



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

Visit our Website:

[www.motorcitypoci.com](http://www.motorcitypoci.com)

Visit our Facebook page:

[www.facebook.com/groups/207583652591972](https://www.facebook.com/groups/207583652591972)



Meetings held at

**Bakers of Milford**

[www.bakersofmilford.com](http://www.bakersofmilford.com)

3<sup>rd</sup> Wednesday every other month  
See website for schedule

**NOV—DEC 2021**

Usually



May  
all  
Your  
Car  
related  
Dreams  
come  
true

And  
Your  
Gas  
Tank  
Always  
full









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### Kenny G's Message:



I'm sure you'll all agree with me that this year went by way too fast! It's hard to believe that it's the end of the year and well past cruising season. Most all of us have put our cars in storage for a long winter's nap, but keep in mind that spring is not that far away and another year of a great cruising season is shortly after that.

At the end of this newsletter is a list of last summer's car show sponsors. Be sure to patronize them for all of your needs, especially during the holiday season. Ray, Mike and I have already started making contact with sponsors for next year's show, which we all hope will be even more successful.



**We simply can't do it without our sponsors support and give the kind of money we do to our charities. As club members, help us to get even more sponsors next year.**

## **Happy Holidays from Linda and I!**



### **Ramblings of an Irishman:**

**I agree with Ken that this year went by too fast. It seems I'm still working on stuff I wanted to get done in July and I barely got the cars put away before the cold weather hit us.**

**Let me know if you want to be featured in the next newsletter, otherwise you might be "volunteered" by me. If so, let me know by email and then write the story you'd like to tell, in your own words with as many pictures as possible. No real size limit since the newsletter is electronic.**

**Oh well, the holiday season is upon us and in full gear whether we're ready for it or not. As usual, I don't have a clue on what to get anybody as gifts. I've always sucked at picking out good gifts for some reason so I usually give cash.**

**From my 2 families to yours, Merry Christmas and Happy New Year!**



## **Club Upcoming Events:**

No current club events scheduled, but stay tuned for planned activities next year. In the meantime, look at Jon Saulnier's emails for events next year.

The 2022 **POCI convention** will be at the Hard Rock Hotel in Catoosa, OK from July 12-16. Online registration is now active. ([see flyers at end of newsletter](#))

## **Club Historical news:** (Story and picture supplied by May-June 2010 Spokes)

John Berzsenyi editor

You may not know, that in the past, our club paid to keep Hickory Ridge road clean of trash on the section between M-59 and Clyde Rd, and we even had a sign telling the community about it. Since I don't live out that way anymore, I'm not sure if the sign is still there or not, but I did volunteer several times to help, even though I'm not in this picture.

### **Adopt a Road Program**

Joining a club such as ours is fun and challenging, the fun is doing cruises, meetings, car shows and much more. The challenging part comes in where you give back to the community and your supporters, it's a growing experience for some, others it comes very easily. Cleaning a two mile stretch of Hickory Ridge Road for the "Adopt A Road Program" wasn't part of why I joined the



club, but feel a sense of obligation to the club and for what it stands for in doing this volunteer work. This was my second time doing this and both times I had a very nice time working with the other members of our club cleaning up a stretch of road that probably would not if were not for our club.

Dan, Kendra, Bob, Jeff, Dale, John after the hunt for trash

From the Oakland County Road Commission:

Volunteers can apply to "adopt a road" in order to keep the roadside clean and attractive. These community-spirited volunteers have removed tons of roadside trash, saving RCOC funds and allowing workers to meet other needs. After applying to adopt a county road, volunteers get training, safety vests, litter bags, and a trash removal and disposal schedule. Special certificates and road-side signs recognize this community service.





## GMC fun facts

### *GMC Electric Trucks*

Before gasoline and diesel trucks took over completely, GM purchased a New Jersey-based electric truck manufacturer that became GMC's Electric Truck Division. The unit sold a full range of electric-powered trucks from 1912 to 1917.

In 1913, GMC produced 173 electric trucks, accounting for almost 40% of the unit's sales that year, according to a GM article on the venture. That figure steadily fell over the years until, in 1917, GMC's Electric Division produced just one truck.. This Truck belonged to the city of Pontiac, MI.



GMC was founded in 1900 as Grabowsky Motor Company by brothers Max (1874 -1946) and Morris Grabowsky, in Detroit, and renamed [Rapid Motor Vehicle Company](#) in 1902 when the brothers moved operations to Pontiac, Michigan. In 1909 William C. Durant gained control of Rapid Motor Vehicle Company and made it a subsidiary of [General Motors Company](#).

General Motor enthusiasts are pretty well-aware that GMC came into existence with a merger of two auto manufacturing companies: [Rapid Motor Vehicle and Reliance Motor Company](#). In 1909, General Motors merged the two companies and formed the General Motor Truck Company. Let us go through some interesting facts about GMC Trucks.

- GMC is over 100 years old
- Logo first used in 1911—Same year Chevrolet was formed
- GMC merged with Yellow Coach in 1925 and became known as the GMC truck and Coach division
- GMC manufactured trucks in WWI and WWII
- GMC designed special trucks to transport circus animals in 1928
- GMC designed advanced diesel engines starting in the 1930's
- In 2018, Abu Dhabi police held the largest parade of GMC vehicles



**Urgent news:** Information from our Treasurer, Ray Golota on website updates

**Main Page:**

- New— Kenny giving Joe Kocur a check for \$10,000'

**Our donations:**

- A short video showing Kenny presenting the \$10,000 check to Joe Kocur
- Revised donation list—donated \$41,146 to various organizations over the years

**Events:**

- Club member Bruce Arnett's 1950 Tin Woody that appeared in Aug 2021 issue of Smoke signals and I repeated the article in the July Car show edition of the Spokes.

**Newsletters:**

- Click Newsletters for the latest edition of the Spokes
- Click Pontiac Talk for episode #36 where we are thankful to the Cruisin' Tigers Pontiac Club of Mount Prospect, Illinois and Paul Weinstein for allowing us to share their Pontiac Podcasts.

