



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

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Meetings held at
Bakers of Milford
www.bakersofmilford.com



3rd Wednesday every other month
See website for schedule

Usually

SEPT—OCT 2021

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Kenny G's Message:

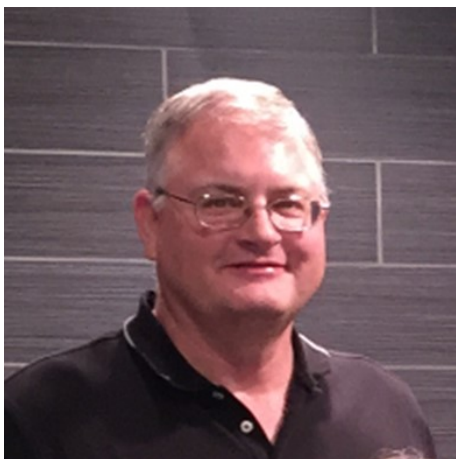
After a disappointing 2020 season. Due to that pesky virus, this year started off strong for car related activities and stayed strong throughout the summer. It was great to attend shows with other club members as participants, or see them there attending as spectators.

I mentioned in an email a while back that Ray G. never stops working to make our Pontiac show better. While we are all relaxing in the winter months, Ray is still out hitting the road and handing out flyers and getting donations. When you get a chance, be sure to thank Ray for all his hard work as well as anyone else who got sponsor donations for the show, but let's face it, Ray is in a league by himself.

Because of our hard work, we were able to give another **\$10,000 check** to the Joe Kocur fund on August 30th and because of our previous top donation status, we were able to allow our top sponsor, WM R. Curtis, Inc. to have a team of four people to play in the Joe Kocur annual golf event this past August. From everything I've seen, our club is one of the top charity donation car clubs in the nation and we should all be proud. Let's give ourselves a big pat on the back and keep the momentum going for next year, which I'm hoping is bigger and better.

At our committee meeting on Sept 16, we presented Chris Baker with the huge banner below to hang up inside Baker's Restaurant. He wasn't sure where he was going to hang it then, but he assured us, it was going to be hung somewhere proudly, where people could see it while dining!





Ramblings of an Irishman:

Whew! What a great car season, especially in comparison to last year. It's always bittersweet for me, when the season ends. I look forward to it all winter long, especially since I retired, but it takes me away from other important activities or projects that I might have going on. It was great to see fellow club members out there at different events throughout the summer. It was especially great to see them supporting other club members shows, Like Ken and Ray supporting Stu Jackson's show, which looks to have drawn about 120 cars. I'm encouraged to see the cross participation in the Tri-Pontiac shows also. I know car shows started out slow for me at the beginning of the summer, but has been non stop over the last couple months. Mind you, I'm not complaining, especially since I know winter is right around the corner.

Both the Frankenmuth and Milford car shows were well attended, even though a lot of Canadians could not make it across the border due to Covid. It was great to run into fellow club members at both of these events. Ken as usual was helping all day at the Milford show, adding to it's success.

As Ken stated, be sure to thank Ray G. for all his hard work to make our show the best, but don't forget to thank Ken also, he's out there hustling year round too. Let's face it, without these 2 guys, our show would not be the success it is. I want to also thank all the members who worked all day at the show and I'd like to especially thank those that brought their wives to help.

Let's face it, we can't survive without them!

I'd like to focus now on the Tri-Pontiac shows. I think this was the first year that all 3 shows had good weather. Even though there were a few raindrops at the Sellers show, it wasn't enough to interfere with the proceedings. Since I'm the person who greets everyone at the entrance to do the "punch" cards. I found the results of the 3 shows interesting. First off, I expected all 3 shows to exceed their previous all time highs for attendance. Although they all did well, I think we all expected attendance to be a little higher after last year. To my knowledge, Sellers was the only one that beat their previous record by having, I think, 105 cars attend. What I really found interesting was: The Sellers show attracted 54 brand new people that were not at the other 2 shows, or knew nothing about the other 2 shows or were brand new to the hobby. This meant I had to explain the process to 54 new people while at the same time convincing them they have to come to all 3 of the Tri-Pontiac shows next year.

Out of the attendees at the Sellers show, 24 of them had been to all three shows. This is up from only having 12 people the first couple years we did this. This news is very encouraging and supports why we are doing this from year to year. Out of the remaining attendees at Sellers, 5 had been to the Widetrackers Spring Dust Off and Sellers while 9 had been to the Motor City show and Sellers.

Also, Marge sent me a nice story of a wonderful day in the history of the club, where current club members volunteered their time to make an event special. I think doing a historical piece in each news letter is a nice touch and I will be digging through my old pictures to tell stories about our past. I'd like to see other members send me historical stuff if you can find them, so I can add them to future newsletters.

One last note, both my son and I had our credit card numbers stolen in the last month or so and used to buy stuff almost immediately. Both of the issuers flagged the activity as fraud and put an immediate stop to any more purchases until we were able to contact them and get it figured out. This can be a painful experience for anyone who's been through it, especially since neither issuer has any idea how this happened to us, so beware!

Club Upcoming Events:

- 10—6 Pontiac Transportation Museum Open House
- 10—9 John Berzenyi Monday Night Cruisers Color tour
- 10—16 Motor City POCl Color Tour. See Mike Cushing for details.

