Light-Duty GMC Trucks in 1972 and Medium- and Heavy-Duty GMC Trucks in 1973, adding a Heavy-Duty truck service facility adjacent to the existing car dealership. In 1981, the brothers bought a second dealership, Nutmeg Pontiac-Buick, in nearby Putnam, Connecticut.

However, in the mid-1980s, Gerson and his brother sold both dealerships. In his “retirement,” Gerson went back to college to earn a Ph.D. in Business Administration. Since then, he has been a Finance Professor. He currently lives in Las Cruces, New Mexico. It has been during this time when Gerson has restored many Pontiacs and GMC Trucks and has become a regular *Smoke Signals* columnist with his retrospective “GMGOLD” series.

During his seminar, Gerson will treat us to some of his memories about growing up and becoming an active Pontiac dealer, covering things like preparing for new car announcement at the start of the model year, special-ordered Pontiacs and GMC Trucks, and much more. An opportunity for Q&A will follow.

Longtime POCI member and *Smoke Signals* columnist Gerson M. Goldberg has a unique connection to both Pontiac and GMC Trucks. Gerson’s father and two uncles founded Blue Ribbon Auto, an automotive tire and service center in Norwich, Connecticut, in May 1919 — just four miles north of where we’ll gather for this year’s POCI convention in Uncasville, CT.

As their business grew, they acquired the local

## LYLE HALEY

Lyle grew up in a family-run garage and filling station business. He left the family business in 1961 to work for an engine rebuilding company. He had various auto repair and engine machining jobs until 1968 when he opened a business called Village Engine Supply.

Village Engine grew to employ an average of nine machinists, offering all types of engine machining and assembly services. After 12 years he sold the business to begin a new career as a manufacturer’s rep, selling the machines that were designed to rebuild engines.

In 1985, Lyle was hired to be Peterson Machine Tools’ sales manager for their 30 territories in North America. Besides taking care of the sales force, his duties included writing machining procedures, training customers and working with Peterson’s Italian equipment suppliers. In 2001, he left Peterson Machine to start a consulting business for major engine remanufacturers in the United States and two projects for the U.S. Army at their Anniston, Alabama facility.

His PowerPoint presentation will cover the various issues associated with installing a larger engine and



aftermarket transmission in his 1957 Pontiac. Those major components include a 1959-vintage 389 4-bolt main block that was enlarged to 492 cubic inches, a 1958 Pontiac fuel injection manifold that was converted to electronic fuel injection, and a 5-speed Tremec transmission that was mated to a 1958 Pontiac bellhousing. Each one of these upgrades presented a very unique fitment challenge, and Lyle’s seminar will discuss his obstacles and their ultimate solutions.

## JIM MATTISON

As founder and owner of Pontiac Historic Services ([www.PHS-online.com](http://www.PHS-online.com)), Jim has spent his entire career in the automotive arena. Immediately after high school, Jim went to work for Chevrolet Division as a co-op student at Chevrolet Central Office in Detroit. By 1969 he had worked his way to being involved in the dealer marketing operations and scheduling with the assembly plants on all special-order Chevrolets, including the famed 427 Camaros, Chevelles and ZL1s.

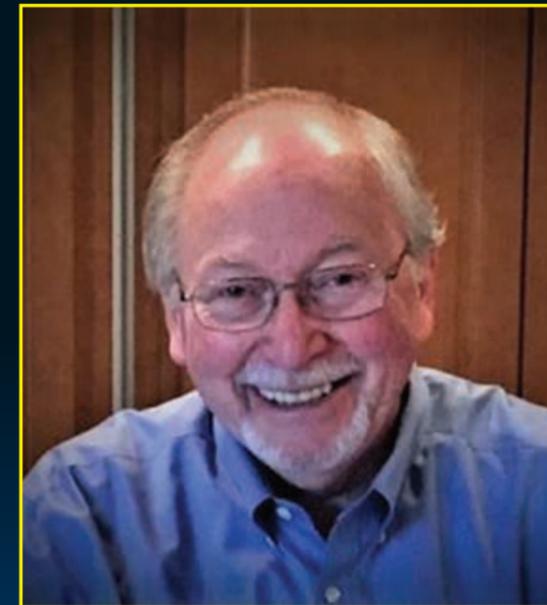
In 1972 he left GM and went to work for a large AC-Delco Warehouse as an assistant sales manager. By 1975, he and a partner opened their own AC-Delco Warehouse that specialized in servicing new-car GM dealers throughout the Midwest. He operated this business for many years, but also retained the many friendships that he had made during his time at GM.

During his years in the automobile parts business, Jim began to collect and restore some of the muscle cars from his youth. As his collection of cars grew, he became a well-known figure in the collector car market in the Detroit area, as well as nationally. Many of his cars have been featured in magazines and have competed in some of the larger collector car shows and concours events.

His love for Pontiacs began when they released the GTO in 1964. “A friend had one and I’ll never forget the sweet sound of that Tri-Power engine as we cruised the streets of Detroit,” he recalls. “I got a Tri-Powered GTO of my own in 1965 and have been an avid Pontiac fan ever since!”

In 1989, Jim received a call from Pontiac Motor Division when they sought to dispose their old Pontiac car records. After several meetings on how to best save this material, an agreement was struck. Jim then founded Pontiac Historic Services (PHS).

“Many people are unaware that in addition to providing collectors and enthusiasts the information on their Pontiacs, we also do a fair



amount of work for law enforcement agencies,” he says. “We are involved in a case at least weekly, ranging from auto theft to vehicle homicide. I’m an admitted car junkie, and PHS is a labor of love that I wouldn’t trade for anything!”

These days, Jim lives with his wife Barb in the northern suburbs of Detroit. He still enjoys tinkering with and showing some of his collector cars, as well as driving them on nice days. Jim is also very active in other areas of the collector car arena as an automotive expert and serving on the car selection committee for several major concours events.

## DICK SMART

The example pictured here is another ‘68 GTO which Dick completely restored on a rotisserie. Working every day for 6 years, he did all the restoration work on this car except for paint and the seat upholstery.

While restoring this car he recognized a need for an alternative option for its hideaway headlight system. In his subsequent research, he discovered that there were 120 different vehicles from the 1960s and ‘70s which also offered hideaway headlights — many of which had no modern-day options for parts, servicing or electric conversions. His goal is to address all 120 of them.

This is why he started his business, Dicker’s Smartypants, currently based out of his two-car garage until a six-bay garage expansion is completed next spring. Addressing the needs of the restoration hobby and knowing full well the costs of doing a restoration, his prices are below his competition and he has a 100% satisfaction rating.

Dickster will be giving away a complimentary Headlight Conversion kit to one lucky attendee of his seminar! [PHS](#)



Dick has been an auto mechanic, welder and fabricator for over 50 years. His first Pontiac, bought in 1976, was a used 1968 GTO.