**New Items:**

- Under [Pontiac Talk](#), there is a tab called [PTM-Home](#). This will take you to the homepage of the Pontiac Transportation Museum. Under [PTM-Home](#), there is a tab called [PTM-Video](#). This will take you to the video section where Tim Dye is hosting a series titled, "[Minute at the Museum](#)" every 2nd and 4th Tuesday where he does a segment on cool transportation history.



## **GM / Industry news:**

- GM Plants running overtime again due to increased supply of Microchips
- GM destination freight charge lawsuit dismissed
- 2019 Buick Envision among most reliable 3 year old vehicles says Consumer Reports
- GM stock values drop 1% week of 11-29 thru 12-6
- 2022 Chevy Blazer recommended best buy, says Consumer Reports



### **Hummer EV pickup Edition 1**

1000 HP

0-60 in 3 sec

Towing max 7500 lbs

Range = 329 miles

Uses GM BT1 platform

Ultium battery tech

- Camaro 2.0 L engine gets output boost from European tuner McChip DKR to 305 HP
- Mary Barra among financial times 25 most influential women of 2021
- Mary Barra receives 2021 Deming Cup awards for aggressive goals and innovation
- GM expands it's production engineering capabilities in South America
- 2022 Traverse 10 best SUV's you can buy says Consumer Reports
- Ford on track to sell more EV's this year than GM
- GM joins initiative for responsible mining assurance
- GM and Posco Chemical to build North American factory to process Ultium battery materials





Pro



SLE



Elevation



AT4



AT4X



Denali



Denali Ultimate

GMC 2022 Sierra 1500

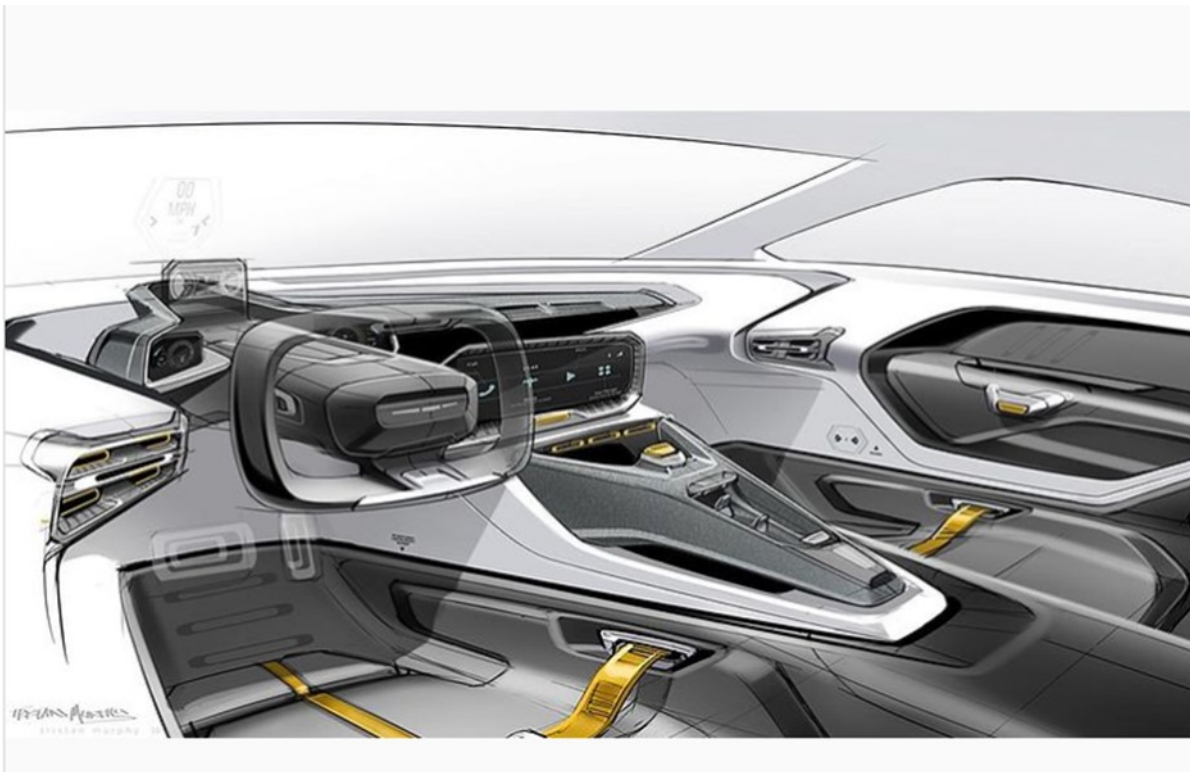
To  
Offer  
8 front ends  
And  
4 powertrain  
options

**Aftermarket company  
Flated to introduce in-  
flatable bed topper for  
Chevy and GMC full size  
pickups**





- Mary Barra says making ventilators changed the company culture to one of speed and urgency, and gave us confidence to try new things
- GM venture picks Lansing for 3rd US based EV battery plant
- GM plans 3 billion dollar investment for EV projects in Michigan
- GM to launch Chevy Silverado E and GMC Sierra E in 2023
- GM raises profit outlook for 2021 to 14 billion due to better Microchip supply



GM design team offers a glimpse into a future interior design sketch.

## **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:**

The club's **Events Coordinator**, Mike Cushing, planned a color tour in north Oakland county on October 16. As usual this time of year, the weather did not look like it was going to cooperate as I was getting the Grand Prix ready to leave. Rain looked imminent. Since I actually got pretty lucky this summer by not getting wet at any car event I attended, I thought I'd chance the rain and still take the Grand Prix. If I had to wash it afterwards, I thought, that's not all bad since it had been a year or more since I had to give it a full bath. Anyways, some of the pavement was damp as I made my way to our meeting place at Tienken and Rochester roads, but the tire paths were all dry and the car did not appear to get wet.

Here's my grand Prix parked next to a beautiful black and white GTO.



As I got there at the appointed time, it was obvious that not everyone was willing to risk the chance of wet weather and bring their classic, but once I parked, I was introduced to some friends and family members of Mike and Sheila's and after we got to know each other a little, we all mounted up in our cars and headed north on Rochester road.