Club Historical news: (Story and picture supplied by Marge Sawruk)

Some charter and early members of the Motor City Chapter with mops and cleaning supplies volunteering to clean the former Edward Murphy (founder of Oakland Motor Car Co.) home at 206 Auburn Ave in Pontiac, (Cook-Nelson American Legion Hall since 1923) so a luncheon could be held inside for the Oakland owners coming to town for the 100th anniversary of the car. The Oakland was the featured Marque for the Sept 2008 Old Car Festival at Greenfield Village that year.



Left to right

Marge Sawruk, Beth and Doug Sciberras, Steve Dorris, Dan and Kay Aldrich and Bob and Kendra Klein (cannot recall who took the photo)

More of the story...

John and Marge Sawruk made an appointment with the American Legion Commander to see if it was possible to use their headquarters to host a luncheon for those coming into the area to celebrate the 100th anniversary of the Oakland car.

Many of the gorgeous features of the once beautiful home, like the wooden bookcases, with beveled glass doors, still could be seen along with several antique fireplaces. However, it was sad to see that the home really needed lots of expensive repairs inside and out.

To make the affair memorable, it was decided a catered luncheon could be held despite the pool table and bar now inside. Marge enlisted the help of charter members of the Motor City Chapter of POCl to start by cleaning the facility, then asking a friend to cater the event. To make this an elegant/ period event she located antique luncheon plates on ebay to supplement her own, found fabric tablecloths and napkins to match, ordered stainless utensils and scoured resale shops for antique glass water goblets. She also enlisted the help of two of her children, John Jr. and Jennifer, for set up and tear down. Jennifer even flew in from Las Vegas to assist.

It was also decided that each owner should receive something special to remember the event, so old magazine ads featuring various years of Oaklands from 1908-1931 were purchased and framed, then matched as close as possible to the owner of each Oakland attending.

Thanks to the cooperation of everyone, including All American Oakland Chapter (financial) and Motor City Chapter (boots on the ground), 85 visitors enjoyed the event. After the luncheon, most toured a private car collection in Pontiac and saw some historic auto related sites in the city where their Oaklands or early Pontiacs were built.

Homemade shortbread cookies were sent home with each attendee. September 6, 2008 was a memorable day that is still talked about occasionally by those who attended.

From a tiny acorn a mighty oak tree can grow.

A tiny idea became an historic luncheon. Please keep this adage in mind as the Pontiac Transportation Museum starts to take shape. Volunteering is a wonderful use of your time!

GM / Industry news:

So, the editor subscribes to several E magazines to keep apprised of current happenings in the auto business since retiring. One is: gmauthority.com where I ran across this rendering of a modern day firebird. It apparently was done by an Australian car insurance company called Budget Direct. I'm not sure it is what I would envision for a next generation styled firebird, but it's always interesting to get another perspective, especially from a country that loves their big V-8's and muscle cars.



I've mentioned before I love black and gold Trans Ams, since I owned an original 1977 Special Edition (Bandit Edition) back in the day. But I'm not sure about some of the current re-interpretations that have taken a first generation design copy of the Camaro and turned them into a second generation designed Trans Ams, like the following picture of an example that the Trans Am Depot has done.



At least the one below, by HPP tries to retain the first generation styling cues just like the donor car, the current camaro does.



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

GM sets up a strategic supplier agreement with Wolfspeed to develop and provide silicon carbide power devices to increase EV range.

GM 100% electric by 2035.

GM will have 30 new electric vehicles by 2025.

All light duty vehicles to be all electric by 2035.

All medium and Heavy duty vehicles to be electric by 2040.

GM defense wins 36.4 million dollar contract with State Department to build Super Suburban's.

Springhill plant to be 100% solar by 2022.

2022 GMC's to have Warner Media Ride App for passengers and unlimited WIFI.

2022 GMC Sierra pickups to feature super cruise with trailering capability for hands free driver assistance.

2022 GMC's to have Alexa built in.

GMC Sierra 1500 AT4 Carbon Pro Edition conquers the Canadian arctic in the Alcan 5000 winter rally.

New Members:

No new members have joined recently, meaning we all, including the editor, need to help recruit some new blood into the group.

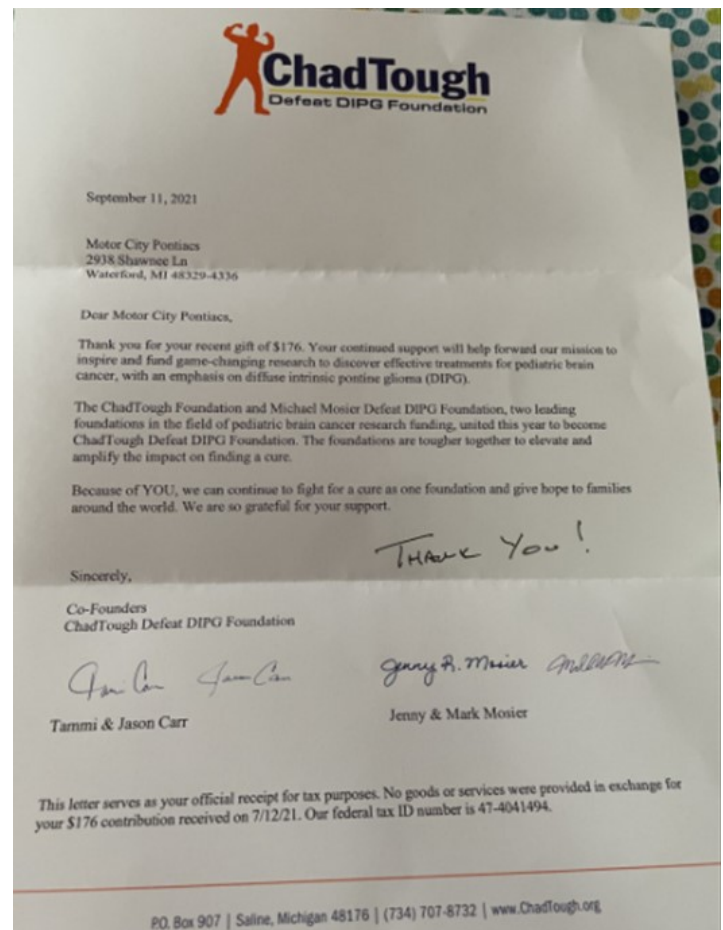
Member Happenings:

