



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

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

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Meetings held at  
**Bakers of Milford**  
[www.bakersofmilford.com](http://www.bakersofmilford.com)

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### Kenny G's Message:

Welcome to spring in Michigan. Unfortunately, it seems to be quite wet and still a little cool. Especially compared to previous years, but I have hopes it'll get warm enough soon to start getting the cars out and ready for a phenomenal car season and Motor City Club car show.

As many of you have heard. I received an award for 4th place at Autorama for my 1963 LeMans. What you may not have heard is the steps I had to take to get the car ready and delivered to the show. They were severe enough that I may never enter another car at Autorama in the future.

I was so busy during the period leading up to the show, that it wasn't until a week before Autorama that I started to prepare the car for showing. What many people may not realize is, the car has to be absolutely perfect for the show. That means even the tire treads need to be perfectly clean and shine like new. While I was jacking the car up to take a tooth brush to the treads, the car shifted some



and came within a hair of hitting one of the support posts. I was scared sh\_tless that I did some major damage. I knew this was not something I could maneuver on my own, so I called up a buddy to help. Well, after several hours of hard work, by the time we got it safely away from the post, we ended up damaging the wheel trim and dented the fender. Here I am, I only have a week before I have to deliver the car to Autorama and it's damaged. My heart sank, but after a few choice words, I decided to call one of my

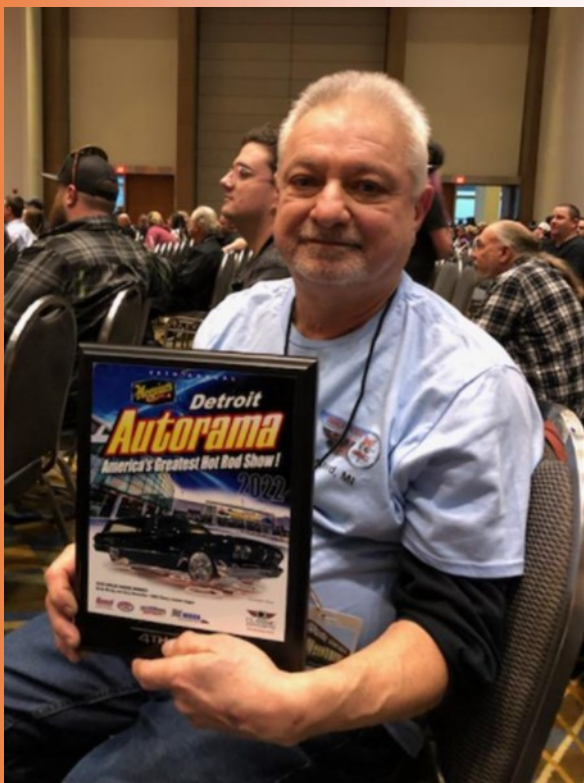


Friends and old work buddies from PPG to see what we could do. Well, I took the car over to his house and we proceeded to work the dent out, but not without

damaging the paint. Well, my buddy was able to work some magic and after replacing the chrome trim, the car looked like new again.

I was shocked we got it ready in time to deliver to the show, but I won 4th place. After a very stressful week, it was nice to sit back and enjoy the show with Linda, my friend Chris Fodell and his wife and any other friends that stopped by.

The picture to the left is the award I received.







## Ramblings of an Irishman:

Welcome to another club newsletter. I hope you enjoy it as much as I enjoyed putting it together. I attended a non-club event in February, the Ice and Chrome indoor show in Flint. I'm not sure if any other club member attended the show this year, but it is a small show, but also not expensive. Each year they try to have a theme for the show and this year was Movie Cars. Here are a couple pictures of some of the more noteworthy cars.

**SPLATT!**

**BAM!**

**POW!**



**Yee-Haw!**

East bound and down, loaded up  
and truckin',  
we're gonna do what they say can't  
be done.  
We've got a long way to go and a  
short time to get there.  
I'm east bound, just watch ol' "Bandit"  
run.



## **Treasurer's notes:**

Hopefully, you've seen my emails about some of the things I've been working on.

I submitted Mike Cushing's letter and picture about the donation given to the ChadTough organization to the national newsletter, Smoke Signals for publication and credit for all of his hard work at the end of March.



Back in late February, I sent out 23 "We Want You Back" letters to non-current members along with a 2022 Summer Roundup Registration flyer. As of 3-15, only one has rejoined the club. I also sent out letters to new members that have joined the national POCl club that live nearby introducing our club and what we've been able to accomplish along with a club registration form and a Summer Roundup registration form.

Updated several items on the website:

- Added 2022 registration forms under heading of "Forms"

- Updated Motor City club story's

- Added new Heading, "Other Clubs" and listed car clubs we're affiliated with

- Under Events, Added pictures of our club trip to Arsenal Harley Davidson

I sent out an email to the current club members showing the latest finances on 3-16.

For those that may not have seen it, there was an article in the December issue of Smoke Signals about our donation to the Joe Kocur foundation and the total amount given to charities over the years as of the end of last year.



## Activities Coordinator:

## Mike Cushing

Here's a picture of Mike giving a \$6350 check to Tammi Carr.

The following article and picture were submitted to the national POCI newsletter, Smoke Signals in late March.



On March 2, 2022, Motor City POCI presented a check to Tammi Carr, cofounder of the ChadTough/Defeat DIPG Foundation, and daughter-in-law of former University of Michigan head football coach Lloyd Carr. Presenting the check to Tammi is Motor City Board member and Event Coordinator Mike Cushing, who through several POCI chapters, has conducted a fundraiser for this charity for the past several years. A four-letter acronym changed the course of Tammi Carr's life in 2014 and continues to shape her future. Tammi's son, Chad was diagnosed with an inoperable brain tumor called Diffuse Intrinsic Pontine Glioma (DIPG) and three days later, he spent his 4th birthday at Mott Children's Hospital in Ann Arbor, Michigan. Chad underwent thirty rounds of radiation at Mott and then participated in a clinical trial at Memorial Sloan Kettering Cancer Center in New York but lost the battle fourteen months later. Within days of being diagnosed, a family friend, came up with the slogan "ChadTough" as a way for people to show support for Chad. The ChadTough Foundation was founded in 2015 and continues to raise awareness and research funds for DIPG. Motor City POCI Chapter 91 is a small Michigan chapter (27 members), but for years has supported a variety of charities, most recently the Joe Kocur Foundation for Children, among many others. We host a car show in July for the main purpose to raise funds for charities. Since August 2013 to date, we donated \$47,396 to various charities. Again, this year we will hold our 8th Annual Summer Roundup located at Bakers of Milford, 2025 S. Milford Rd., Milford, MI 48381. Open to all years/models Pontiac, Oakland, Buick, Oldsmobile, & GMC Trucks. Awards: 35 Judges Choice, Best of Show plus 10 other awards. Registration form at [www.motorcitypoci.com](http://www.motorcitypoci.com), under FORMS,

It's official, the trip to the GM Heritage Museum is scheduled for Saturday May 21, 2022. Price per person is \$10. Two more reminders will be issued by email beforehand. As of now, I believe we'll be able to pay at the door. West Michigan POCI has estimated 25 attendees from their club, and interest level from my friends is fairly high. Those of you who have been there know that it's worth seeing, and I'd encourage everyone to invite/include friends and family. The Heritage Center prefers larger groups, especially on Saturday when they aren't normally open.



