



**The newsletter of the Motor City Chapter of
Pontiac-Oakland Club International**

Visit our website:
www.motorcitypoci.com



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Meetings held at
Bakers of Milford
www.bakersofmilford.com



3rd Wednesday every other month
See website for schedule

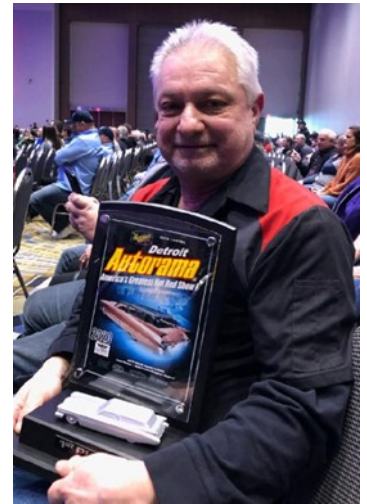
May / June 2021

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Kenny G's Message:

After a disappointing 2020 cruise season and grueling year due to the pandemic, take advantage of the upcoming warm weather and the opening of many of our favorite cruising events and "Get out there and enjoy". But stay safe and healthy.



Remember our club car show is only 6 weeks from now and we need lots of volunteers and help to make it successful.

Our last committee meeting on May 19 was very productive and as things begin to open up, we've discussed going back to our bi-monthly club meetings going forward



Ramblings of an Irishman:

This is my first newsletter as your editor and instead of re-inventing the (Rallye II) wheel, I've borrowed stuff from Gains McDonald and John Berzsenyi (previous editors) and other newsletters I've seen around. This will be a refinement over time, so bear with me. Feel free to make comments, either good or bad, so that I might improve. Gains might have drawn me to this club originally, but I've come to enjoy the people and events so much, I'm here to stay. Even though we're a small club, (22 members at last count), most in about a 25 mile radius of Bakers, and one over 1400 miles away, we have big hearts by the size of our charitable donations. I've seen data where we've given 4 times more money than clubs 4 times as big as us.

As a retired GM person, I'm encouraged with GM bringing back the Hummer name. Could Pontiac be next? I'm hearing rumblings out there by some reputable sources. After all, it's the most searched dead brand of automobile on the internet. I'm keeping my fingers crossed. Also, feel free to send me your stories of events, road trips, history or anything interesting to share for future newsletters.

Club Events:

I'd like to share some exciting news. Mike Cushing has joined MC POCI as the new Activities director. He's got great experience in this area working with our fellow Pontiac club, The Widetrackers and is full of great ideas and energy.

My plan is not to make this list of activities a re-hash of other ones we currently get that are more in-depth and detailed, but to show the items that are specifically club sponsor shows, club supported or will have club participation. I will post the official flyers at the back of the newsletter. I would expect this list to expand as we get more information and into the season further.

- June 11 Greenhouse classic car show in Walled Lake. Email carshow@greenhousemi.com
- June 12 Tri Pontiac show, Widetrackers Spring Dust off. www.miwidetrackers16.org for more info.
- July 10 Tri Pontiac show. MC POCI Summer Roundup at Bakers. www.motorcitypoci.com for more info.
- July 20 LaFontaine Highland Rd car show. RSVP by July 12.
- August 21 Dream Cruise. See info below.
- Sept 26 Tri Pontiac show. Indian Summer at Sellers. www.sellersbuickgmc.com/sellers-show-registration

For Dream Cruise, Mike Cushing has stated that he has tentatively reserved a 20/30 car lot on North Woodward near Auburn, at a cost of \$35.00 per car, including lawn service and porta potty. The availability will be confirmed soon and at this point he will notify the board for review and approval.

Club urgent news:

I'm hoping all of you have heard the good news, fellow club member, Pastor Tom Lange's cancer is in full remission and he has attended his first committee meeting on May 19. We're honored he made the effort as we know he is not all full strength yet. We wish him a full recovery to his youthful self and to spend time with him this summer.