As everyone should know by now, Mike Cushing came to us by way of the Widetrackers. While there, he thought he persuaded the club to support and collect donations for the ChadTough Foundation. He soon found out that the entire club was not behind his activities, which prompted his leaving. As a fellow club member, you know this club has a big heart and has given tens of thousands of dollars to charities over the years. Mike would like to still help the ChadTough Foundation and presented the following letter (next page) to the leadership and presented his proposal in person at the next meeting for leadership to vote on. The leadership still wants the club to focus on the Kocur Foundation as it's main charity, but sees no reason why we can't support more than one charity and has given Mike the green light to move forward. Besides, this is a win-win for everyone involved, especially since Mike has volunteered to do all the work. He also stated, he would like to collect for both charities.

I'm sure Mike would love the help of any other club members who'd like to get involved with this charity also, but contact him directly for coordination. The last thing he wants to do is take money away from the Kocur foundation by draining the same donors and he does not want any conflict between the two in the future.

To the right is a thank you letter Mike received recently for his work.

On the next page is his email to the club leadership dated 9-12.



I thought you'd like to see this!

Despite the pandemic interruption, I still get many inquiries and donations relevant to ChadTough. This thank you letter pertains to cash and checks that were given to me, and accumulated before forwarding the money to Saline. I am asked about donations regularly despite not doing any campaigning, and because the groundwork that had previously be set.

My plan is becoming clear: 1) phone solicitation has worked very successfully for me (with ChadTough), so I will conduct the 2021/22 drive as done previously; 2) using Kenny and Ray's ideas, methods (and targeted sponsors), I plan to develop a few "routes," to personally visit potential sponsors, to garner interest, sponsorships and/or donations for the Summer Roundup/Joe Kocur charity. These will include, but certainly not limited to, auto parts stores, tire distributors, and home improvement big box stores.

As I have volunteered for club shirt purchases, we will need to discuss shirts for 2022. Of course, the 2022 Summer Roundup shirt is a priority, but there will probably be the need for a second shirt (as ChadTough sponsors are, in reality, donating 500.00 for a ChadTough shirt logo space). We can discuss in detail at future meetings.

I am certain that I can contribute a lot to both charities, as well as Motor City POCI!

BR

Mike C

Summer Happenings in pictures:



Widetrackers Dust Off at Davisburg in June—First show of the Tri-Pontiac shows



Fellow club members enjoying the beautiful day at the Dust Off.

What a handsome and smart bunch of guys, if I don't say so myself.

I think we came close to solving world hunger, but the show ended too soon.



Here's Stu Jackson, Ray Golota and Ken Galdes ,all accepting awards at the Dust Off from the Widetrackers president, Arnold Boersma.





Here I am meeting Mike and Sheila at the spot he reserved for Dream Cruise on Friday night. BTW, I for one appreciate the time and effort Mike put into reserving us a great spot on the loop.

Here we are on Saturday proudly displaying our club banner and stellar automobiles for all to see.



Here's a group of club members and friends telling stories and sharing a common hobby. This spot was a great location for burn-outs, police chases and other such mayhem!



More club members and friends sharing the greatest day of the year for anyone in this hobby. And it's all in our back yard.



More cars at our site above. BTW, as a club, we had the best turnout we've ever had at a Dream Cruise event .

Some of the sights, sounds and smells from our great vantage point.



Here's a handsome young man with the cutest grand babies on the earth, not that the editor is biased in any way.



Here's a Pontiac group out of Illinois that was at the Frankenmuth show in Sept. What a great event overall with good attendance. It's so big, you can't see it all in one day even though there were an estimated 500 Canadians that couldn't come across the border this year.



Here are 2 pictures of the Milford car show in downtown Milford, where over 300 cars attended what had to be the most perfect day. I mean look at the blue sky in each of the pictures, not to mention good friends, sights, sounds and good food nearby.

As usual, our president, Ken volunteered at the event helping to make it one of the best run shows out there.





Here are pictures of club members winning awards at the Sellers show, which is show three of the Tri-Pontiac shows. Again, we had a great day with only about 5 minutes of sprinkles with the largest turnout that Doug Cook has ever had for the show. As mentioned in my editorial, over 50 participants were first timers at the show.



Featured Member:



Stu Jackson

and

**His beautiful
1969 GTO**

The following story is in his own words.

A GTO for a lawn mower

It was late in 1969, a short time after I graduated from high school, when I bought my first new car. It was a 69 midnight green GTO Judge. What a car! I still remember the feeling.. pulling out of the Pontiac lot! My dad wondered how I would make those \$100 payments. After all, that car listed at over \$4,000!