Menu



The General Motors Heritage Center serves as a showplace for the vehicles of the GM Heritage Collection, as a corporate conferencing and special events venue, and as the permanent home for the corporation's collection of historic literature and artifacts which document GM's rich history of innovation. Located in an 81,000 square foot facility in Sterling Heights, Michigan, the Center has more than 165 vehicles on display. Each of the vehicles in the Collection illustrates a design, technical or sales milestone or accomplishment in the history of General

Motors or automotive history.

We are not open to the public for individual visits; however, the GM Heritage Center can be reserved for group tours, conferences, meetings and special events.

● CLUB VISIT: MAY 21, 2022 (NEXT PAGE)

Frequently Asked Questions



## Club Upcoming Events:

- May 21 Visit to GM Heritage Center— More details to come.
- June 11 Widetrackers Spring Dust off—first event of the Tri-Pontiac shows
- July 16 Motor City POCI Summer Roundup—2nd Tri Pontiac event

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 story: (Story and picture supplied by May-June 2012 Spokes)

John Berzsenyi editor

### **History 101: Developing the Pontiac Firebird**

The March meeting was a humdinger of a meeting, if you missed it you chose the wrong one to miss. The meeting room was packed and everyone there was there for one rea-

son...Benjamin Harrison. Ben would be giving a presentation on the development of the Pontiac Firebird, Ben has spoken before us in the past and visited subject matter around the Can Am and the Grand Prix models. Both of the previous discussions were met with great enthusiasm by the



*Ben, during the afterglow of the discussion elaborated further on many of the stories conveyed during the meeting to visitors and members.*

members and this one would be no exception. Club business was kept to a bare minimum to allow Ben all the time he needed to give us the first hand experiences from his past. Everyone gave Ben their full attention and respect, the history lesson was fabulous! Old photos, stories of how everything happened, personal accounts, the presentation was everything we had all hoped it would be and more. I personally feel extremely fortunate to be part of Motor City POCI and have members that can bring people like Ben to our club and share the history of Pontiac first hand, to get that first hand knowledge presented to you by the person who was right there. Indeed we are very fortunate!

I'm not sure everyone knew that Ben Harrison (deceased) was a charter member of the club, and was part of the team that brought us the cool Pontiacs we love like the Firebird, GTO and the 1969 Grand Prix to name a few.



## AC Spark Plug fun facts:

The AC Spark plug Company was founded on October 26, 1908 by Albert Champion and William Durant in Flint Michigan.

In 1909 it became a division of the General Motors Company.

It had different Company Names over the years:

Champion Ignition Co (1908-1922)

AC Spark Plug Co (1922-1933)

AC Spark Plug Division (1933-1974)

In 1974 it was merged with GM's United Delco Division, forming AC Delco.



### AC Spark Plug Company

Starting in 1919 and continuing over the next decade, AC expanded their product line to include:

Air Filters	Ammeters
Fuel Pumps	Cas stainers
Gauges	Cleaners
Speedometers	Oil Filters
Gauges	Cables
Sensors	Tachometers

And Many more items

In 1927, AC Spark Plugs were used in Charles Lindberg's transatlantic flight.

In 1969 AC Spark Plugs were used to fire the second and third stage rocket engines on the rocket that took Neil Armstrong, Buzz Aldrin and Mike Collins to the moon.



AC Spark plug Division also played a huge role in WWII. If I listed them all, it would take up most of this newsletter. The following is but a small list of their presence in WWII by the October 1943 AC Spark Plug publication "On Two Fronts".

They built all of the .50 Caliber machine guns totaling over one million. Their instrument panels and several other components were used in all Sherman tanks and over 2500 M18 Hellcat tanks. The same was true of most of the submarines built at the time.

The US government asked AC to build Auto Pilots and Bombsights because the Sperry Corporation (main contractor), could not produce enough for demand,

AC also developed the Oxygen Blinker to save pilots and crews lives. This device supplied additional oxygen to the crew when the plane's elevation exceeded a height where the air thinned out beyond human safety limits.

## ADVERTISEMENTS



*Automobile Buyers' Reference*  
(March 1914)



*Motor World* (July 5, 1916)



*Motor Age* (March 5, 1925)



*Commercial Car Journal* (March 1934)



## **GM / Industry news:**

- GM Q4 earnings 1.7 Billion on 33.5 Billion in revenue.
- GM predicts chip shortage to diminish in second half of 2022.
- GM has over 60,000 units of the GMC Hummers already on order and will be increasing production during the second year of production.
- Silverado EV and it's GMC cousin sold out the entire first year production of 110,000 units in 12 mins in the US and 18 mins in Canada.
- Silverado EV towing package will include 4 wheel steering with a towing capacity of 20,000 lbs.
- Silverado WT starting price to be around \$39,900 up to \$80,000 for the high end model.
- GM to build a large, brand new Ultium battery plant in Michigan.
- GM to add a third EV truck plant. Current plants are Factory Zero (Deroit Hamtramck) and Orion.
- Michigan Governor okays the construction of a 1 mile stretch of road in Detroit that will charge electric cars inductively. This plan is supported by Ford, DTE and the city of Detroit. Michigan has contracted with an Israeli firm, Electreon to build it.





The [GMC Hummer EV](#) is made for the trails, with a long list of off-road-ready equipment and features perfectly suited for tackling some of the toughest terrain that Mother Nature has to offer. Now, we're wondering – which off-road trails did The picture seen above is taken from the [GMC Hummer EV Pickup](#) that *GM Authority* [featured late last month](#). For those readers who may have missed it, this particular pickup has some pretty heavy body damage around the rear passenger's side fender, which, as we speculated last month, may have been the result of a collision with another vehicle, or possibly damage resulting from an off-road excursion. Zooming in, we have evidence that would support the latter theory.

Here we see a quartet of stickers placed on the rear window representing what would appear to be some of the off-road trails which this particular GMC Hummer EV has conquered.

In the top right, for example, we see a sticker for Windrock Park. Located in Oliver Springs, Tennessee, Windrock Park offers 73,000 acres of off-roading trails made for a diversity of off-roading vehicles, which makes it a great place to test something like the GMC Hummer EV. In the upper left, we see a sticker for the Arizona Hikers Guide, which covers trails around Phoenix, Sedona, and Tucson, among others. Although these are all hiking trails, rather than off-roading trails, the GMC Hummer EV would be a great vehicle to deliver passengers to the trail head.

The other two stickers along the bottom have us scratching our heads – are these more trails where the GMC Hummer EV can show its off-roading prowess?