We did a slow, meandering drive through different areas in north Oakland county until about lunch time, when we ended up in the metropolis of Metamora and decided to stop at the White Horse Inn for food and beverages. For anybody not familiar with the Inn, it was an old barn turned into a lovely restaurant with beams, wood floors and incredible woodworking details throughout.



Inside view looking East, with bar on the left and stone fireplace at the center



Once we parked and entered the restaurant, it became painfully obvious that it was booked solid. We were looking at a very long wait, until someone in our party noticed they were setting up the outside igloos, from the previous year during Covid.

So we asked them if they could get one ready for us, and they agreed. Soon we were seated in the igloo, drinks in hand and enjoying the sun's rays on our backs. Needless to say we had a great time and a great meal and afterwards went our separate ways.

We ended up having good weather (for October) and I never got rained on.

Above, you see us in the igloo after lunch enjoying some great conversation and Mike holding on to his beautiful granddaughter.



On October 9th, I joined the **Monday Night Cruisers** out of the Fireplace Bar in Fenton for their fall color tour. This is the one, that past member John Berzsenyi helps to coordinate and I have done for 10 or more years along with various other club members over the years.

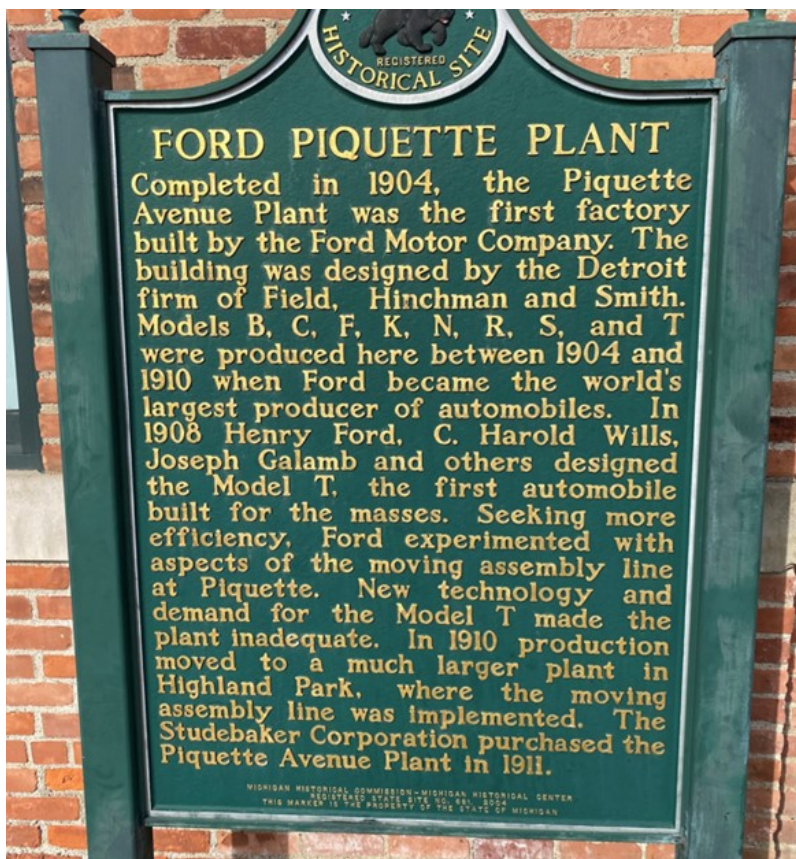
We left the Fireplace around noon that day and took all back roads through central Michigan, enjoying the beautiful scenery. About 2 hours into our drive, we took a breather at the Owosso Speedway.

We drove for another couple hours and then we broke up and went our separate ways. Usually, when the group has their spring and fall cruises, they leave earlier and have lunch at an interesting locale, but this time, they were all headed back to a fellow cruiser's house for a bonfire and catered dinner. Unfortunately, I wasn't able to join them for these festivities, but assume everyone had a great evening.

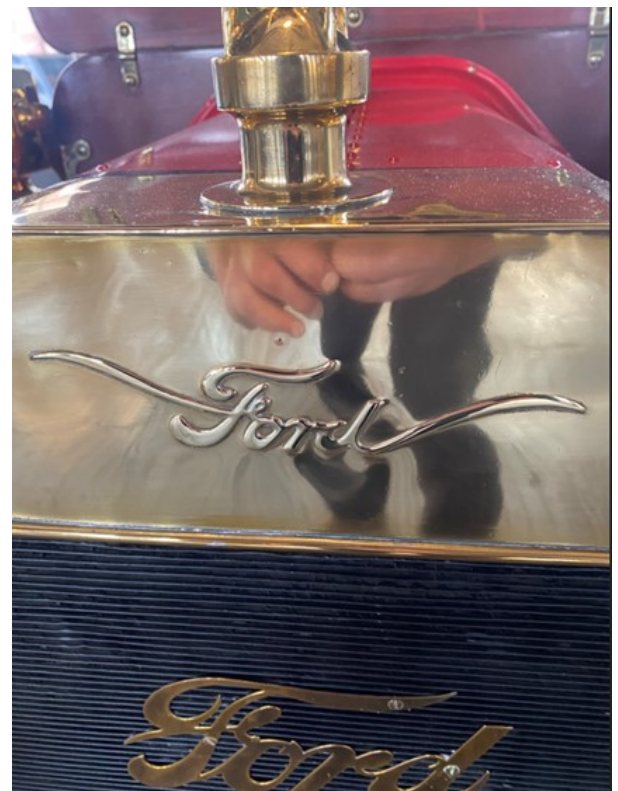


**I think there were about 40 cars of all makes, that joined for the day**

On Friday, November 12, Mike arranged for us to tour the **Ford Piquette Ave. plant** in Detroit. This was the very first property that Henry Ford bought and he eventually used it to build the first Model T's, until demand outweighed plant capacity. As you can imagine, the facility wasn't much to look at from the outside and looked too small for those of us used to the large manufacturing facilities of today, but I was pleasantly surprised to find out how well they restored it to how it was originally outfitted. Our private tour guide was very knowledgeable and passionate about the museum and gave us an enjoyable tour. I was also surprised to learn that they built all the alphabet cars there at one time and this is where Henry Ford experimented on the assembly process as well as a way to make the Model T inexpensive enough for anybody to afford.