Club T-shirts design finalized. Deadline to order below.

URGENT: Motor City POCl - "T" shirt order form

Those members that have paid memberships are requested to supply the sizes they would like for themselves and any other members of their family. The primary member's shirt will be N/C with a second shirt at 50% off. Any more additional shirts will be at the regular price (\$16+).

Links to Hanes light blue shirts and an attached pdf file showing the front and back of the shirt

Below is the order form. Print it out, make your selection, include a check when buying a 2nd shirt or more. Check payable to: **Motor City POCl**.

Must be postmarked by May 31st.

Ray Golota - Treasurer
248-804-5165



This just in from Ray G.. Read the email below for more details.

RG

Ray Golota <raygolota@gmail.com>
Wed 5/26/2021 1:48 PM
To: You

↩ ↶ → ..

I joined the Cruisin' Tigers Pontiac Club a year ago. Spoke to their President to see if they would allow us to have their "Pontiac Talk" on our website. I bet not too many people know this even though I put out an email when they approved us. I believe a new Podcast comes out every month. It is located under "NEWSLETTERS" drop down to "PONTIAC TALK"



GM / Industry news:

I know not everyone has direct ties to GM, but since Pontiac is a GM brand, I thought it would be interesting to show GM and industry happenings that you may not know of. These are clips out of the Detroit Free Press or www.autonews.com.

GM to invest 40 million in Pontiac Stamping for future EV production.

GM makes Time's most influential companies for the first time ever.

GM to build second battery plant in Tennessee.

GM makes deal with net works to expand availability of EV charging and to simplify process.

Kelley Blue Book names 2021 Yukon and Sierra Heavy Duty best resale value awards in annual report

GM Springhill plant to be 100% solar energy supplied by 2022



Concept vehicle shown with equipment from an independent supplier which is not covered by the GM New Vehicle Limited Warranty. GM is not responsible for the independent supplier alterations.

UNLEASHED: THE GMC SIERRA HD AT4 ALL MOUNTAIN

New Members:

As mentioned we had new members, Mike and Sheila Cushing join us last fall in case you hadn't heard.

We have some new members that have joined us since:

Phil and Phyllis Balmforth from Brighton, MI and they have a 1963 Grand Prix.

Remember new members are great at growing our club, but it is just as important to respect and enjoy our current members too, whenever possible.

Member Happenings:

On May 7th, The editor had the opportunity to volunteer at the Pontiac Transportation Museum, that the club has supported through various contributions throughout the years. This is my 4th or 5th time volunteering there and even though I've worked hard, I've thoroughly enjoyed each time. I've even talked some family members into going with me and helping on a couple occasions.

I've torn out bathrooms, ceilings, flooring and walls and tried to help out wherever I can. I would encourage anyone in good health to also help out whenever they have a help needed day.

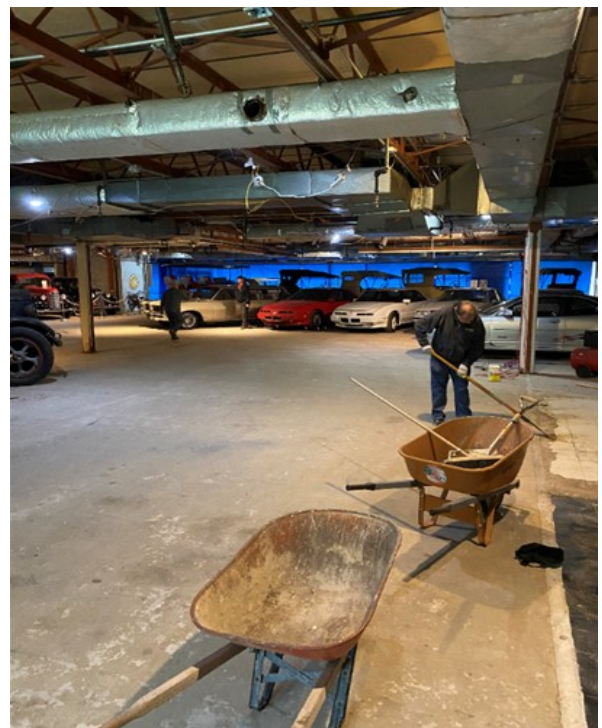
Why do I do it you ask, well, they have some interesting cars there as you can see