Most weekends I would pick up my sweetie Linda and off we went to the drive inn. Being from the South East side of Michigan, there were many to choose from. The Van Dyke, Mt. Clemens, or our favorite, the Gratiot comes to mind. As was customary in those days, a few (or more) passes down Gratiot looking for Mopar prey. That was my favorite sport. All the while, Linda going along for the ride... No pun intended.

I owned the car for three years, and sold it just prior to getting married to Linda in 1972.

If we only knew then, what we know now?

Fast forward to 2001, or 29 years later, and this old guy starts looking for another GTO. I guess it didn't matter the year or color, I just wanted to re-live those days of yesteryear. After many months of searching, I find a 67 that seems to fit the bill. It's an automatic, though but looks and runs good. It does need a little paintwork. Or rather, some buffing out, or maybe, a new clear coat, or maybe... I am not in any way a paint or body guy, so with that being said, I made a list of paint and body shops in the area to get some expert advice prior to purchasing the car.

Shortly thereafter, I hop in my car and visit all the shops on my list. One by one, the list gets shorter and my hopes of an economic solution to the paint issues are nothing but a dream.

My last stop is Joe's Body shop, just down the road from me. After talking with Joe, and receiving the same bad news about the paint, I left for home with my head down. While I was headed out the front door; I see in the showroom a 55 Corvette, a Ford Coupe (complete with blower), and a 69 GTO!! Not any GTO, it was Midnight Green, vinyl top, 4 speed, and a 400ci ram air engine. With the exception of the Judge package, this could have been my old 69. There was another car on the floor as well, but I really don't remember what it was after seeing the GTO.

After telling Joe my story and that a 69 was what I was really looking for, he said that the car belonged to his son John and that he had thought about selling it. Was this my lucky day or what! Joe called John out to talk with me for a bit. John was the second owner of the car and had it for around 15 years. It was his first car as well.

We reached a tentative price and I asked if I could take it for a ride. No problem he says, so he pulls the car out for me and I headed down the road. By the time I return, I say I'll take it, **but John says he can't sell it.** Talk about a roller coaster ride. I have now hit bottom. John says to contact him later in the day and he will think about it. Ah, a glimmer of hope left for me. But it was not to be. We talked a bit about the car and a few more dollars, but John really didn't want to part with the car. Well, I did my best, thanked John and Joe for their time and asked that he call me if he should ever change his mind. John said he would if he did. One thing was for sure; I lost total interest in the 67 that needed paint!

A few weeks after my trip to Joe's, I had the opportunity to look at a 69 GTO convertible.

It too was very nice, however it did not have a four speed. Nevertheless, I made a bid on the car, but came in a little low. I told the owner I would have to talk with my wife and think about his counter-offer, since it was a little more then I had planned to spend.

I couldn't wait any longer so I told my wife we were going to buy a 69 GTO this week no matter what, so I called Joe one more time and made a last ditch offer. He said he would have John call me back that evening. He did and the deal was done! We signed the papers the next day and I drove it home.

I have been by to see Joe and John a few times since then. It seems that Joe picked up the car in North Carolina during one of his trips.



His N.C. contact lives above a shop that sells and services lawn mowers. Apparently, the original GTO owner talked to the lawn mower shop owner about purchasing a new mower. Lacking the funds, he offered the GTO as trade!! Well, the shop had no use for an "old car" and declined. Remember now, the car is about 15 years old at that time and has been sitting under an open terrace, and is mouse infested on top of that.

So, Joe talks to his contact, who talks to the guy at the mower shop, who passes on the information onto the GTO owner and the rest is history, as they say. The bottom line is that everyone made out on that day.

Joe says when he picked up the car, the engine would not start so he replaced the points and it started right up. He says there was an engine knock, but it disappeared shortly after running for a while.

So that's the story of how the GTO was traded for a lawn mower!

The car is PHS documented and has the original engine and trans. John had the engine rebuilt a few thousand miles before I bought it. This included hardened valve seats and a ram air cam. He also added a black vinyl top and air conditioning as well as the best paint job I have ever seen on a classic car! Ironical, since paint is what got me to Joes in the first place.

I spent the next winter doing some much needed electrical work on the car. In addition, I have added the RA III exhaust manifolds, Cragar S/S wheels, and a lot of time and effort on the interior.

The car:

Color: Midnight Green with black vinyl top.

Interior: green.

Engine: 400ci Ram Air III

Trans: 4 speed M20

Rear Differential: 4:11 limited slip

Exhaust: Flowmaster

Tach: Factory Hood

Wheels: Cragar S/S 15"

Tires: P255x60



While I no longer travel Gratiot looking for unsuspecting Mopars, My wife (Linda) and I like to hit a few car shows, go down for an ice cream occasionally or just cruise around. Yup, my sweetie Linda, is still my wife today. Life is good!

My special thanks to Joe and John from Joe's body shop in Perry for telling me the story and taking such good care of our car! John has visitation rights you know (it was part of the deal). John says he brought the car to the shop (for the winter) only days prior to my visit. I think it was fate! He also gave me the original title, window sticker, and the protect-o-plate.

Stu & Linda Jackson

1969 GTO HT Midnight Green, black vinyl top, Green int.

Original 400ci numbers matching engine. Added the RA III cam and exhaust manifolds.

4 Speed wide ratio transmission.

Original color was Midnight green with Lime green top!! Wonder why the black vinyl top was added!!!

After market air was added years ago (see photos). Still works great. All else is original equipment. AM radio works, however the speaker was wired to the "glove box" CD player with remote head (see photos). Factory tach works well.