**Ford's original emblem with wings. This was only used for cars manufactured at the Piquette plant.**



**Outside plaque denoting this site as a historical site along with a brief historical prospectus**





Main  
Factory  
floor



Here you can see  
Sheila ready to  
take us on a ride  
around town



I was so impressed with the tour guide that he almost converted me to being a Ford guy, **not really**, and I was pleasantly surprised how much original Ford history was at this plant and how much I learned about Henry Ford and his revolutionary ideas. I was also amazed they use the museum for a lot of local events. While we were there, they were getting ready for a wedding after closing time.





At the north-east corner of the second floor, Henry created a super secret room where only a select few people could enter. Here he experimented with all aspects of the manufacturing process along with ways to make the cars better and more economical. This is where he also looked at every component of the Model T to make them lower priced and faster and easier to make, while still meeting his engineering standards.

After the tour, most of us met up at the **Traffic Jam and Snug** for a great lunch. All and all, this became a very delightful, educational and entertaining day for the editor and well worth the time and the \$10 admission fee.



## **Featured Member:**

## **Dennis Koss and wife Mary**

I'd like to start this article on fellow club member Dennis and Mary Koss by bragging about him winning first place last summer at the M1 Woodward Cruise Concourse with his '62 Catalina with the Royal Pontiac Bobcat aftermarket option. He won first place among about 30 other great Pontiacs in the All Pontiac Division.

**A big congratulations going out to him!!**



Above, Dennis and his wife proudly accept the award.



To the left is a close up of their hard earned award.

**The following pages are the story on their '62 in his own words.**

In late August 1962, I tried to order a standard steel 1962 Catalina but with every factory Super Duty mechanical option from Royal. The 1963 factory change over had just happened and no other orders for '62 cars were possible and no other dealers had anything close to what I wanted left in stock. Very disappointing, but the salesman showed me another customer's new 1963 Grand Prix , 8 lug, 421,dual quad , 4 speed car. I really liked the '62 styling, but the '63 was impressive. In about a month and a half, mine came in and I enjoyed it until I purchased my 1966 GTO TriPower 4 speed a few years later. Both cars had the Royal Bobcat package included. That really made a difference on the street.



I married my high school sweetheart while having the GTO and a great time with our four great children after selling the Goat.

I went through a sports car faze, then back into restored classics.

We found and cruised a frame-off Black '66 GTO ( now lives in San Diego) for awhile, but I was always keeping an eye out for any '62 Catalina worth getting. There just were none. In the meantime, we purchased an automatic 1961 Catalina convertible from Bob Seger's collection that Mary drove for years. (now in a museum in Texas.)



Then just 45 years later at a car show, a man brought this frame-off '62 Catalina. He was a high level restorer with many Riddler award contenders and one Riddler award winner. It was the wrong color and didn't have all the options I wanted, but a fantastic start to correct to my original wants.

I negotiated up to **HIS** asking price and bought it. OUCH!!!

I sent it to another restoration company and had a second frame off done to my and Pontiac's factory specifications, including changing the Mandolay Red exterior to the correct Belmar Red that matched the Ventura interior.



We took it to the St Louis POCl convention and won Points Judged Gold in Stock.

My next plan was to have it modified to a Bobcat.

1. It took four years to find the correct aftermarket knock off spinners ( purchased by Royal from the J C Whitney catalog) to bolt on to the center caps. While showing the car at the Meadowbrook Concourse D'elegance a gentleman said " this is a perfect candidate for the Bobcat modification". He said he had a set of 4 original spinners and would give them to me if I did the change. What luck. That's the kind of "car" people that are in this hobby. The spinners were badly pitted pot metal so I had them recast in wax then bronze and chrome plated. Ouch again!! But they came out Perfect!
2. Had to find 2 Bonneville rear grills just to get 2 "B"s for the rear name, as the dealership did to rename the car. The other letters were made up from the name PONTIAC between the tail lights. Anyone wanting 2 good condition rear grills that say "ONNEVILLE", let me know?



3. I found my original 1962 Car Life Magazine article " How to build a BOBCAT" from a Royal representative and the ad showing all the Super Duty factory and dealer options.

4. I sent the car with instructions and a paint scheme to SuperCars Inc., Scott Tiemann's restoration shop.

The Bobcat package had two levels of high performance modifications that could be done to any car purchased at Royal. However only in '62 and '63 were the Catalinas renamed and had an accent paint scheme and spinners applied. For those not familiar, these were equivalent to a Shelby or Yenko. All other models just received a sticker to apply to the car.





As soon as I got the car back from Scott we took it to the Dayton POCl convention and received a Points Judged Gold award for Modified. This verified that the car was factory and dealer modified correctly.

This car is not a "clone" of any car but an accurate reproduction of a 1962 Catalina with the Royal Pontiac Dealer Bobcat package that I tried to purchase so many years ago.

Since then it has won best in class and best in show from the Widetrackers and Motor City POCl car shows...thank you.

Best in Class at Meadowbrook Concourse D'Elegance.

Best in Show at the Gillmore Museum All Pontiac Show.

Best in class at Norwalk Nationals.

About 50 other "open shows".

It's been featured in many magazines and books and on line as a correct example of a '62 Bobcat.

Just recently won the Best Pontiac at the M1 Woodward Concourse show But the BEST rewards are the many people who don't know what a Bobcat is or have not even seen a '62 Catalina in many many years and enjoy seeing this one.

Any questions or copy of the car specifications please contact me at [koss.dennis@gmail.com](mailto:koss.dennis@gmail.com)





One of Dennis' favorite pictures.

Who wouldn't want this sitting under your hood. 421 ci of monster torque sporting dual quads. Beautiful and powerful. Of course, I wouldn't want to pay to feed it though.





## **Technical Story:**

## **Winter is Here**

We've all seen articles on how to put our babies to sleep for the winter, and we've all got our own procedures and timing, but the following article are some of the things I do. There might be something you never thought of.