As well as the opportunity to meet some like minded and interesting people that I may not have normally met. It also makes me feel connected to the success of the museum and can't wait till opening day.

Besides, I figure, whereas could I go and destroy stuff and not get arrested!

If you're not familiar with the Museum, it has taken over the old Crofoot elementary school in Pontiac, Mi and I believe they are on Phase 2 of implementation. Obviously, things have been delayed because of the pandemic, but they are moving along as best they can with the donations available to them. If you're not on the list to be notified for helping, see me or Marge for contact information.





Future renderings



Although they may not be open to the public yet, I believe they'll give some personal tours to potential donors and current donors if asked. Their mission has had to change some though. I believe the original vision was to have a duplicate of their museum in Pontiac, Illinois, but in order to receive some funding, they had to expand it to any vehicle made in the Pontiac, Mi area over the last 100 plus years. Not everyone knows this, but there were a lot of vehicle manufacturers in the Pontiac area at the beginning as evidenced by the buggies below and the assortment of other brands being shown at the museum. They still have some unique Pontiac vehicle's too though to interest any fan.



Member Road Trips:

Kenny G, his wife Linda and myself, all joined the Monday Night Cruisers out of the Fireplace Inn in Fenton, Mi on a cruise on May 15, that former editor John Berzsenyi coordinated. I'm not sure how many times Ken has joined them, but I know I've done it over a dozen or more times. For those who may not know, they usually do a spring and fall day cruise to an interesting destination for lunch. Only once have they done a weekend trip up north at the height of fall color season but there is talk of another weekend cruise in the future,





Sometimes there's even an after party for the wild and crazy people at different houses that will volunteer to host everyone. Anyways, this cruise had a great turnout, but unfortunately I didn't get a count of how many cars. The cruise started in Linden from Clover Beach park at the start of a beautiful day. From there, John pre-planned a driving route that took us through paved back roads for about 3 hours until we reached our destination for lunch.

This time we went to the Comet Classic Diner and Creamery south of Frankenmuth and I believe I had one of the best hamburgers I've ever had. This is a fairly small diner, but since everything was planned ahead of time with them, they were able to accommodate us just fine with plenty of room for parking. After a leisurely lunch and lots of socializing, some of us went into Frankenmuth for ice cream. Since it was a beautiful day, the town was packed with lots of people having a fun day. As you can see, I took my 1970 Grand Prix and Kenny brought his all original GTO.

As some of you may know. I started to have some issues with the GP last fall when I got what I believed to be a bad tank of gas. At the time, I parked the car for the winter after dumping a bunch of chemicals in the tank, since I didn't have any more time to deal with it. Well, as you can imagine, I spent several weeks before the spring cruise running the car and driving it everywhere to make sure the issue had been resolved. It ran perfect. It also ran perfect during the whole cruise to lunch and ice cream to my great delight. Nothing like embarrassing yourself when you have the only car that breaks down in front of everyone.



After we all went our separate ways ,(I had to go south and East as everyone else went south and west) the car started to act up the same as before outside of Millington, Mi. I limped into town and topped off the tank thinking that by now, a fill up with fresh gas would help out. Well, it never ran right after this and it stranded me on the side of the road in no time. After messing with it for hours, I gave up and called Hagerty Insurance to take advantage of my free towing and sure enough, they had a flat bed there within 15-20 minutes. By the time I got home, it was about 4 hours after I left Frankenmuth and ended the day on a sour note, instead of a good one. Well, the story is not ended yet. I've dropped the tank and emptied all the gas and am replacing all the rubber, tank sock and filters and will install fresh gas before I put it back on the road. The tank and metal components all look brand new, so I'm confident these items are fine. As soon as all the parts arrive, I'll put it all together and hope for the best.