## **New Members:**

Chris Fodell    He has a 2009 G8 GT that he won an award with at Auto-rama



Jay Caldwell    He has a 1961 GMC 4x4 Pickup

Please welcome them to the club and when any of you see them, give them a big welcome. Just follow CDC guidelines

## Member Happenings:

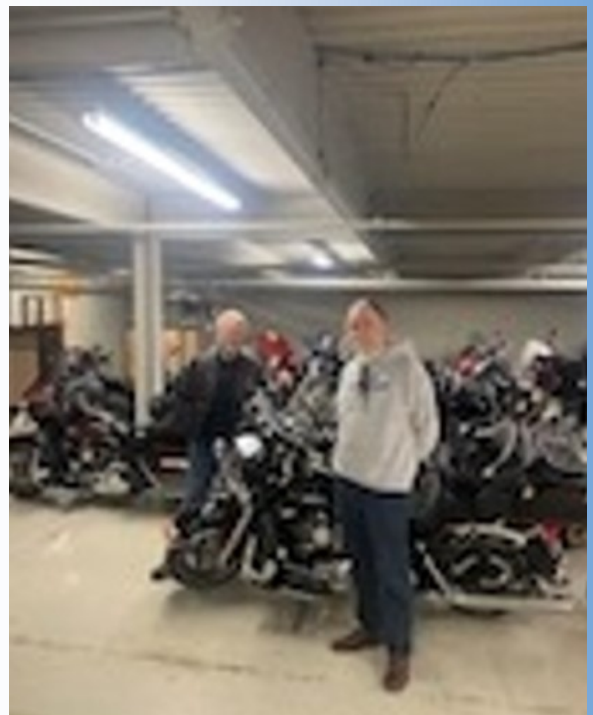


One of our new sponsors (acquired by Mike Cushing}, Arsenal Harley Davidson, invited our club members, their family and friends to their annual Shanty Fest on February 26, at 11:00 AM. We spent about an hour getting a personal tour by one of the owners, Kari Cannady



Here the group is assembled getting ready for the tour. Kari, one of the owners is to the left against the window

Here's a picture of Mike Cushing during the tour along with fellow club member Ray G.







We started the tour in the basement (who knew they had one), where they have a service bay along with the usual stuff you put in basements. They also rent out storage spaces for winter storage to anyone needing it. They also have another building nearby, where they also rent out storage spaces.

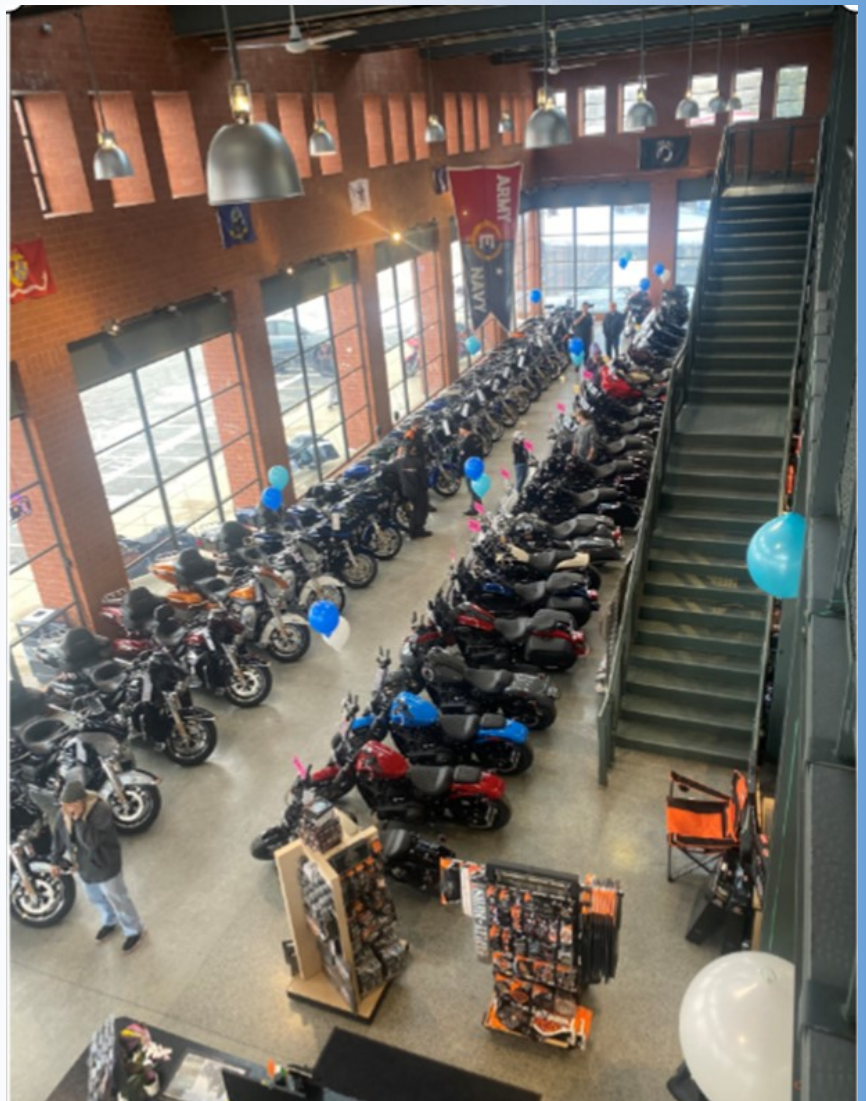
Here we have the entire tour group in the service elevator going from the basement to the 2nd floor, where they have offices and meeting rooms.





Here we have an example of some interesting Art on display.

Here is a picture of the first floor show room, where the majority of the “For Sale” inventory is displayed. Picture taken from the 2nd floor balcony. Additional pictures of our visit is on our website under 2022 events.





After the private tour, The Shanty Fest started around 12 noon and the real party began with free dogs, chips and beer, Yay! During this time, we were able to stroll through their Harley merchandise and see the “For Sale” bikes up close. We could also sit and watch an educational seminar on how to convert your bike to a Fat Tire look.

The picture to the right is our tour guide and co-owner Kari Cannady.



Here, an onsite mechanic is in the middle of the seminar on how to convert your Harley over to the Fat Tire look.

## **Featured Person:**

## **Ray and Cathy Golota**

It is the spring of 1968, and I am still driving the 1960 Dodge Pioneer 4 door sedan given to me by my Dad, which was originally the family car. Friends were driving SS Chevelle's, GTO's, 442's and other muscle cars. I was a Pontiac guy from the beginning, and I really wanted to get a 1968 GTO. And so the story begins...



My '60 Dodge in '67



At a show in Clawson, same color as mine

Growing up on the westside of Detroit and still living at home, I began attending Lawrence Institute of Technology. It was time to dump the '60 Dodge and get that '68 GTO. My Dad worked for the City of Detroit and was selling home and auto insurance for additional income out of the house. I was working part time at Hi-Lo drug store a block away. Even though I had very little money, I wanted a GTO. My Dad was quite agreeable to me getting a new vehicle and was willing to pay for it (which I would pay him back over time). So, we headed to Packer Pontiac with my heart set on a GTO. Once there and he saw what I wanted, he wouldn't sign for a GTO. Reason being two-fold, (1) you only need a car to get from point A to B, and (2) he, being an insurance agent, was against muscle cars. I was stuck; I needed to dump the Dodge. Dad wouldn't sign for a GTO, so I had to settle for a '68 LeMans, 350, 2 barrel, 2 speed automatic, bucket seats in Verdoro green with a black vinyl top.





Above photos are from 1971



Above photos are from 2017 at a show in South Lyon – that was the car I had

Fall of 1968 and at 19, I started working at Fisher Body Trim in Livonia on second shift and attending college during the day. Still living at home and within a year, I had paid back the loan from my Dad!

Now its 1970, I'm turning 21, but still living at home (didn't want to move out until I graduate from college) and started looking to buy a new muscle car (no longer needed my Dad's permission – I'm an adult!). Fell in love with a 1970 Olds 442 with the W-30 option. I was ready to pull the trigger when an alternative option came around. Some friends of mine knew the parts manager at Packer Pontiac, Keith Wilson, (past member of MC POCI) and the four of us each bought new Ram Air III WS engines for \$455 each. I also started looking around for a turbo-hydramatic to replace the LeMans' weak 2 speed transmission. Found one and had it rebuilt by a guy in Livonia that raced funny cars.