We'd all love to have a climate controlled garage and a glass bubble we could store our cars under, but that just isn't real life. I went from a place that had 5 barns to a place that only had one 5 car garage and no place to park my daily drivers, so I've had to build additional storage these last couple years. First, I had to build something bigger for all the lawn equipment and tractors. Then I had to build something that I could park the daily drivers and eventually, I'll add additional storage onto the original barn, so I can store everything in one place. Until then, I've had to make do with what I have, while hoping nothing gets damaged.

These procedures I do are for short term (4-5 months) storage, not for long term. Long term would require even more diligence to minimize damage.

First thing I do is top off the gas tank. This is especially important because the fuel today absorbs moisture from the air. That moisture can collect at the bottom of the tank creating a hard start issue in the spring and expedite rusting in old cars metal tanks. For my 05 GTO that has a plastic tank, the rusting is less of an issue, but you still don't want water in the fuel. Some people use additives in their tanks, but I've never had an issue for short term storage, as long as the tank is full when I put it away.

I've learned over the years to remove my battery for the winter. Cold weather can drain the battery, and possibly damage it. I bring it into the basement and store it on a wood shelf, since I was taught years ago, that storing a battery on concrete is not good for it? I use a battery maintainer, not a trickle charged since I had trouble with a battery that was overcharged and blew apart once. I also do not keep the maintainer connected to the same battery all winter, but will rotate them every couple weeks. This makes sure nothing is over-charged..

This next step I think is the most important. For anyone who's had any mouse damage to anything, you know they can do a lot of damage and create some terrible odors very quickly. Apparently, they don't like perfumy smells, so some people use dryer sheets or Irish spring soap or even ultra sonic devises in their cars to repel mice, but what I found works best for me is below.

I originally found this product at a John Deere store. Apparently, farmers have been using this product in their equipment for years to great effect. I like it because it keeps the interior of the cars smelling fresh, and when I dispose of it, I know there are no harsh chemicals destroying the planet. Today, like everything else, you can buy it right from Amazon in multiple size packs for a decent price.

The trick is to keep an eye on your interior and trunk space during storage and the first sign of any mice issues, deal with it immediately. Having a cat or two around helps too.

The next topic is very controversial and everyone has their own opinion, but what I do works fine for me and I don't have to worry about damaging my old cars. The topic is tires. Some people say you have to get them off the ground and put the car on jack stands. I don't agree with this. I know how much a car flexes and moves when you jack it up. I also know that metal fatigues over time, so what I do is pump the tires up to about 40 psi and store the car right on the ground like it would normally sit. This way, the car is sitting on the springs in the normal position and the frame will not bend over time. Even if there is a flat spot on the tires in the spring, it goes away in a couple miles of driving. Keep in mind, exposure to the sun will deteriorate tires prematurely too, so make sure those are covered.

I also store my cars on either carpet or carpet padding to help cushion the tires but also to help keep the moisture away.





Most surfaces can get moist, but cement can give off a lot of moisture on it's own, and add in Michigan humidity to the equation, there are times that everything in my garage is moist, especially anything metal. I believe the carpet at least keeps the moisture away from the bottom of the car., while the cover keeps it away from the outer surface.

Next is, I put a car cover over the car. If it's stored outdoors, I use an outdoor only cover. If I'm able to store it inside, I use a softer inside only cover. The cover is only put on after the car is cleaned and waxed. After all, you wouldn't want the cover to scratch the paint if there's dirt particles on it. I also like to strip the interior and truck of anything loose, so the mice have less things to entice them. I also cover it in case something falls against the car. I don't know about you, but space is kind of tight in my barn and I have to squeeze stuff together. Sometimes I'll even put Styrofoam sheets around the car if I'm really worried.

I also use the same processes when I put my motorcycle up for the winter. I plug the motorcycle exhaust pipes also to keep critters out.

I also change the engine oil before storage. I use to change it first thing in the spring when I was getting it ready to use, but I've read some articles recently that said leaving the contaminated oil inside the crankcase is not good for the engine. It can be somewhat acidic and leave sludge. You should only have clean oil in the engine for storage.

Now, don't get me wrong. I know this is not the only procedures to use and for every person you ask, they'll tell you something different depending on their knowledge and experience. These are just the steps that work for me and I haven't noticed any rust damage or additional issues with the cars.

## **Interesting Stuff:**

The following are just a small sample from an interesting website that Ray G. told me about. Below is the link:

<http://www.deansgarage.com/2021/automotive-designers-showcase-pontiac-sept-16-2021/>

### **Creative Fuel for the Soul**

A photo essay of the Exhibit at the Pontiac Creative Art Center featuring design sketches and renderings from production and advance Pontiac Studios. The exhibit ran from August 21 through October 3, 2021.

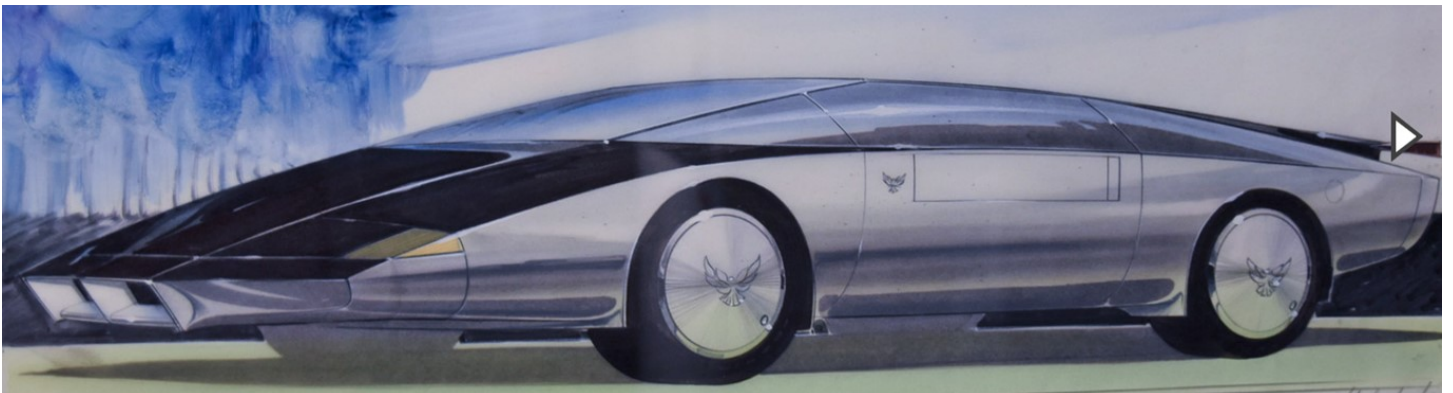
Photos by and courtesy of Ryan Gertner

More of his photos can be found here:

[www.flickr.com/photos/ryangertner/albums](http://www.flickr.com/photos/ryangertner/albums)









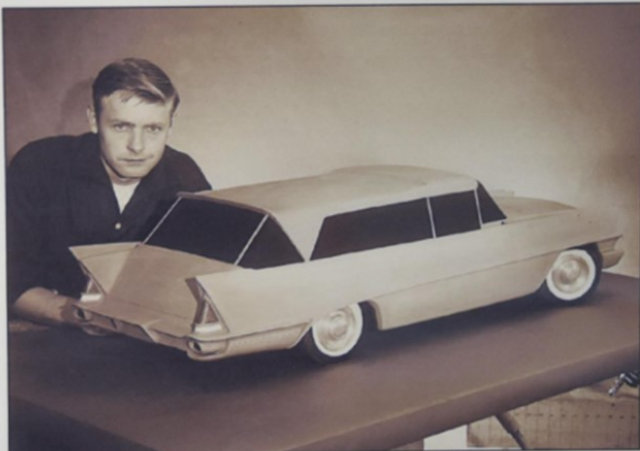


## JIM EWEN

BORN SEPTEMBER 3, 1929 EDUCATION 1957 GRADUATE,  
ART CENTER SCHOOL (LOS ANGELES, CA)

### GENERAL MOTORS CAREER HIGHLIGHTS

- 1957... GM Research Studio
- 1959... GM of Canada/Pontiac
- 1962... Pontiac Studio
- 1967... GM International Studio
- 1968... GM of South Africa
- 1971... GM Advanced Studio (Mass Transportation) #5



## JOHN W. PERKINS

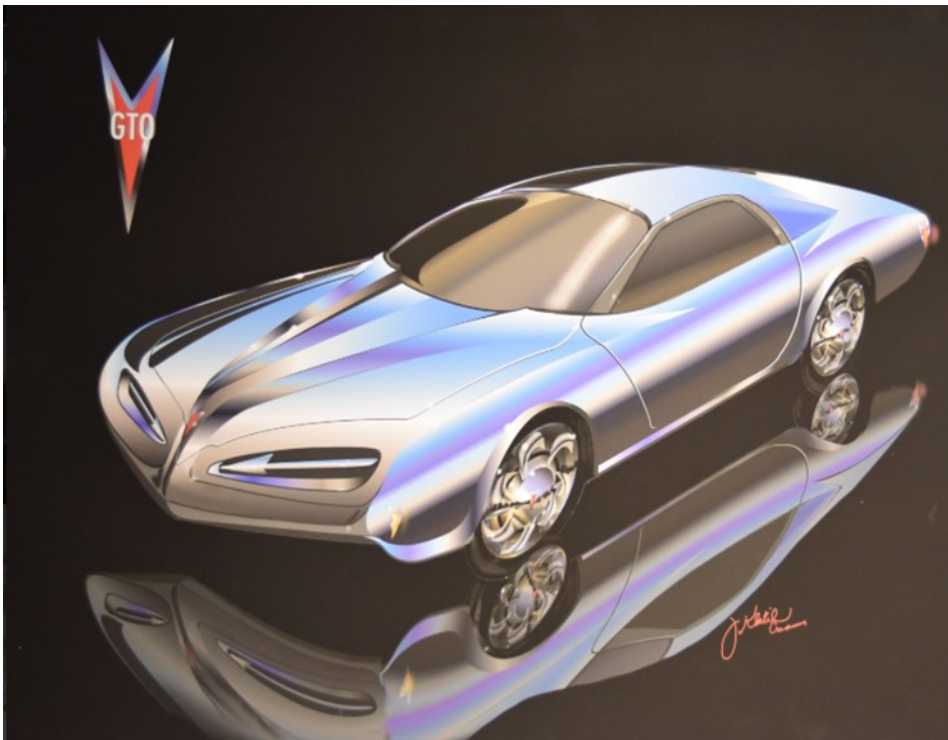
BORN DECEMBER 29, 1940 EDUCATION 1964 GRADUATE,  
GENERAL MOTORS INSTITUTE (FLINT, MI)

### GENERAL MOTORS CAREER HIGHLIGHTS

- 1962... GM Design Development Studio
- 1964... Cadillac Studio
- 1967... Pontiac Studio
- 1969... Chevrolet 1 Studio
- 1970... Chevrolet 2 Studio
- 1971... Buick Studio
- 1972... Oldsmobile Studio
- 1974... GM Advanced 4 Studio
- 1975... Oldsmobile 2 Studio
- 1983... Oldsmobile 1 Studio
- 1989... GM Advanced 3 Studio
- 1993... Advanced Buick Studio
- 1996... Cadillac Eldorado Studio