Featured Member portfolio:

I'm going to cheat and use me in the member profile for this edition. Mainly because I haven't had the time to interview or contact anyone else about it, and the fact that I've never done this before in any newsletter. I'll try not to be too boring or too long.

I grew up in Grand Blanc, just south of Flint the youngest of 7 children to parents who were both teachers. I only had my mom as a substitute teacher a couple times, but several of my siblings had them both as full time teachers. Imagine the horrors? Not being able to get away with anything at school or at home. On top of this, our dad was the boxing and wrestling coach and well known in the community, so we were afraid of crossing him.

No one in my family ever seemed interested in cars or any machinery so by the time I was 8, I was the one fixing the mowers and tuning up our cars, while trying to save some money. I even built my own bike out of scraps. I'm not sure where my love of Pontiacs came from, since we never owned one. But I do remember seeing a lot of pictures of me when I was young, and there was always a Pontiac in the background. Not sure if these were neighbors or visiting relatives? I do know by the time I was 13, I was smitten with Pontiac muscle cars. At the same time, my oldest brother was finishing college and was working a lot, so he decided to buy a 1969 Tran Am with the Ram Air IV and 4 speed. Unfortunately, after he had it for about 9 months, he got in a car accident with his daily driver (a 1965 Cutlass convertible) and he and 3 fellow classmates were killed. At the time, there was no such thing as accident insurance on his loan and no one else in the family was willing or able to assume the \$80 month loan. I was also working part-time and stepped up to pay the monthly payments until it was paid off. By the time I was 16, I knew I had something special with the Trans Am and decided not to drive it and put it up in storage. I did manage to buy as my first cool car at 16, a 1969 Grand Prix, SJ with a 428 police interceptor motor and a 4 speed. This would've been about 4 years old at the time. Being so young and the car so fast, I totaled the car after only about 9 months. From there, I bought a 1971 Grand Prix with the 400 motor and an automatic. Nice car, but didn't have the raw power the 69 had, so over the next couple years I heavily modified the motor and the whole car to be a show stopper.

By the time 1977 came around, and I was 20 years old, the new 1977 Grand Prix came out, so I went out and bought one as my first new car in Sept 1976. Unfortunately, about 4 months later I saw my first Special Edition (Bandit Edition) Trans Am and fell in love. I ordered one immediately and picked it up around May 1 1977 and sold the Grand Prix. Over the next couple years and several blown 400's I slipped in a Keith Black Hemi motor and a rock crusher transmission, as well as heavily personalized the interior and exterior to my tastes. At the time, I belonged to the Trans Am club of America, which used to meet at the powertrain headquarters in Pontiac and it was common to have GM engineers go through my car and steal ideas. I'll show a few pictures on the next page explaining this in better details.



First summer of ownership and 2nd engine already. As you can see I had stock tires still but added sidepipes and a heavily modified SD motor. No mufflers, so this was very loud and I was not a big fan of the police.

Who's that handsome guy on top? Is that a Burt Reynolds look alike? He should be in films!

A while later, I heavily modified the suspension and tires along with the Hemi motor which with a single carb, put out about 550 HP. Notice the smoked taillights. To my knowledge, I was the first to do this.

I drove this so fast once, I managed to melt the battery and was known as the land speed record holder among my friends on any trip we took.



I custom stitched the complete interior myself. Notice the bird stitched in the back seat and the Pontiac symbol in the fronts. I also had the Pontiac symbol in the console and the dash I replaced with all gold covering and any chrome on the car, I made gold. I also had the coolest quadraphonic stereo putting out insane power. As you probably know, the bird and blacked taillights made it into later Trans Ams from the factory, but I never got any credit. Boo Hoo!