Transformation begins in 1971. Parents went to Las Vegas for a week and during that week we dropped in that Ram Air III attached to the rebuilt turbo-

hydramatic. Had a local shop put in a 3.90 gear with posi-traction using the 10 bolt Pontiac rear end (*that was a mistake-more later*). Replaced the LeMans hood with a GTO one in the same color. It was a beast and a sleeper racing on Telegraph and Woodward. Very few cars were able to beat me. Off the line burning rubber, pedal to the metal, each time it shifted, it laid rubber – it was a blast.

After a few years got sick and tired of that Verdoro green. It seemed that the majority of Pontiacs built between '68 & '69 were that color. To this day, I dislike any shade of green for a car. I had a friend of mine repaint the LeMans in a totally different color used on 1971 Chrysler cars. He also attempted to do spider webbing on the hood and trunk for the first time (and it showed). Couldn't complain as I only paid for the paint.



After getting the LeMans repainted

Moved out of the house in 72 after graduating from college. Racing took a toll on the axle shafts. Would be driving normally, maybe giving it a little gas, and BANG, axle shaft snapped, and I'm stuck again. (Too much torque I guess). This might have happened 4-5 times between 71&74. This is when the (*that was a mistake-more about that later*) comes in. We should have put in a stronger Chevy 12 bolt rear end instead of staying with the Pontiac 10 bolt. I was getting tired of those shafts snapping, but what really put me over the top happened in '74. What happened? I backed out of my garage, put it in drive, stepped on the gas and both driver's side upper and lower ball joints separated and collapsed. Now it is the height of the energy crisis, there were gas lines, and high insurance rates. Had the ball joints replaced and had



enough of racing and muscle cars. Put it up for sale and sold the car for \$600. I felt good about it, plus it eliminated a major headache and I never looked back over the next 35+ years.

There was a time around 2007-8 when a few of us guys went to Frankenmuth Autofest. It was a beautiful Friday evening and getting late, when something caught my eye. There, parked before me, was a 1969 GTO Judge for sale. My heart dropped. Since selling my LeMans in '74, I still wanted that GTO. Took down the number, called the owner the next day, Saturday, and on Sunday, my friends and I drove to Holly to take a closer look at the car. I was excited. It was sharp. As I sat in the driver's seat, the owner handed me the keys and told me to take it for a spin. I froze. I wanted the car, but could I pull the trigger, my kids are ready to go to college (got married late in life at 40), so with those thoughts racing through my head. I didn't take the keys, didn't even start the car, thanked him for allowing us to look at it, and off we went.

Now its 2011 and a couple of my friends went to the Good Guys show in Columbus. They came across a 1969 GTO for sale, took down the number and called me right away. A few days later I called the seller and to my surprise, he lived in South Lyon - rest is history – bought it. Didn't want to be on my death bed thinking I should have bought that car.



As I look back, I should never have sold the '68 LeMans. Some of my friends still have their original muscle cars from the 60's and 70's. It's just like I never should have trashed my comic books from the 50's, baseball card collection, and my stamp and coin collection. You never think about that stuff like that at the time, but in a blink of an eye, you're in your twilight years wishing you held on to that stuff.

Waiting now for a few thunderstorms to wash off the salt from the roads and pull the GTO out of storage. Every time I sit in the car, start the engine, turn on Led Zeppelin/Santana/Pink Floyd, takes me back to the day, 50+ years ago. I feel like a kid again and will never want to lose that feeling. Life is too short. Cruise on!

What a great picture of Ray and his lovely wife, Cathy

Story told in his own words, with minor editing



Here's a link to a funny movie that includes a 1969 GTO called, "Sex Drive".

<https://www.imdb.com/title/tt1135985/>

A high School senior drives cross country with his buddy to hook up with a babe he met online



## **Technical Story:**

The following article is copied from the Jan-Feb 2022 “The Rope Shaft Reader” newsletter put out by the “Little Indians chapter of POCl” and is the club presidents, Jerry Bolton’s article on page 2.

Ever wonder how often regular maintenance items like tires, belts, hoses, oil, brake fluid and windshield wipers need serviced or changed? When it comes to car maintenance for limited-use vehicles, like most of our Tempests, do you consider time or mileage for determining when to do it? I was looking at some restoration pictures of my wife’s 1963 LeMans convertible and was reminded that the restoration was finished in 2016. It seems like only yesterday! The car sits in the garage all winter and is only driven sparingly in the nice weather, so I wondered, or pondered, what maintenance does it need after 6 years? An article in a major auto manufacturer’s quarterly magazine makes the following recommendations: Tires have a limited lifespan of about 10 years and are susceptible to ozone breakdown and flat spotting regardless of mileage. Windshield wipers need checked for cracking and hardness every six months and replaced annually. Belts and hoses should be checked annually for cracking and wear when your car comes out of storage. Replace the radiator hoses when they become soft and are easily squeezed together. Brake fluid absorbs water as it sets over time so it should be observed for a color change annually. A browning color can mean moisture and rust is present. It needs flushed to prevent damage to the master cylinder and wheel cylinders. Lastly, the oil and filter should be changed at a minimum of once per year. Condensation from sitting will add moisture to the oil pan and can increase wear of the main and rod bearings. I like to change the oil and filter when getting the car out of storage at the beginning of the driving season. It is best to drive the car several miles before putting it in storage to evaporate any moisture from the crankcase and oil

## Interesting Stuff:



A digital rendering artist has used his talents to envision what the iconic [Chevy](#) Astro van would look like if it were revived as a new battery-electric vehicle.

This artist's rendition stays true to the original 1980s Chevy Astro van, incorporating the same wheelbase length and a similar silhouette.

That's where the similarities end, though, as this rendering also incorporates current-day Chevy styling cues, including a front fascia inspired by the [2024 Chevy Silverado EV](#), an LED light bar, large directional alloy wheels (also pulled from the Silverado EV) and smaller, aerodynamically optimized wing mirrors. This design also utilizes invisible door handles, which could be implemented by using touch-based controls on the b-pillar or by using flush door handles like those seen on some Tesla vehicles.

With its flat floor and boxy shape, this modern-day Chevy Astro design would probably be easily adaptable to GM's existing [Ultium](#) battery-electric platform. We think this body style could also prove to be rather popular in the current day, with many consumers desiring larger, more utilitarian and more practical vehicles.

There's one more reason why we think a modern-day Chevy Astro van such as this may actually be a popular product. VW is set to come to market with its own battery-electric, retro-styled van in the way of the new ID Buzz, so the German automaker clearly sees a market for this vehicle type here in North America.

We should reiterate that this is an amateur rendering only and GM has not expressed any intention to revive the Astro nameplate.

**Article taken from GMAuthority, Feb 2, 2022 edition**



The following information is taken from a HOTCARS article, written by Phil Pham and published June 10, 2020. Article link below.

<https://www.hotcars.com/the-15-fastest-cars-pontiac-ever-produced/>

### **15 1985 Pontiac Fiero GT (125 mph)**

As one of those cars that is both loved and cursed, the Pontiac Fiero was a showcase of technologies, many of them radical for their time, including composite panels, hidden headlamps, and stereo speakers that were initially integrated within the driver and passenger headrests. This mid-engine sports car by General Motors was the first two-seater after a series of four-seater coupes.