The car itself was in great shape when I purchased it in November of 2001. I have cleaned up the interior, had a few parts re-chromed, and added the Cragar wheels.

No surprises other than the mouse we found in the fold of the front seat! Sometime the next year, a push rod went through a rocker arm, which was not really expected, but I think that's part of the program for these classics.

The rear taillight bezels were re-chromed.

I don't race the car so don't know what she will do performance wise.

Technical stories: (sourced from wowmusclecars.com and oldcarmemories.com)

Unless you're a Pontiac engine expert, when guys start talking Cylinder heads, it can seem like a mystery. I hope the following article helps to increase your street smarts.

Pontiac V8 Cylinder Heads.

Over the years Pontiac V8 Cylinder heads came in many specifications. Pontiac used different valves and combustion chamber sizes on their V8s to change compression ratios, fuel economy, and horsepower output. All Pontiac V8 cylinder heads from 1955 to 1976 are essentially interchangeable. Except for some special heads, the bolt pattern, the bore spacing, and deck heights are all the same.

Pontiac heads produced PRE 1968 used a closed combustion chamber design while heads produced from 1968 on used an open chamber. The open chamber design decreased quench area and the surface to volume ratio. The new design also improved flame propagation, increased power, and reduced emissions. In a nut shell, the high output heads produced by Pontiac after 1967 flow better and produced more power than the heads produced pre-1967.

Looking for a performance head for your Pontiac?

There are aftermarket heads available but, If you don't want to use aftermarket heads. Then the best option would be to choose high output Pontiac heads produced from 1967 on. The 1962 and 1963 Super Duty heads would work well also. However, they are harder to find and like all the pre-1967 heads, they have a closed combustion chamber.

Excluding the Ram Air IV and Ram Air V heads. From 1967 to 1979 Pontiac engines used the same pushrods, Rocker arm, and valve covers. After 1972, Pontiac also changed the head's exhaust crossover, so make sure to use the correct intake manifold and gasket to match. (The editor made that mistake once) The Ram Air IV heads have a taller intake port and the Ram Air V have round Intake ports. These heads will also require special intake manifolds.

Evolution and Improvements

For 1967 Pontiac increased the valve size of the high output engines. Increasing the intake valves from 1.92" to 2.11" and the exhaust valves from 1.66 to 1.77". They also changed the valve angle from 17 to 14 degrees. This improved port flow and overall performance.

For 1971 due to new smog requirements, Pontiac reduced the compression to 8.41:1 by increasing the combustion chamber CC. The lower compression reduced emissions but, at the same time robbed the engines of their incredible power.

Ram Air III vs Ram Air IV Heads

The Ram Air III 400, just like all other Pontiac 400 V8s, had a 4.120 inch bore and a 3.75 inch stroke and D-port heads. The only production Pontiac 400 V8s to have round-port heads were the Ram Air II and Ram Air IV. The Ram Air III was available with the 1969-1970 Pontiac GTO , 1969 Firebird, and 1970 Pontiac Firebird Formula when RPO code L74 was selected on the order sheet. The Ram Air III was the standard engine in the 1969-1970 Pontiac GTO Judge and the 1969-1970 Pontiac Trans Am.

The Ram Air III was rated at 335 gross horsepower and 430 lb-ft of torque in the 1969 Firebird, 1970 Firebird Formula, and 1969-1970 Trans Am and rated at 366 gross horsepower and 445 lb-ft of torque in the 1969-1970 GTO and GTO Judge. The horsepower and torque differences were on paper only, the horsepower and torque figures were the same no matter which of these vehicles the Ram Air III V8 was found. The cold hard truth was the Ram Air III's horsepower was underrated, its actual horsepower output approached 400 gross horsepower territory.

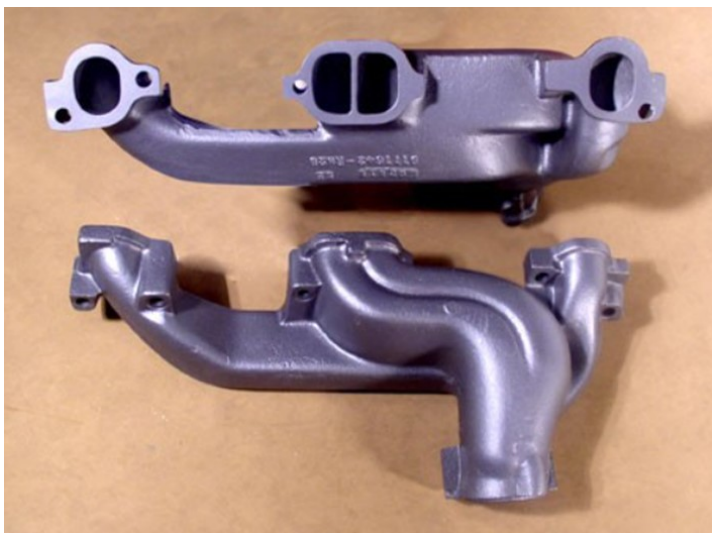
The Ram Air IV's output was also underrated, it was factory rated at 345 horsepower and 430 lb-ft torque when found in the 1969 Firebird and 1969-1970 Trans Am. It also had a factory rating of 370 horsepower and 445 lb-ft of torque when found in the 1969-1970 GTO and the 1969-1970 GTO Judge. The Ram Air IV's true horsepower output was a little over 400 gross horsepower. These were considered great Horsepower ratings for factory stock muscle cars back in the day. Pontiac had planned for an even more powerful Ram Air V 400 to be a factory option, but unfortunately this engine never made it into the order sheet. However it is estimated that as many as 200 Ram Air V 400 V8 engines were produced to be sold through the Pontiac dealership network, most of these were installed by Pontiac dealers and Pontiac owners into different Pontiac models.



