

BABY'S STORY

By

Jon Havens



In my early years I was a Chevy guy. My first car was a '55 Chevy that I used for street racing - from 0 to 60 (1st and 2nd gear). I was HELL on wheels and won most of the races I ran. No time for girls, too busy racing (till I met Mary Ann)!

My parents sold the car when I went in the Navy in 1962. Mary Ann got a job after high school and we pooled our money and bought a '59 Chevy Impala convertible before we got married in 1964. We were coming home on leave in June 1965 when a car passing on a hill in Tennessee hit us head on. Thankfully we survived the crash, unfortunately the Impala did not! This led us to purchase a new '65 Impala. Later a new guy came into the squadron from the fleet, with his father he had just ordered a '65 Catalina 2 door hardtop, 421 HO, 4 speed, posi while he was aboard ship.

Mary Ann and I lived in town. My best friend and roomy in the barracks became friends with Don and the Catalina. We would invite them over for a meal and I soon became interested in the Pontiac. Don didn't care much about the car, he just liked to go FAST! They changed the cam which made it even faster, it would run over 145 mph! I fell in love with the car and decided I had to have one of these big Pontiacs!

I got out of the Navy on August 18, 1966 when Mary Ann and I came home. I went to work helping build Phantom II aircraft at McDonnell Aircraft Corporation. Mary Ann got her



old job back at Defense Contract Audit Agency. We lived in the Park Town Apartments not far from Northland Shopping Center. We worked hard and for a time had two jobs saving money to buy what we wanted, of course one of those was a new BIG Pontiac!

In 1967 decided it was time to trade in the '65 Chevy on a new Pontiac. The first dealer was Ken Bender Pontiac in St. Charles. I talked with a young salesman about my age about buying a 2+2. He informed me Pontiac had stopped making the 2+2! We sat down and tried to order what a 2+2 would have been in 1968. We went down the options list and I picked out options until I ran out of money! (I was making \$4/hr. at Mac) By the end of the week I had gone to four other dealers before I headed back to Ken Bender. The young salesman said he would beat the lowest price by \$50, and he did! This was the only time Mary Ann went along, she wanted to pick out something! The only thing left was color so that is why it's Vadoro Green!

I drove the car to work at McDonnell then to Ozark Airlines until the summer of 1981. I decided to keep the car and make it a show car, it took over a year to clean it up and get it ready to show in 1982. The Pontiac Club had a show at the Museum of Transport when Ron Beach came up to check the car out. When he found out I ordered the car he wanted to know why I had not ordered 8 lug wheels. I told him I was afraid the salt would eat them up. Turns out he had a set so I bought them and restored them. At this time I was buying parts to build my own '65 Tri-Power unit. By this time the 428 was apart and being rebuilt because of a timing chain problem. We built it back with factory parts and it ran real strong! Even better with Tri-Power!

My son and I started going to car shows almost every weekend. He was a great help cleaning Baby up! Once we figured out what to do we started winning a lot of awards! In July 1990 we went to our first Pontiac Nationals in Kansas City and I was lucky enough to win my semi-modified class! Since then she's been to 12 POCI Nationals and won 9 first, 2 seconds and 1 third. In the future I plan to participate in the new Original Owners Award which I helped establish.

I love my Baby and my son Johnathan and grandson Tyler does too! I know it will be taken care of long after I'm gone!