So, I won't bore you with the dozen or so S-10's I've owned or the full size blazers and suburban's along with the occasional Corvette, Cadillac and Buick, but I'll concentrate on the Pontiac's only.

The new Pontiac's and GMC's I bought over the years also included a 1987 Trans Am GTA, a 1988 Bonneville SSEi, 2005 GTO and a 2013 GMC Sierra Z71 Ext Cab. The Pontiac and GMC daily driver's I bought over the years included a 1969 4 door Bonneville, 1973 Catalina wagon, 1977 Astre wagon, 1985 Starfire wagon, 1978 heavy duty GMC Suburban with a 454 ci engine and a 1998 GMC Sierra. The most unique GMC I owned (besides my current 1969 K2500) was a 1969 GMC 550 dump truck with a 400 ci V-6 and an 8 spd transmission in the brightest color of yellow.

Current stable of cars is the 1969 Trans Am (all original) I talked about earlier, 1969 GMC K2500 fleetside (heavily modified) 1970 Grand Prix (all original) and the 2005 GTO (mildly modified). I also have a 1964 post GTO with the 389 ci tri power and 4 speed that I consider a barn find. I bought it in 1980 for 350 dollars and it was all there and solid. Over the next 5-6 years I did a frame off restoration and so I don't drive it much.

There may be some other ones I've forgotten about, but I think you get the gist of my love of Pontiacs. I love the 400 engine, but the number 7 rod doesn't like it when I over rev it. No other motor sounded as mean as the Pontiac motor in my opinion or had the same amount of Torque as the Pontiac. I remember one of my buddies, who was a huge Chevy fan, always tried to get his cars to sound as good as my Pontiacs. Obviously, he always failed. ***Side note, his family is who I bought my current house from!!***

Technical stories:

We know that the 1960s were full of horsepower hijinks, but did you know that manufacturers sometimes fibbed about the size of their engines? Indeed, that burbling V-8 in your beloved classic may actually not measure up to its promised displacement. Three of the worst offenders came from Pontiac Motor Division. Pontiac 428 As far as the bigger Pontiac engines are concerned, the 428 is somewhat lost between the 421 from Pontiac's racing heyday and the massive 455. However, from 1967 to 1969, the 428 was the top engine for Pontiac's full-size series. Initial power output was 360 hp or, in High Output (HO) configuration, 376. For 1968, those ratings were bumped to 375 hp and 390 hp, respectively. For 1969, a lesser, 360-horse version became standard for the Bonneville, though HO was still optional for all full-size Pontiacs. The 428 also was available for the downsized 1969 Grand Prix, with a 370-hp iteration standard with the SJ package and the HO optional for both the J and SJ. The latter made for a personal-luxury car that was faster than some GTOs. Alas, the 428 wasn't quite what it seemed. When you account for the 4.12-inch bore and 4.0-inch stroke, actual displacement comes out to 426.613 cubic inches.

Pontiac's 5.7 often gets lost in the shuffle, even though it was produced well into the 1970s. The 350 was Pontiac's bread-and-butter option for mid-size vehicles and Firebirds starting in 1968 (it replaced the 326), but the High Output variant was overshadowed by the GTO and Firebird 400. The 350 HO was rated at 320 hp and available in the Firebird HO plus any A-body coupe, convertible or sedan. For 1969, horsepower jumped to 325 for the Firebird HO and 330 for A-bodies. This was the same engine that had been planned for the stillborn Tempest-based "ET" that evolved into the GTO Judge. Even so, a 3.875-inch bore and 3.746-inch stroke doesn't equal 350 cubic inches. In fact, it yields 353.42. Pontiac 326 Neither of the above engines have the twisted history of Pontiac's 326. First appearing in 1963, the 326 featured a bore and stroke of 3.781 x 3.746 inches, which equals 336.481 cubic inches. What gives, Pontiac? Starting in 1955, small GMC trucks with gasoline V-8s began using Pontiac engines. For 1958, GMC took Pontiac's 370 block and gave it a 3.875 x 3.5625 bore and stroke for a total of 336.107 cubic inches.