Side by side comparison of the Ram Air III (D port head on top) and the Ram Air IV (Round port head on bottom)

Since it had a cast iron intake and D-port heads, the Ram Air III was much more economical for Pontiac to produce than the Ram Air IV, which had an aluminum intake manifold and round-port heads. The Ram Air III was the smart choice since it was less expensive for buyers, yet produced about 95% of the power of a Ram Air IV. This is why so few Ram Air IV V8s were produced. The Ram Air III, like all the other Pontiac V8 engines produced from 1966-1970 was painted in Pontiac Light Blue Metallic, one of the best looking colors to grace an engine block in my opinion. The Ram Air III also had chrome valve covers and a mandatory hood sourced cold air induction system just like Pontiac's other Ram Air 400 V8s. The Ram Air III had a high-performance Quadrajet 4-barrel carburetor, free flow cast iron exhaust manifolds, a dual exhaust system, a high performance cam, a 10.5:1 compression ratio, and high-performance D-port heads.

The Ram Air III powered some of the most legendary muscle cars. These Ram Air powered cars may have great styling, but never would have been a big hit with muscle car buyers if they didn't deliver the power. And that's exactly what owners of these Ram Air III Pontiac muscle cars got, was a lot of performance out of their Ram Air III Pontiac muscle cars. This is the reason why today, Ram Air III equipped GTOs, GTO Judges, Firebirds, and Trans Ams are overall commanding higher prices with the highest priced being excellent conditioned Ram Air III 1969 Trans Ams which currently sell for low six figure prices. Worth noting, Ram Air IV equipped Pontiacs have even higher values today than Ram Air III equipped Pontiacs.



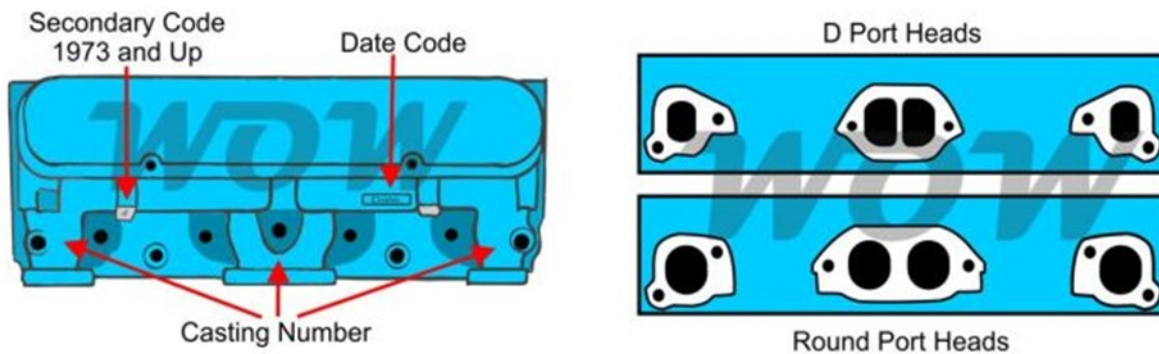
On the right, we see the free flow cast iron exhaust manifolds for the Ram Air IV heads. Notice the round shaped ports.

On the left, we see the free flow cast iron exhaust manifolds for the Ram Air III heads. Notice the D shaped ports in the middle.



High output Pontiac V8 Cylinder Heads

- 1962 – 389 SD Code 544127
- 1963 – 389 SD Code 543797
- 1967 – 400 Ram Air or 428 Code 670
- 1967 – 400 Ram Air Code 97
- 1968 – 400 Ram Air I and 428HO Code 37" Ram Air I and
- 1968 – 400 Ram Air II Round Port Code 96
- 1969 – 400 Ram Air III or 350HO Code 48
- 1969 – 400 Ram Air III Code 62
- 1969 – 400 Ram Air IV Round Port Code 722
- 1969 – 400 Ram Air V Tunnel Port Code 44
- 1970 – 400 Ram Air III Code 12
- 1970 – 400 Ram Air III Code 13
- 1970 – 400 Ram Air IVI Code 614
- 1970 – 455HO Code 64
- 1971 – 455HO Code 191 – Low Compression
- 1972 – 455HO Code 7F6 – Low Compression
- 1973-1974 455SD Round Ports Code 16 – Low Compression



How to find the Pontiac V8 Cylinder heads casting numbers and Production date.

Casting Number

The number is usually cast at the center of the right or left exhaust port. Some heads may have the number cast below the spark plug or below the valve cover. The casting on the outside of the head was composed of 6 or 7 digits for early heads. Later heads only used the last two or last 3 digits of the casting number.

From 1973 on, Pontiac also stamped a secondary head code on the machined pad just below the valve cover. This code designates the heads combustion chamber size.

Date Code

The date code is usually cast just below the valve cover. The first letter identifies the month while the last number designates the year. The numbers in the center of the code represent the production date.

Example: D052 = April 5, 1972

Pontiac V8 Heads – Casting numbers

For a detailed chart of all casting numbers, check out the following website: **www.wowmusclecars.com**

Interesting Stuff:

This is what happens when you mash a Fiero into a motorcycle, just in case you were wondering?