### **14 1990 Pontiac Turbo Grand Prix (128 mph)**

The 80s and 90s were filled with adversaries for automotive design: recession, stricter rule on fuel consumption, and safety discouraged automotive aesthetics. As such, there were few cars regarded as besties of the time. Pontiac, the sub-brand of General Motors, took its chance with Pontiac Grand Prix Turbo sports car. A model with a turbocharged V6 engine making 205 horsepower.

### **13 2006 Pontiac G6 GTP (130 mph)**

GM intended to put out a model with a cheaper price tag in the mid-size car market that would beat competitions like Nissan Altima and Mazda6. As such, it came up with Pontiac G6, the four-door sedan that was later joined by a two-door coupe and an attractive hardtop convertible in 2006. There is enough room inside and an excellent overall function.



## **12 1969 Pontiac GTO Judge Ram Air III (130 mph)**

The model came with a 366-horsepower output under its hood. The specs made it more than enough to compete with the likes of BOSS Mustangs and HEMI Mopars. Customers could choose the Ram Air IV engine to get extra power. Altogether, it's not hard to see why the 1969 Ram Air IV GTO convertible is one of the most collectible classics.

## **11 1999 Pontiac Grand Am GT (132 mph)**

Despite criticisms made of the Grand Am's overall build quality, the 1999 Pontiac Grand Am became available as a coupe or sedan with a new body, more sporty exterior styling, and a whole package of trims for its fifth generation. Owners were satisfied with its looks and style, although there were serious build problems that begged for solutions.

## **10 2008 Pontiac G8 GT (137 mph)**

The 2008 Pontiac G8 GT was GM's response to its whining customers' longing for a performance car. It was a rear-wheel-drive that felt like a complete armory. First of all, the value was excellent. Its big V8 engine was capable of producing plenty of horsepower and torque. The car was also boasting active fuel management to help improve fuel efficiency.

## **9 1987 Pontiac Firebird Trans Am GTA (140 mph)**

Many American cars of the 80s and 90s were discouraging in exterior due to lacking the authentic character of earlier models. Pontiac must have thought the same. In 1987 it delivered Firebird Trans Am GTA design that hit the sweet spot with buyers as the celebrated performance car of the brand.



## **8 2004 Pontiac Bonneville GXP (141 mph)**

The 2004 Pontiac Bonneville GXP was just another addition to Pontiac's ever-increasing fleet of more potent, muscular versions of sporty family cars. For a brand that had always strived to maintain the status of GM's rightful division, the rear-wheel-drive 2004 Bonneville was the latest creation to bring this very smooth and sporty styling Pontiac back to the V8 ranks.



## **7 2007 Pontiac Solstice GXP (142 mph)**

The 2007 Solstice GXP by Pontiac was the company's solution to the lack of enough engine power. As their first petite modern car, it reinvented the concept of gorgeous completely. Not only the engine output was increased to an impressive 260 horsepower, but also the little roadster managed to grab the attention of enthusiasts by velvety sexiness

## **6 2005 Pontiac Grand Prix GXP (143 mph)**

In 2005, Pontiac launched its high-performance version of famous family-size car: the Grand Prix GXP. The car had a couple of crucial engineering improvements compared to its '60s forebear. All in all, though, it was still considered a front-wheel-drive mixing up custom-car styling and a performance-car attitude. The car also enjoyed a real interior design revolution.

## **5 1973 Pontiac Firebird Trans Am 455 Super Duty (130 mph)**

Back in the 70s, Pontiac was reigning over the muscle car world. At that time, there was a shift to offering more economical models, and Pontiac surprised everyone by debuting its whole new, rip-roaring exhibit called Firebird Trans Am 455 Super Duty. It was also very much a racing car that tucked a 7.5-liter V8 engine.



## **4 1963 Pontiac Tempest Super Duty (163 mph)**

On January 24, 1963, an abrupt notice announced GMs' decision to ban all factory-supported racing. Suddenly the Tempest Super Duty, the car that had played such a pivotal role in holding up Pontiac's image, was axed. Nevertheless, the 1963 Super Duty Tempest still holds a sacred place in hot racing as the car that started the mid-60s muscle car craze.

## **3 1998 Pontiac Firebird Trans Am (165 mph)**

For decades Ford and GM challenged one another to build the hottest pony car. But neither could hold the top position for long. Well, not until GM, or precisely Pontiac, came up with their latest aggressive-looking Pontiac Firebird Trans Am. It was a beautiful blend of a menacing street fighter with power and toughness expected from a muscle car.

## **2 2009 Pontiac G8 GXP (175 mph)**

In 2009, Pontiac was making G8 GXP as a performance-tuned variant of the Pontiac G8, which was much desired by fans. They mated G8 to a 415-horsepower V8 engine, which belonged to Chevy Corvette and added extra options to enhance the performance. The result was a car ranking high in the muscle car class and praised as a successful four-door with might and smooth handling.

## **1 2006 Pontiac GTO (+175 mph)**

The 2006 Pontiac GTO was an American iconic car based on an Australian muscle car, an Aussie that was repurposed for the American market. The rear-wheel GTO with a black leather interior could provide enough space for four people. This pinnacle of the muscle car industry used a 400-hp LS2 6.0-liter V8 engine as its powerhouse.



*The American Dream as it sat in the 1990s*

Just restored: the longest car in the world according to the Guinness Book of World records. It measures at 100 feet





A positively massive [Hummer](#) H1 is currently on display at an auto museum in the United Arab Emirates.

The overkill Hummer H1 is housed at the Off Road History Museum in Al Madam, UAE. Dubbed the Hummer H1 X3, this beast of a machine features not one, not two, not three, but *four* diesel engines under its gargantuan body. It takes the size of a regular H1 and triples it, hence the "X3" moniker.

According to Instagram user shhamadbinhamdan, who represents four auto museums in the UAE and Morocco, the Hummer H1 X3 measures almost 46 feet long by about 20 feet wide and 22 feet tall



<https://www.hemmings.com/stories/2022/02/11/1957-pontiac-star-chief-wagon-find-of-the-day>

The two-door wagon is a paradox. It adds the utility of the enclosed cargo area, but foregoes the easy ingress and egress of the more common four-door variants. But when considering a vintage wagon from the era of [this 1957 Pontiac Star Chief Safari](#) is up for bids on Hemmings Auctions, it's important to note that the two-doors (no matter the roof configuration) are almost universally more stylish. The Star Chief also sat atop Pontiac's lineup—only the Bonneville convertible cost more—which was surely a factor in the limited production numbers of just 1,292 two-door and 1,894 four-door wagons that year. (As context, Pontiac produced 14,095 Super Chief wagons in 1957.) With style, rarity, and a fresh restoration that's road-trip ready, this example checks all the collectible-car boxes. From the auction description:

For its third and final model year, the sporty two-door 1957 Pontiac Star Chief Safari station wagon continued to provide a more elegant alternative to the Chevrolet Nomad. “About eight years ago, this Safari was the subject of a no-expense-spared, fully documented, body-off, nut-and-bolt restoration with a commitment to originality,” the seller proclaims, thus “it has been restored to a very high standard.” The seller is representing the vehicle on consignment.

It's one of just 1,292 built for 1957, and also features a raft of desirable options including the Tri-Power version of the 347-cu.in. Pontiac V-8, Strato-Flight Hydra-Matic transmission, power steering and brakes, factory air conditioning, and a Wonder Bar AM radio. “This car runs and drives flawlessly,” the seller reports.