The following year, GMC took the new 389 and recreated the 336 with new dimensions. An evolution of this engine was made an option for the 1963 Tempest series as a replacement for Buick's aluminum 215 V-8: two-barrel variants made 250 hp or 260 hp, depending on compression ratio, and the four-barrel HO version made 280. But you've probably heard the folklore about cubic-inch edicts at General Motors at the time; for smaller cars, that limit was 330 cubic inches. As such, Pontiac called the 336 a 326. According to Pontiac historian Don Keefe, corporate brass caught wind of the transgression and made Pontiac correct the issue.

A lot of people think the 60's corvette was the first and only vehicle to use GM's Transistor ignition amplifier distributor, but in fact, Pontiac offered it in the full size Pontiac in 1963. Over the years, there were 3 noteworthy design improvements to fix shortcomings.

I've been lucky, or unlucky enough to have owned 2 Pontiacs with this type of distributor. The first was my first driving car, the 1969 Grand Prix, 428 ci engine. I kept the distributor after I totaled the car and used it intermittently on other Pontiacs over the years until the HEI was invented. Somewhere this unit has been lost in all my moves. The most recent unit I had, was in my 1970 Grand Prix I currently own. It worked fine for all these years until about 3-4 years ago it started giving me issues. I ran into a problem of not finding good troubleshooting information out there on the web, so I was forced to take it out, and replace it with a points style distributor I had left over. I wouldn't mind sticking it back in, if anyone can tell me how to troubleshoot it and where to get parts so I can fix the issue?

Interesting Stuff:

Little known fact, if you look closely at the starship Enterprise, right on the nose is the Pontiac symbol.

Bet you didn't know that, huh?



To boldly go where no Pontiac has gone before.

Whatta Concept!

Pontiac Prototypes over the past 60 years

Below: 1977 Trans Am Type K, 1988 Banshee, 1961 Monte Carlo, 1999 GTO.

Below: 1964 Banshee, 1954 Bonneville, 1969 Judge, 1963 X-400.



I love the saying, nobody ever wrote a song about a Toyota.

Here are some great song lyrics about cars.

Joe Elmore

Little GTO, you're really lookin' fine
Three deuces and a four-speed and a 389
Listen to her tachin' up now, listen to her why-ee-eye-ine
C'mon and turn it on, wind it up, blow it out GTO
Wa-wa, (mixed with "Yeah, yeah, little GTO") wa, wa, wa, wa, wa, wa
(mixed with "Yeah, yeah, little GTO")
Wa-

Sammy Hagar

She's American made, you know what I mean?	One foot on the brake and one on the gas, hey
Red on black, she's a street machine.	Well, there's too much traffic, I can't pass, no
Set's ten inches off the ground with a custom plate	So I tried my best illegal move
That says I-E-A-T Z28	A big black and white come and crushed my groove
Trans Am	again
Trans Am	
Trans Am	Go on and write me up for 125
Highway Wonderland.	Post my face, wanted dead or alive
	Take my license, all that jive
	I can't drive 55, oh no, uh

Deep Purple

"Nobody going to take my car I'm going to race it to the ground/Nobody going to beat my car/It's going to break the speed of sound."

Beatles

"Baby, you can drive my car/Yes, I'm gonna be a star/Baby, you can drive my car/And maybe I'll love you."

Steppenwolf

"Get your motor runnin'/Head out on the highway/Looking for adventure/In whatever comes our way."

Are you Blonde?

A blond cop pulls over a blond and asks for her drivers license. The blond starts looking through her car then asks, "Uhh, what are they again?"