This cute little thing
Is a Pontiac Stinger
Concept car

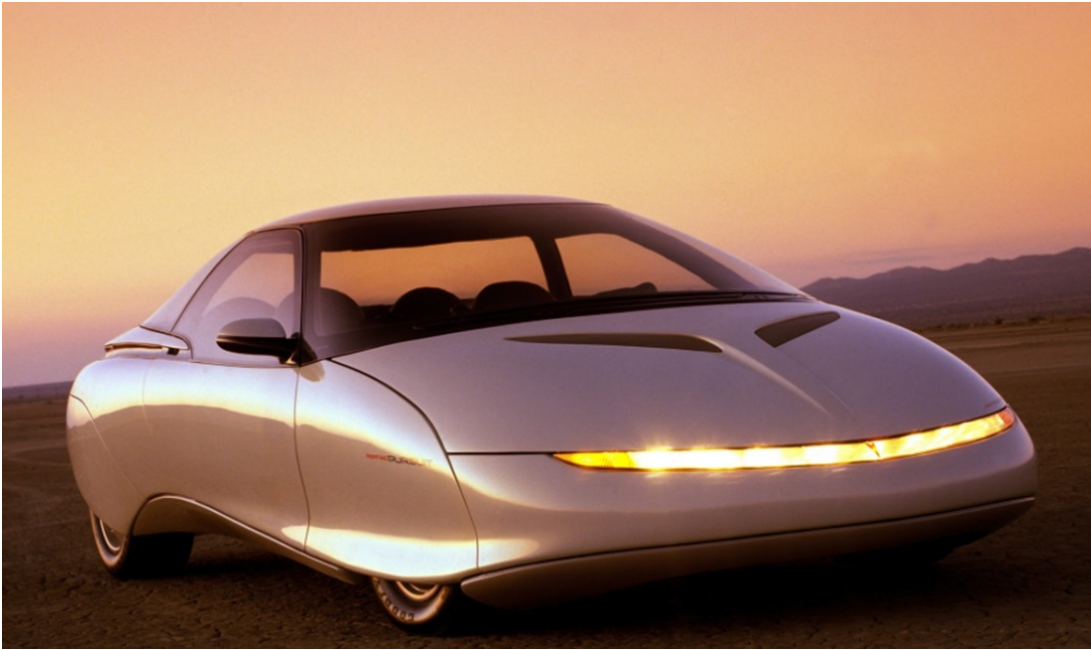
Below is the original concept for the Pontiac Aztec. Makes you wonder if they had stayed true to the original design, if it would've fared better in the market-place.





They called this the Pontiac Rageous. Imagine going to the grocery store or Walmart in this.





This is the Pontiac Pursuit Concept car.

Below is the Pontiac Phantom concept. I just might be cool enough to be seen in one of these, especially if the model was an option!



Here are some great song lyrics about cars over several decades.

Golden Earring

"I've been drivin' all night, my hand's wet on the wheel. There's a voice in my head that drives my heel."

Jerry Reed

"Keep your foot hard on the peddle, son never mind them brakes, let it all hang out 'cause we've got a run to make."

Beach Boys

"Just a little deuce coupe with a flat head mill, but she'll walk a Thunderbird like (she's) it's standin' still."

Bruce Springsteen

"We take all the action we can meet and we cover all the north east state. When the strip shuts down we run 'em in the street, from the fire roads to the interstate."

Foghat

Slow ride, take it easy
Slow ride, take it easy
Slow ride, take it easy
Slow ride, take it easy
I'm in the mood
The rhythm is right
Move to the music
We can roll all night
Oooh slow ride

Q: What's the difference between a BMW and a porcupine?

A: A porcupine has the pricks on the outside.

Q: What's the good thing about Fords?

A: They come out of the factory with the problem circled.

Q: What do you call a VW bus at the top of a hill?

A: A miracle.

Q: What car does a Proctologist drive?

A: A brown Ford Probe.

Q: What is the smallest part of a FIAT?

A: The owners brain.

Q: Why did Ford make a new heated tailgate?

A: So your hands stay warm when you're pushing it back home in the winter.

Q: How do you tell when a mid-engined Ferrari is warmed up?

A: It's on fire.

Q. How do you make a Ford accelerate 0-60 mph in less than 15 seconds?

A. Push it off a cliff.

Q. What did the store employee say when the customer said, "I'd like a set of wiper blades for my Kia"?

A. "Sounds like a fair trade."

Q: Why are there sidewalks beside streets?

A: So Ford owners have a safe place to walk home.

Q: Where do Volkswagens go when they get old?