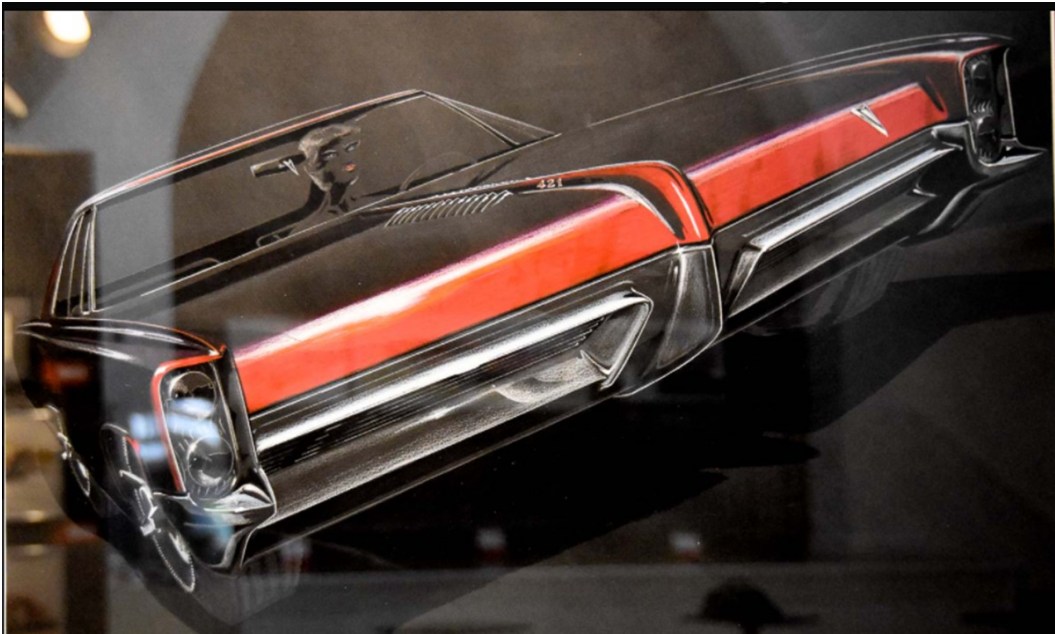
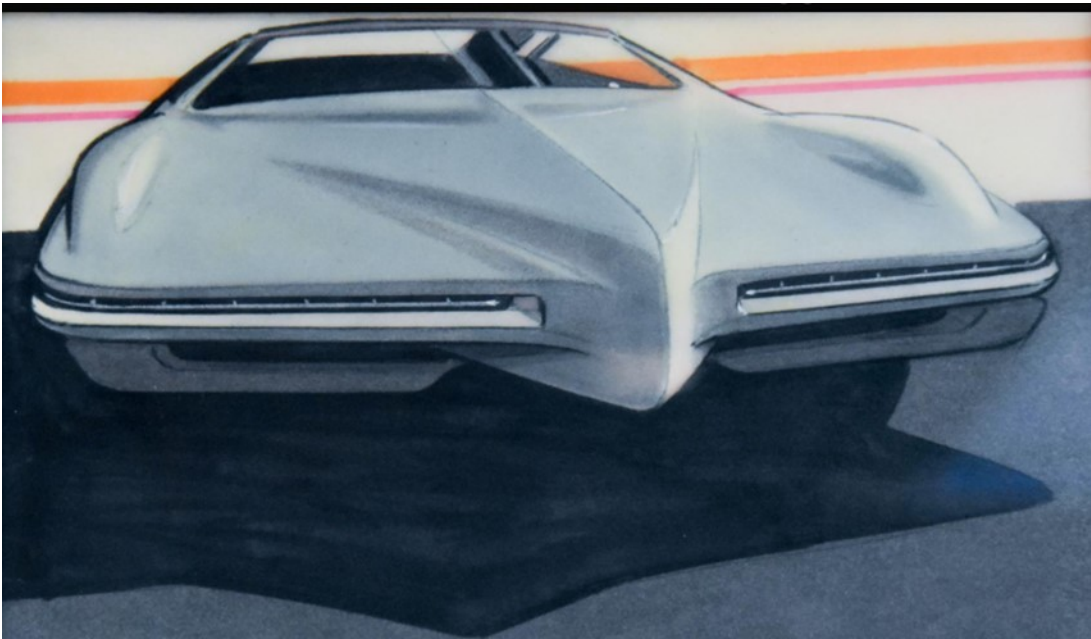






I don't know about you, but my biggest reason for never missing a Detroit Auto Show in almost 50 years, was to see the concept cars and female models. I got all the specs on production cars from magazines.









## Classified Ads

Advertisements free to current members

Email your ad to: [brian.r.dougherty@live.com](mailto:brian.r.dougherty@live.com) with a copy of the completed form below or mail to: Brian Dougherty at 10295 S. State Rd, Goodrich, MI, 48438

Your Name \_\_\_\_\_ EMAIL \_\_\_\_\_ Phone # \_\_\_\_\_  
First Name Last Name  
Mailing Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_  
Street Address

Type of Ad:

<input type="checkbox"/> Cars For Sale	<input type="checkbox"/> Parts for Sale	<input type="checkbox"/> Cars Wanted	<input type="checkbox"/> Parts Wanted
<input type="checkbox"/> Information Wanted	<input type="checkbox"/> Services offered	<input type="checkbox"/> Vendor	
<input type="checkbox"/> Literature/Memorabilia For Sale		<input type="checkbox"/> Literature/Memorabilia Wanted	



# The 9 best movie Pontiacs that aren't a Trans Am

By Scott Oldham

Hagerty Media

2-14-2019

## ***The French Connection (1971)***

Only a seedy New York cop drama could make a brown 1971 Pontiac LeMans sedan cool. This absolutely essential '70s classic, Gene Hackman and Roy Scheider, features one of the [greatest chase scenes ever filmed](#). How else would you describe a car chasing an elevated subway at 90 mph through crowded city streets (which was far more dangerous than it sounds, because the film crew [didn't actually close off all the streets](#) first)? Nailing the scene required two Pontiacs—the hero car for exterior shots and another with a camera mounted inside to film Hackman.

Stunt driver Bill Hickman, who drove the black Dodge Charger in *Bullitt* did the hair-raising wheel work.

## ***The Seven Ups (1973)***

*The Seven Ups* isn't a sequel to *The French Connection*, but it feels like one. It was directed and produced by the same guy (Philip D'Antoni, who also did *Bullitt*), stars Roy Scheider, and features [an amazing chase](#). In this case, the cars are a Ventura that sounds like its running open pipes and an enormous Grand Ville with a 455.

Once again Bill Hickman does the driving, this time at the wheel of the Grand Ville. It took four months to film the 10-minute sequence, with cameras mounted in, on, and all around the two cars. Hickman, who was also the stunt coordinator on the picture, pushes the big sedan hard enough to catch some air.