The blond cop replies, "Ugh. It's the thing in your purse with your picture on it." "Oh yeah," says the blond who reaches in her purse, pulls out a compact mirror, and hands it over. The blond cop opens it, takes a look inside, hands it back, and says, "I'm sorry ma'am. If I knew you were a cop, I wouldn't have pulled you over."

If you run in front of a car you'll get tired...

But if you run behind the car you'll get exhausted

New Teslas don't come with a new car smell

They come with an Elon Musk.

My boss arrived at work in a brand-new Lamborghini.

I said, "Wow, that's an amazing car!"

He replied, "If you work hard, put all your hours in, and strive for excellence, I'll get another one next year".

A young boy is listening to the radio in the car with his father. Dad, what music did you like growing up?

I was a huge fan of Led Zeppelin, the father replies.

Who? the son asks.

Yeah, the dad responds, I liked them too.

Classifieds

I very recently placed an ad for the sale of our 1960 Pontiac Bonneville convertible with <http://www.poci.org> on their online site and in Smoke Signals. In a conversation with Paul Bergstrom about the ad, he suggested I contact the Michigan chapters also to see if there was a procedure within the chapters for such advertising. I am located in southwestern Michigan area an hour east of Kalamazoo.

Thanks in advance for any responses.

Nancy Wuszke
nancywuszke@prodigy.net

MOTOR CITY POCI

Dedicated to the Preservation,
Restoration, and Enjoyment of
Oakland, Pontiac & GMC Vehicles



Primary Member: _____

Spouse or Associate Member: _____

Address: _____

Phone # _____

City & State _____ Zip Code _____

E-Mail: _____ @ _____

POCI# (optional) _____

Signature: _____

Pontiac, GMC or Oaklands Owned: Year, Make, and Model

1. _____
2. _____
3. _____

Membership dues due for The Motor City Chapter are \$20.00 per year. Dues are to be paid the first day of each January. If joining for the first time, dues will be pro rated at \$1.70 per month. Please pay membership by one of the following methods:

- cash or check at one of the monthly meetings
- by check made out to Motor City POCI and sent to the address below.

MOTOR CITY POCI
1595 Vanstone Dr.
Commerce Twp, MI 48382
E-mail: raygolota@gmail.com

*******Please read back page*******



Attention

Save the dates for three MUST ATTEND shows!

Three great shows, now including the following brands:

Pontiac, Oakland, Buick, Oldsmobile and GMC Trucks

June 12, 2021

The Michigan Widetrackers

June 12, 2021

32nd Annual Spring Dust Off

@Springfield Oaks County Parks 12451 Andersonville Rd. Davisburg, MI 48350

For additional information go to our website: www.miwidetrackers16.org

July 10, 2021

Motor City POCI's 7th Annual

July 10, 2021

Motor City Summer Roundup

@ Bakers of Millford 2025 S. Millford Rd. Millford, MI 48381

For additional information go to our website:

www.motorcitypoci.com Under Forms, click 2021 Forms

Sept. 26, 2021

Sellers Buick-GMC 32nd Annual

Sept. 26, 2021

Indian Summer Car Show

@ Sellers Buick-GMC 38000 Grand River Ave, Farmington, MI 48335

For additional information go to our website:

www.sellersbuickgmc.com/Sellers-Show-Registration

The Trifecta Prize Give Away

Attend all three or any of the shows to be entered into the prize drawings.

The more shows you attend the bigger the prize!

Attend all three shows-you have a chance to win a \$150 Gas Card

Attend any two shows-you have a chance to win a \$100 Gas Card

Attend any one show-you have a chance to win a \$50 Gas Card

POCI 2021 CONVENTION



WICKED FUN IN '21


Mohegan Sun
a legendary meeting destination

Uncasville, Connecticut

July 11 - 15, 2021

Hosted by the Yankee Chapter of P.O.C.I.