A: The Old Volks home

**HEY YOU REMEMBER THAT COUNTRY SONG
WHERE THE GIRL DIGS HIS TOYOTA?**



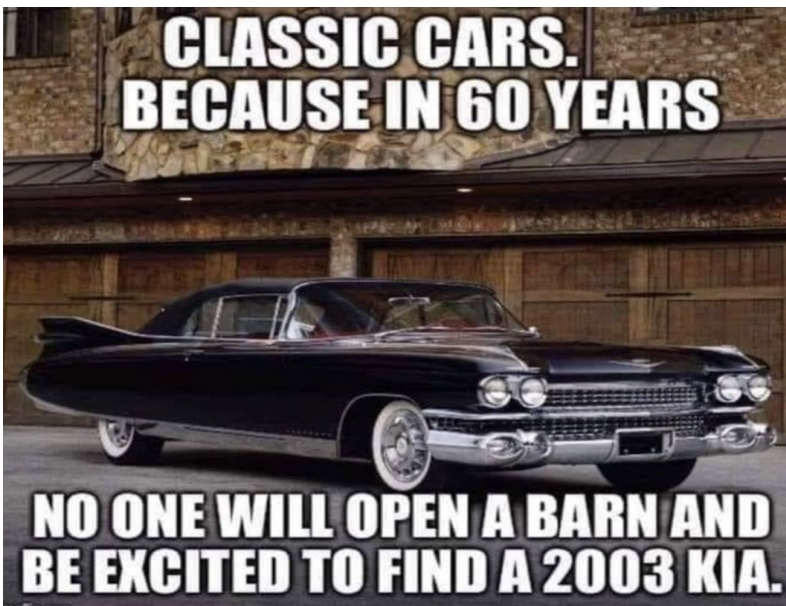
NEITHER DO WE

**I DON'T ALWAYS
ROLL WITH FORDS**



**BUT WHEN I DO THEY BETTER
NOT BREAK MY TOW STRAP**

**CLASSIC CARS.
BECAUSE IN 60 YEARS**



**NO ONE WILL OPEN A BARN AND
BE EXCITED TO FIND A 2003 KIA.**

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*******

Motor City POCI

7th Annual Summer Roundup – “After the Car Show” Committee Meeting Wednesday, July 21, 2021

Members present at this meeting: Kenny Galdes, Ray Golota, Brian Dougherty, Tom Lange, Mike Cushing, and Ray Santo

This meeting quickly became an open panel discussion about the members observations, thoughts, and opinions about the Show this year and how some things could be improved for next year's Show. I have tried to summarize the statements and questions in an outline form for discussion at future meetings.

1. Ray G. presented the results of our survey question of how the participants heard about our Show and we need to look at how it should affect how we spend our ad budget for next year.
2. As far as judging, should we change the classes and/or perhaps even the number of awards?
3. Should we compress the time frame allotted for judging?
4. Should we shut down registration sooner?
5. Since we are allowing our sponsors to enter any make of vehicle, we should have that information available to the person(s) at the Show entrance to avoid any embarrassing situations.
6. Should we move the date of the Show since it does conflict with the Columbus Goodguys Show every year?
7. It was also mentioned that the annual South Lyon show conflicts with the Pontiac show in Norwalk, Ohio.
8. Tom mentioned that he heard many people commenting favorably about our Sponsor's Flag.
9. The question was raised about looking into restructuring our 50/50 drawing as it relates to our Sponsors. (?)
10. The question was raised as to whether we need to change the design or format of our registration sheets, our sponsor sheets, the welcome sheets, or the silent auction sheets. The committee agreed on keeping the registration sheets as they are but perhaps printing them on a heavier paper stock next year. The rest of the sheets will be discussed at future meetings.
11. We will review our expenses again later in the year after any Joe Kocur event (s).
12. Everyone agreed that the T-shirts we purchased this year were a compromise due to Covid and shipping problems from China, but we hope to be able to purchase better quality shirts next year.
13. It was suggested that we should review our records of past show winners to try and avoid the same vehicle winning multiple awards.
14. Lastly, Mike reminded us that the registration forms for parking and lunches, if ordered, should be paid by August 3rd.

The meeting was closed around 7:45 as we said, “See you on Woodward!”

Committee Meeting Thursday Sept. 16, 2021

Present: Kenny Galdes, Mike Cushing, Brian Dougherty, Ray Golota Absent: Ray Santo.
Marge Sawruk, Tom Lange

1. Lengthy discussion took place regarding sponsoring 2 charities, the Joe Kocur Foundation for Children and the Chad Tough Foundation. It was decided: a. We will sponsor both charities b. Will have separate flyers for each highlighting the specific charity c. Mike Cushing will get his sponsors, Motor City will get ours. d. All registration monies, silent auction items, 50/50, etc. will be given to Motor City. e. There will be 2 Thank You plaques; one for Mike's sponsors the other for Motor City sponsors. f. Mike Cushing will pay for his flyers, sponsorship levels, Thank You plaques and decals, T shirts, etc. g. THIS WILL BE A 100% SEPARATION (other than item d).
2. Ray G. will order 200 8 x 10 plaques for 2022
3. Looking at the possibility of moving our Summer Roundup to either the 3rd Saturday in July or the 2nd Saturday in August. The 2nd Saturday in July has a major conflict with the Good Guys show in Columbus.
4. Discussion will continue on having the Top 50 or a mixture of another form of picking vehicles.
5. Might have Show shirts for 2022 showing the winner on the back from 2021.
6. Registration will shut down at 10:30
7. All future Motor City T shirts will be the responsibility of Ray Santo.
8. Looking at the possibility of sending out registration flyers through USPS.
9. Motor City sponsorship levels; will have 2 of them, one for Kenny the other for the rest of Motor City. Kenny felt that by eliminating the Bronze \$50, and the Copper, and increasing the other dollar values would be beneficial.
10. Wm R. Curtis, Inc. will be a major sponsor (donated \$2500) and will be on the registration flyer, along with Bakers, LaFontaine, and Motor City.
11. **Check for \$10,000 was given to Joe Kocur at his banquet on Monday, August 30th .**
12. Money in the bank ending Sept. 15, \$4776.63

Next meeting – To Be Determined

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