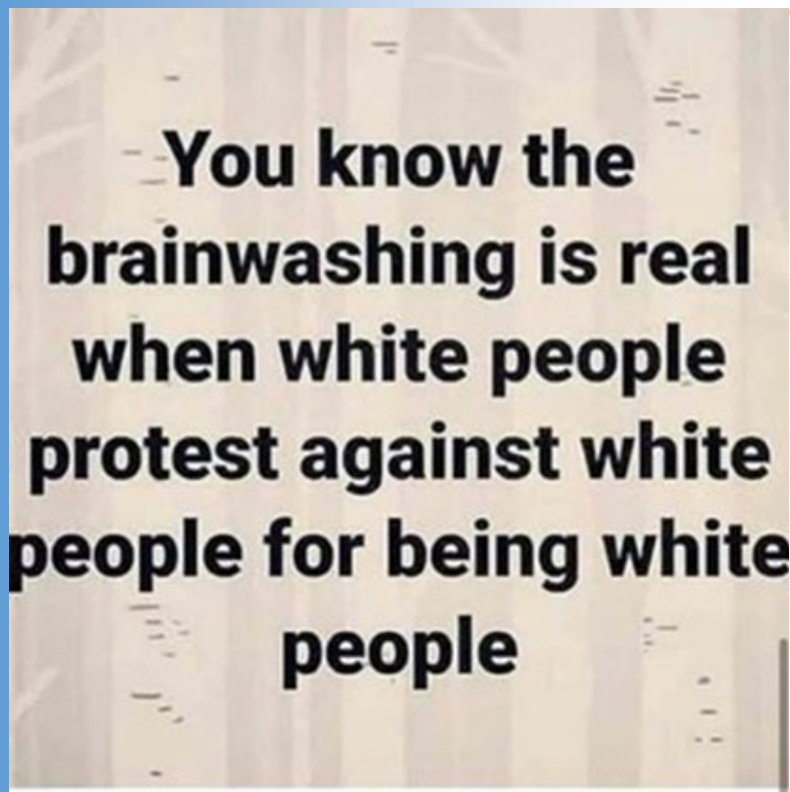


## Funnies:

If we allow our government to dictate what foods we eat and what medicines we take, then we will have complied with the dictates of a tyrant



### **Think About It - Laugh For The Day**



The federal government, which has "Tomahawk" cruise missiles and "Apache," "Blackhawk," "Kiowa" and "Lakota" helicopters - and used the code name "Geronimo" in the attack that killed Osama bin Laden, officially objects to the name of the Washington Redskins.

Really?



Can we still order Black Coffee??? Are Brownies being taken off the shelf? Is White Castle changing it's name?...I'm sure Cracker Barrel is screwed...Can we still play Chinese Checkers? ...is it still called an Indian burn? No more Italian sausages? How far do ya want to go with this foolishness?

**If the current power grid can't handle a night of 20 degree temperatures without rolling blackouts. How are we going to plug 100 million electric cars up at night?**



sCiEnCe gets better  
everyday



You can sweat on each other for 48 minutes, breathe in each others face, and all handle the same ball, but you better wear a mask on the bench, and can't meet the opposing team at half court after the game to shake hands. Science.

We are living in a  
generation that  
would unplug your  
life support, just to  
charge their  
cellphone. lol

It just blows my mind  
that some people are  
totally oblivious to  
their own  
dumbfuckery.



I really think it's  
time to take the  
warning labels off  
of everything and  
let stupidity work  
itself out of  
the gene pool.





I can't believe I'm living in  
a world that is reassigning  
the gender of a plastic  
potato.

**A RECENT STUDY  
FOUND PEOPLE WHO  
TAKE THEIR COFFEE  
BLACK ARE MORE  
LIKELY TO EXHIBIT  
PSYCHOPATHIC TRAITS.**

**AND PEOPLE WHO  
ORDER A QUAD SHOT,  
NON FAT, VANILLA SOY,  
EXTRA FOAM, LIGHT WHIP  
WITH CARAMEL DRIZZLE  
ARE MORE LIKELY TO  
BE THEIR VICTIMS.**

**THIS JUST IN...**

**NBC IS NOW PULLING  
WIZARD OF OZ BECAUSE IT  
IS OFFENSIVE TO PEOPLE  
WITHOUT BRAINS.**





## 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	_____
Street Address					ZIP Code
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		

## For Sale:

1968 Ram Air II Heads/Exhaust Manifolds,\$4500

1968 WS Block,\$450

1973-74 Super Duty Heads/Block,\$10000

1967 HO/RA Exhaust Manifolds,\$400

62 Casting Rebuilt Heads \$600

1965-79 Performer Intake \$200

1961-64 Aluminum Intake, \$500

Kevin, 248 470 4040

Motor City POCI  
8<sup>th</sup> Annual Summer Roundup Pre-Show Committee Meeting  
Thursday, January 20, 2022

Members present at this meeting: Kenny Galdes, Ray Golota, Mike Cushing, Tom Lange and Ray Santo (Notes and comments sent from Marge Sawruk)

The meeting commenced at 5:00 PM at Baker's Restaurant of Milford. Kenny called the meeting to order and turned it over to Ray G. for an update on the treasurer's report.

Ray reported that we are beginning the year with a balance of \$3,909.47 in our Club's checkbook. He will mail a copy of the report to the members.

Ray also announced that our friend and fellow car show promoter, Doug Cook, has officially joined our Club this year. Thanks, Doug!

Speaking of club membership, Ray G. wanted to talk about an AKA Milner column in a recent issue of Cruis'n Media. Milner is an old friend from Cruis'News and we are glad to see that he is continuing to share his thoughts, insights, and observations about our local car scene in the new magazine publication brought to us thanks to Mickey York.

Milner's column presented an honest view of the changes happening in the hobby with the different interests in vehicles, car shows, cruise-ins and the people and clubs that present them. Things are changing and we must accept that fact no matter how we may try to ignore it. Not everyone likes the same type of vehicle(s) and that is what makes the hobby interesting. We all must learn how to appreciate other people's choices and favorites. There will be much more discussion on this topic to be sure. The question arises as to what we can do as a club to retain and even hopefully increase our membership. Your ideas are welcome.

Kenny questioned as to whether we should present a different type of show at Baker's to include all GM vehicles. Other than the format, an area we would have to research would be the source of affordable insurance coverage for the show. As an all Pontiac/GMC show, the policy we get each year from the J.C. Taylor Insurance Agency is provided at no charge because of our affiliation with the national POCI however, a multi-brand show would not be covered. Ray S. will do research on other options.

Mike Cushing presented an interesting idea for a Club event. While he was soliciting donations for this year's show and the Chad Tough organization from a Harley Davidson dealer, the suggestion of a dealership tour combined with a luncheon was proposed. Mike will get more information regarding a date and send out a note to Club members and see what kind of interest we can get.



Ray G. mentioned that we still have a few remaining “Thank You” plaques that must be distributed and stated that he will take care of them.

Kenny advised that he is collaborating with his personal lawyer to finalize the paperwork that the government requires for our club to qualify as a 501c organization.

Mick Cushing advised that he has already received a \$4,400.00 donation for Chad Tough from our friends at Gateway Auto Gallery.

Ray G. advised that he will be working on the annual car show fliers soon to get ready them for distribution at the Detroit Autorama. He will also mail out the latest up to date list of club members.