## **Slap Shot (1977)**

Our list of the [11 Best Movie Muscle Cars](#) included the 1970 GTOs that appeared in *Dazed and Confused*, *Two-Lane Blacktop*, and *Home for the Holidays*. We didn't want to leave the Goat off this list, so we're including this Paul Newman movie about a minor league hockey player.

Our hero drives a weathered Baja Gold 1970 Pontiac GTO that [sounds glorious](#) and sports a black vinyl top, a tach on its steering column, and American Racing Torque Thrust wheels that could not be any cooler.

The car is featured prominently throughout the film, even appearing during the opening credits. And it appeared entirely by happenstance: Newman spotted the car on location in Johnstown, Pennsylvania, and asked the owner if he could borrow it. The recently restored 400/four-speed GTO still prowls the streets of Johnstown and joined a celebration of the film's 40th anniversary

## **Youngblood (1986)**

*Youngblood* isn't a sequel to *Slap Shot*, but it could be. In this case, Rob Lowe plays hotshot American hockey prospect Dean Youngblood, who skates for a Canadian team called the Hamilton Mustangs. The film also stars Patrick Swayze and Keanu Reeves, because 1980s. But we're more interested in the [1970 Pontiac GTO](#), a car no doubt selected in homage to the car Newman drove.

This time the GTO is blue with a primed front fender and Rally II wheels. It's driven by actor Jim Youngs, who plays Lowe's older brother in the film. (As it happens, Lowe appeared with another GTO, [a red 1966 convertible, in \*Wayne's World\*](#).) We'd love to know what became of this car. Anyone know if it's still around?



## **Goodfellas (1990)**

This fantastic flick teems with great cars, including a 1961 Impala SS convertible, a 1966 Corvette, and too many Cadillacs to list. And then there's the 1968 Pontiac Grand Prix favored by Henry Hill, the protagonist played by Ray Liotta. Brown with a white vinyl top and Rally II wheels, the Pontiac is featured in [the very first scene](#) of the movie. That's right, you see the Grand Prix before any of the actors.

That said, Hill—who really was a mobster, and wrote the book upon which Martin Scorsese based the film—drove Buicks in real life

## **Last Action Hero (1993)**

Our vote for the best movie Pontiac Bonneville goes to the 1969 convertible Arnold Schwarzenegger drove in this tongue-in-cheek action flick. The full-size drop-top is bone stock down to the whitewall tires, and [the five-minute chase](#) with a hot-rodded 1956 Ford F100 couldn't be more fun to watch.

Several big Pontiacs appear in *Last Action Hero*, and if you look closely you'll spot some continuity issues during the action. There are a couple of shots where it appears to be a Catalina. Not that we have a problem with Catalinas.

## **The Faculty (1998)**

The protagonist in this In this sci-fi horror film drives a black 1970 Pontiac GTO hardtop sporting '70 Chevelle SS-style red stripes on its hood and decklid and Rally II wheels. We can't tell you much about the movie, but we do know it features a sweet scene of the Poncho sliding and smoking its tires, although the car meets a fiery end in a collision with a school bus.

Several GTOs were used in the film, and at least one went up for sale—wearing Foose wheels—in 2014. Oh, and the film's stunt coordinator, Bob Brown, was Arnold Schwarzenegger's double in *Last Action Hero*, and he did some stunts in *2Fast 2Furious*, *Gone in Sixty Seconds*, and *Faster*, which features a gold 1967 GTO hardtop. Forget six degrees from Kevin Bacon. We're wondering if it ought to be six degrees from Pontiac.

## ***Knight and Day (2010)***

The gold 1966 GTO that appears in this good guy/bad guy action comedy, is one of the prettiest Pontiacs to appear on the silver screen. The movie stars Tom Cruise and Cameron Diaz as... oh, you don't really care about that. The car in question is stone stock down to the redline bias-ply tires wrapped around Rally I wheels, and the director makes it a point to show us it's a Tri-Power car.

Cruise drives American muscle in many of his films, including a red 1970 SS Chevelle in *Jack Reacher* and a black and gold 1966 Shelby Mustang GT350-H in *War of the Worlds*, but this time it's Diaz behind the wheel. There's some good action and the film ends with the two driving off into the sunset.

## ***Need for Speed (2014)***

Most car guys remember this action thriller for its heavily-modified modern Mustang and exotic supercars including a Saleen S7 and a couple of Koenigsegg Ageras. But the flick opens with [a four-minute street race](#) featuring quality American muscle, including a 1969 Ford Torino, a 1968 Chevy Camaro (with a 1969 SS stripe), and a gold 1966 Pontiac GTO hardtop.

Although the GTO is similar to the car in *Knight and Day*, it's visually different with a black vinyl top and larger diameter American Racing Torque Thrust wheels. Several GTO clones were created for the film and the extended action sequence, all with updated suspension, brakes and modern LS V8s for power.



With the rise of self-driving vehicles, it's only a matter of time before we get a country song where a guy's truck leaves him too.

I gave up my seat to a blind person in the bus. That is how I lost my job as a bus driver.

My wife had her driver's test the other day. She got 8 out of 10. The other 2 guys jumped clear.

Two fish are sitting in a tank. One looks over at the other and says: "Hey, do you know how to drive this thing?"

I asked my date to meet me at the gym today. She didn't show up. That's when I knew we weren't gonna work out.

Relationships are a lot like algebra. Have you ever looked at your X and wondered Y?

Math Teacher: "If I have 5 bottles in one hand and 6 in the other hand, what do I have?"

Student: "A drinking problem."

Sometimes, when I'm cruising the city in a \$200K vehicle, I lean back and think, "If the bus driver doesn't speed up I'll be late for work."

I bought a new Japanese car. I turned on the radio... I don't understand a word they're saying.

What kind of car does Jesus drive? A Christler.

I didn't realize how bad of a driver I was until my sat nav said, "In 400 feet, do a slight right, stop, and let me out."

## Witty & Wise

Lawn mower outfitted with flamethrower and Geiger counter







"I hope this is the right wine for reading and ignoring each other."



"Have you tried opening the back and emptying the pencil shavings?"





**"And, if you fall behind on payments, it drives itself back to the dealership."**

ON MORGAN



**"I'm working from home today."**

HIL WITTE



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