LAFONTAINE



BUICK

GMC



CHEVROLET

CAR SHOW

TUESDAY, JULY 20 • 5:30 - 7:30 PM

📍 LAFONTAINE CADILLAC BUICK GMC • 4000 W. HIGHLAND RD. HIGHLAND, MI

General Motors Car Meet • Food & Beverages • Giveaways

RSVP BY

JULY 12



GREENHOUSE
CLASSIC
Car Show



June 11th | July 9th | August 13th

6 - 8pm - 103 E. WALLED LAKE DR. WALLED LAKE, MI 48390

===== **FREE ADMISSION!** =====

Prizes for the Best Cars
courtesy of Murray's Parts City
& Eddies Barrels of Wine!

CAYA Smokehouse Foodtruck

No Registration Fee!
For info email us at
carshow@greenhousemi.com



Located on the corner of Pontiac
Trail and E. Walled Lake Drive
Across from The Greenhouse

PROUDLY SPONSORED BY

Murray's Parts City Eddies Barrels of Wine The Greenhouse

Motor City POCI Meeting minutes 4-45-21

8th Annual Summer Roundup - Car Show Committee Meeting

April 15,2021

Members present at this meeting: Ken Galdes, Ray Golota, Ray Santo, Brian Dougherty and Mike and Sheila Cushing

Summary

Opening remarks:

- Ken confirmed with Brian and Ray G. that our annual chapter report has been forwarded to the national POCI office.
- It was confirmed that the design of our award plaques has been finalized and the supplier quoted that the cost will be approx. \$475.00
- As a reminder, there will be no judging by classes this year. The awards will be given out based on the judges' choice
- Ray G. advised that he has added three additional plaques to be presented to sponsors

Club T-Shirts:

A general discussion on the color and design layout of our new Club T-shirts was next and it was decided that we would go with a light blue color to help contrast both Baker's and Motor City logos. We will have standard no-pocket T's for the men and offer V-Neck T's for the women. There will be a simple one- or two-color version of our Motor City logo on the front and for the back, we will have our Summer Roundup along with the Baker's and the new National POCI Logos.

I have included links to the proposed T-Shirt design in the email.

Goodie Bags:

We were not planning on having goodie bags at this year's Show but after some discussion we decided that perhaps, if can manage to come up with a few items, we will just offer them to the first few attendees that are pre-registered. Final determination yet to be made.

Club Dues:

Our annual Club dues due date has been extended to May 1st. Those members that have paid memberships are requested to supply the sizes they would like for themselves and any other members of their family. The primary member's shirt will be N/C with a second shirt for spouses, partners or whomever at 50% off. Any more additional shirts will be at the regular price.

Advertising:

We will run several hundred copies of the Tri-Show flyers which will be made available to everyone for distribution at local Cruise-ins or to any friends that you feel may be interested.

We are looking into the possibility of doing some newspaper or radio advertising this year and are open to any ideas and/or suggestions anyone may have.

Sponsorship:

The question was raised as to whether we should modify the names or amounts of the donation letters that we have used for the last several years as listed on the sponsorship flyers and after open a discussion with all present, it was decided to modify the form slightly. See attached link.

As in previous shows, we will still have our D.J. announce the Sponsors' names during the Show and so announce them as the awards are presented.

Member News:

Gains McDonald will continue to be a member of the Show committee and attend meetings when schedule will allow.

Brian D. will take over the job of publishing the Club's bi-monthly Newsletter with the next issue coming soon.

Mike Cushing our new Event Coordinator along with his wife Sheila our newest members, have offered to work on ideas for possible future Club group outings. Welcome to the Club!

...and finally, and very importantly,

Pastor Tom Lange has just found out that his Cancer is in remission! He is resting at home now and another Cat scan scheduled in (3) months. He and his wife Lynn have been through a lot this past year and we all wish him the best. We look forward to seeing him at a meeting in the near future.

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