The committee confirmed and all agreed that we will continue the practice of putting last year’s show winner on the current year shows T-Shirts. The car will be Dave Sullivan’s beautiful 1959 Pontiac Bonneville Convertible.

In a round table discussion, the committee determined what major sponsor awards we will have this year and as of now they are: Joe Kocur, Chad Tough, Baker’s, Curtis Excavation, and Lafontaine. We will have different awards for donation levels A & B. All members agreed that the judging criteria will be the same as last year but will be limited to the “Top 35”. We will also add a “People’s Choice Award” this year.

As of now we are already expecting Ken Lingenfelter and the Lafontaine Group to have vehicles on display at the Show.

In other non-show business, the show committee members voted to participate in the Pontiac Transportation Museum’s “Buy a Brick Campaign” and proposed to purchase a block of four (4) 8” x 8” paver bricks at a cost of \$1,000.00 to help the Museum in their dedication of preserving the past for future generations.

Kenny advised that he had received an email from Scott V. of the West Michigan local POCI Chapter about meeting up with them along the way on their upcoming cruise to PTM on May 21<sup>st</sup>. Sounds like a promising idea.

Prior to the meeting, we were in touch with Marge Sawruk for her input about her idea of monitoring the published list of new members of the national POCI and suggesting that we send out a welcome letter or email to those we can determine are living our area. Ray S. will follow up on this idea.

Marge also wants to remind everyone about the ongoing quest of the national club and their contest to recruit new members. Please see your latest edition of “Smoke Signals” for more information.

Ray S. will send out an email to members about the upcoming Detroit Autorama letting them know that Kenny will have a display with one of his Pontiac vehicles with flyers and information about upcoming events.

The meeting closed around 7:30 with a reminder to all to tell everyone you can about our 8<sup>th</sup> Annual Summer Roundup scheduled for Saturday, July 9<sup>th</sup>.

Ray Santo  
Secretary, Motor City POCI

**Motor City POCI**  
**8<sup>th</sup> Annual Summer Roundup Pre-Show Committee Meeting**  
**Thursday, March 17, 2022**

**Members of the Show committee met at Baker's of Milford at 5:00 P.M. After navigating their way through the crowd of St. Patrick's day revelers that filled the bar and restaurant, they were able to find seats at one of the few remaining open tables.**

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

**The meeting commenced at 5:15 with Kenny calling the meeting to order and turning it over to Ray G. for an update on club expenses. Ray informed us that after getting several price quotes for the printing of our Show flyers, he determined that the Club could save money if he by printed them himself. The committee thanked him for his efforts and agreed to reimburse him for his (lower) costs.**

**Ray G. has been busy and has already acquired trophies for Best of Show, People's Choice, Judge's Choice, and he also proposed a couple of distinctive designs for consideration for our Sponsor plaques. Ray advised that he has already ordered the dash plaques for the Show. Kenny will follow up on the sourcing of the Sponsor trophies.**

**Autorama updates: Kenny ran out of the Show flyers and Club applications that he had brought along for distribution at the display for his beautiful 1963 Lemans. He advised that he had spoken to the folks at the Cruis'n Media display, and they agreed include our Show flyers along with the other pass-out information at their booth. Ray G. was able to arrange getting our Show flyer listed in future issues of the magazine. It should be noted that Brian generously donated his time at the Autorama to help at the folks at the PTM information booth. We believe that our Club received significant exposure at the Autorama.**

**In a general discussion, we all agreed that we need to promote our Club website more actively. Ray G. has been collaborating with our webmaster Jason who has been doing an excellent job on our website.**

**We have recently updated features on the site including... "About Us", "Our Donations", "Forms" which will include registration forms for other shows, "Sponsors", "Events" and a NEW heading titled "Other Clubs" which has direct links to over twelve (12) sites.**

**Please take the time to check out our latest updates**

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

**In an effort to get our Club recognized by the national clubs, Brian volunteered to contact the editor of Smoke Signals magazine. Ray S. volunteered to contact the GTOAA and is also going to reach out to Ron Berglund who is the current president of the Pontiac Oakland Club International.**



**There have been a couple of personnel changes regarding our contacts with the Joe Kocur organization as well as the Sellers Car Show, but these will not affect our Show.**

**Ray G. stated that he is ready to submit his annual “Specialty Chapter Annual Report” to the National POCI as soon as he confirms our contact person.**

**Kenny will be doing more follow-up with Ken Lingenfelter, Carol Peters at the LaFontaine Group and Terry Connelly at the Pontiac Transportation Museum.**

**Note that as of this date, we still have copies of our Show flyers but have exhausted our supply of the Tri-Show flyers, however, they are still available on our website.**

**The final topic of discussion today was the subject of deciding on what kind of item or items we could offer as inexpensive door prizes for the Show. A couple of suggestions were presented but we decided to give it some more thought and bring this up at our next meeting.**

**The meeting closed around 7:30 leaving with the reminder again to everyone to please check out and help promote our website.**

**These condensed minutes are presented as accurate as possible but please realize that they were recorded in an extremely loud and hazardous environment in a building full of green beer drinking St. Patrick’s Day celebratory party goers.**

**Ray Santo  
Secretary, Motor City POCI**

## Our Sponsors that made this Summer Roundup possible

### Platinum

Bakers of Milford  
LaFontaine Automotive Group  
LaFontaine Performance Ctr.

### Gold

ANCA CNC Machines  
Denz Place Auto Restorations LLC  
Feldman Automotive  
Go Green Lawn & Tree Care  
GR Auto Gallery  
Hahn's Collision Inc.  
Lighthouse International Church Inc.  
Lingenfelter Performance Eng.  
Meineke Car Care Ctr. - Walled Lake  
Metro North Credit Union  
Principium Tactical Wealth Mgmt.  
Sedona Stone  
Sellers Buick GMC  
Single Source  
Vanguard Motor Sales  
VEHO Motors Storage

### Silver

Ames Performance Eng.  
Bloomfield Chiropractice  
Body by Mark  
Culver's Of Wixom  
Fortune Tool  
Heinsight Eyecare  
Home Depot - Novi  
Insite Commercial  
J&J Automotive  
Lawrence Tech. University  
Meijer - Wixom  
Mercury Sound & Lighting  
Miner's Barber Shop & Hair  
Multi-Lakes  
National Parts Depot  
Rick J. DeRevon DDS PC  
The Golota Family  
Tuffy's Auto - Walled Lake  
Walled Lake Veterinary

### Bronze

Alex's Pizzeria  
Farm Bureau  
Larry Respondek  
Lowes - White Lake  
Main Street Art  
Mega Printing  
Milford Glass  
State Farm - Larry Brandon

### Copper

Auto Zone - Walled Lake  
Auto Zone - White Lake  
Beach Tiki Bar  
Benstein Grill  
Casey's - Walled Lake  
Dave & Amy's - Walled Lake  
Great Lakes Ace - Milford  
Great Lakes Ace - White Lake  
Highland House  
Holden's Deli  
Home Depot - Commerce  
Kensington Grill  
Lowes - New Hudson  
Mackle's Table & Taps  
Murray's Parts City  
O'Reilly Auto Parts - Novi  
Red Dog Saloon  
Rock Auto  
Smoke Street  
Vclare Ristorante  
White Lake Inn  
Wixom Station

# Thank You





# Buick--Olds--Pontiac --Cadillac--GMC-- Car Show

May 22, 2022 9am-2pm at Emmett City Park



Open to all Models & Years of Buick, Olds, Pontiac, Cadillac and GMC

Hosted by the Pontiacs of Idaho, POI Chapter 104

Emmett City Park (West side) N. McKinley Ave. Entrance

Proceeds benefit the Payette River Regional Technical Academy

For more info contact: Rick Mihm, remihm@aol.com or (858) 414-6878

Send registration to: **Rick Mihm 2289 Ophelia Ln. Emmett, Idaho 83617**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

VEHICLE INFO:

YR \_\_\_\_\_ MAKE \_\_\_\_\_ MODEL \_\_\_\_\_

\_\_\_\_ Stock \_\_\_\_ Modified Stock \_\_\_\_ Restomod \_\_\_\_ Pontiac Powered \_\_\_\_ Olds Powered \_\_\_\_ Buick Powered

\_\_\_\_ GM Corporate \_\_\_\_ LS Powered \_\_\_\_ Work In Progress \_\_\_\_ Race Car \_\_\_\_ Tribute Car \_\_\_\_ Rat Rod \_\_\_\_ Truck

This is a casual show--No Bowties!

Make Checks out to: Pontiacs of Idaho

DJ, Trophies, Goodie Bags  
Raffle prizes, 50/50, Food

**Dash Plaques 1st 100 Pre-Registered \$15/vehicle**

**Pre-Registration must be postmarked by May 8, 2022**

**\$20 Day of Show**

## 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\*\*\*\*\***





CATOOSA  
PRIDE. PROGRESS. PROMISE.



# POCI CONVENTION

## 2022 POCI CONVENTION REGISTRATION FORM



50<sup>th</sup> Annual

Pontiac Oakland Club International Convention

July 12 - 16, 2022

Venue: Hard Rock Hotel & Casino – Tulsa

777 W. Cherokee Street, Catoosa, OK 74015

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

REGISTRATION IS REQUIRED FOR ALL MEMBERS, EVEN IF NOT ENTERING A VEHICLE.

MEMBER REGISTRATION FEE: \$65.00 ~ AFTER JUNE 20, 2022: \$85.00  
(REGISTRATION FEE INCLUDES MEMBER, SPOUSE AND CHILDREN)

MAIL THIS FORM TO:

POCI 2022 CONVENTION  
PO Box 421  
LONG LAKE, MN 55356

Convention Activity Packets with  
detailed car show registration and  
activity sign up information is planned  
to be mailed 3/15/22.

CONVENTION UPDATES ARE POSTED AT [WWW.POCI.ORG](http://WWW.POCI.ORG)

FOR CONVENTION QUESTIONS, CALL THE POCI CLUB OFFICE (763) 479-2111

HARD ROCK HOTEL AND CASINO (HOBOT HOTEL)

RESERVATIONS: (800) 760-6700, USE CODE "POCI REGISTRY 2022"

CONVENTION COORDINATORS: ART BARRETT (417) 797-1469 [ARTBARRETT@CENTURYTEL.NET](mailto:ARTBARRETT@CENTURYTEL.NET)

LARRY CRIDER (918) 798-2765 [PONTIACFWD@GMAIL.COM](mailto:PONTIACFWD@GMAIL.COM)

HOBOT CHAPTER CONTACT: DAVID DORMAN (918) 750-2888 [SUPERDUTTYA455@GMAIL.COM](mailto:SUPERDUTTYA455@GMAIL.COM)

ORDER CONVENTION T-SHIRTS IN ADVANCE: [POCI2022.americants.shop](http://POCI2022.americants.shop)

THE CONVENTION REGISTRATION FEE IS NON-REFUNDABLE.

PAY BY CREDIT CARD, CHECK OR MONEY ORDER MADE PAYABLE TO:  
"2022 POCI CONVENTION". YOU MAY REGISTER ON LINE AT: [WWW.POCI.ORG](http://WWW.POCI.ORG)

NAME \_\_\_\_\_ POCI # \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_ CELL # \_\_\_\_\_

E-MAIL: \_\_\_\_\_

CREDIT CARD # \_\_\_\_\_ \* \_\_\_\_\_ \* \_\_\_\_\_

(VISA, MC OR DISCOVER) EXP. DATE \_\_\_\_/\_\_\_\_/\_\_\_\_ SECURITY CODE: \_\_\_\_\_



## POCI Membership RENEWAL Form

Your subscription to *Smoke Signals* magazine and membership in the Pontiac-Oakland Club International may be due. If the renewal date on your mailing label (which is to the right of your membership number) is between **Feb. 1, 2020 and Mar. 31, 2020**, please complete this form and return it immediately with payment (photocopies are acceptable). We don't want you to miss a single issue of *Smoke Signals* or any other important information about POCI.

- ☐ \$25.00..... Worldwide E-Membership: Web Site access & downloadable version of *Smoke Signals* (NO *Smoke Signals* magazine is mailed)  
☐ \$45.00 ..... U.S. Membership (Includes 2 Associates)  
☐ \$74.00 ..... (U.S. Funds) Canadian Membership (Includes 2 Associates)  
☐ \$74.00 ..... (U.S. Funds) Foreign Membership (Includes 2 Associates)  
☐ 1 Year   ☐ 2 Years   ☐ 3 Years

NAME: \_\_\_\_\_ POCI MEMBERSHIP NUMBER: \_\_\_\_\_

**RENEW!** Online: [www.poci.org](http://www.poci.org) • (763) 479-2111 • Mail: POCI World HQ, PO Box 421, Long Lake, MN 55356

☐ Visa   ☐ MasterCard   ☐ Discover

Please provide any UPDATES to your information below:

Credit Card Number: \_\_\_\_\_ NAME: \_\_\_\_\_

Expiration Date: \_\_\_\_\_ ADDRESS: \_\_\_\_\_

Security Code (Mandatory): \_\_\_\_\_ ASSOCIATES: \_\_\_\_\_

Name as it appears on card: \_\_\_\_\_ VEHICLES (additional): \_\_\_\_\_

Signature: \_\_\_\_\_ VEHICLES (no longer owned): \_\_\_\_\_

## Join POCI Now! NEW MEMBERSHIP Form

Pontiac ☐ Oakland ☐ GMC ☐

YEAR      STYLE NAME / NUMBER      Number of CYLINDERS

YEAR      STYLE NAME / NUMBER      Number of CYLINDERS

YEAR      STYLE NAME / NUMBER      Number of CYLINDERS

NAME: \_\_\_\_\_

ASSOCIATE MEMBER(s): \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY / STATE / ZIP + 4: \_\_\_\_\_

COUNTRY: \_\_\_\_\_ EMAIL ADDRESS: \_\_\_\_\_

PHONE: (      ) \_\_\_\_\_

REFERRED BY (Name & Member #): \_\_\_\_\_

### Annual Membership

- ☐ \$25.00..... Worldwide E-Membership  
☐ \$45.00 ..... U.S. (Includes 2 Associates)  
☐ \$74.00... Canada (Includes 2 Associates)  
☐ \$74.00... Foreign (Includes 2 Associates)

☐ Visa   ☐ Mastercard   ☐ Discover

Number \_\_\_\_\_

Expiration \_\_\_\_\_ Security Code \_\_\_\_\_

Signature \_\_\_\_\_

**Make checks payable to: POCI • Mail to: POCI World HQ, PO Box 421, Long Lake, MN 55356**

# Motor City Chapter Officers

## President

Kenny Galdes

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TBD

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