



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

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www.motorcitypoci.com

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Meetings held at
Bakers of Milford
www.bakersofmilford.com

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Kenny G's Message:

To all club members. We would like to have a membership meeting on Oct 27th, at 6 pm. The club will buy pizza for anyone attending. We'll discuss what we've accomplished this year and what we plan for next

Year. In order for this meeting to be effective, we need all the members there that can make it. We need your input on ideas and suggestions on what you want from your club, next years car show and any future activities. Be sure to notify Ray Santo if you're attending. We usually don't meet this time of year because this is the second busiest time of the year for me. I'm passionate about my cars and love the show season, but for anyone who knows me, hunting season is also a great passion of mine and I'm gone most of the next couple months.

We also have an opening for Vice President since Ray Santo is doing double duty as secretary and VP if anyone would like to volunteer for that position.



Ramblings of an Irishman:

Editor: Brian Dougherty

I really appreciate the kind words from everyone on the past newsletters where I've been the editor. It means a lot to me, but remember, this is your newsletter and suggestions for improvements are always welcome.

As you may remember, in the last newsletter I asked for feedback from the members on how we should go forward as a club. How often we should have meetings and several other items. I've had a couple informal discussions with a couple members, but only one member officially replied to my query. The club board would still like to hear your views on how we should move forward so be sure to attend the meeting on Oct 27th for your voice and opinions to be heard.

BTW, I hope everyone saw Activities Coordinator, Mike Cushing's article in the July edition of Smoke Signals about the combined trip we made to the GM Heritage center on May 21 along with the West Michigan Pontiac group. The editor was there and it was a great trip and Mike did a good job putting it together and conveying what a great time we had. Gotta love all the great cars but I also loved the T-Shirt that I think the president of the West Michigan club had on. It stated **"I like my Pontiac and maybe 3 people"**.

They've announced the 2023 POCI Convention dates as June 26 Through July 1 in Murfreesboro, TN. Every year I say I'm going to go to the convention, but I've never been able to make one yet. I know I want to do a better job promoting the convention in these pages over the next 9 months and I hope to be able to make it next Year?

We all know how dependent a good car show is to having good weather, and our car show had spectacular weather this year, but unfortunately, the Sellers show on Sept 25th, the weather was terrible. It wasn't so bad once you got there, but the chances of getting wet on the way were very high. I think I went through 3 rain storms on the way, but I think for the first time in my life, I was the first show car there.

As we all waited inside the service bays for people to show up, we wondered if anyone besides a handful would ever make it. By 10 am, I think there were only 12 people there and some of them brought their other car, or no car at all. Doug Cook, who runs this show, was worried we'd have to call it quits by 10:30 or 11, but then the clouds opened up a bit to let the sunshine in and within a half an hour, more people started showing up one right after the other, By registration closing time, I think a total of 47 people showed up? Out of those 47, the following is the breakdown on the tri Pontiac show stats:

17 only went to the Sellers show and knew nothing of the others. Being the person greeting them, I always try to encourage them to next year's Trifecta Pontiac shows and tell them to visit the respective websites for updates.

9 went to 2 shows

4 to the Dust Off and Sellers

5 to the Motor City show and Sellers

11 went to all 3 shows

(Keep in mind, there are several of us that do not put our cards in the hat)

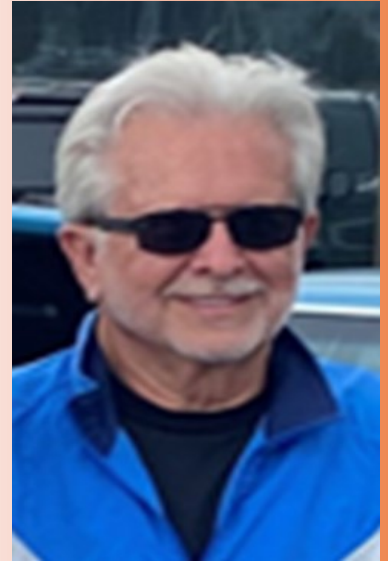
A handful of people refused cards or refused to put them in also.

More on the sellers show under Member Happenings

Treasurer's notes:

I think Brian has included the following link in a previous newsletter, but it bears repeating. This site focuses on the passion, performance and visual design excitement that was Pontiac.

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



Our website, www.motorcitypoci.com has been recently updated.

Under "EVENTS", 2020 EVENTS, there is a video titled "1952 Chevy 3100 Truck Restoration with 454 Big Block Engine." <https://motorcitypoci.com/2020-events/>

Under "NEWSLETTERS", there is the May-June & July Car show edition 2022. <https://motorcitypoci.com/newsletters/>

We have a New Membership form to replace the current one in the following sites

ABOUT US, under About Us - where it says "**BECOME A MEMBER**", Also at the bottom where it says "Interested in becoming a Member" - **LEARN MORE.**

Under "SPONSORS", 2022 SPONSORS is a listing of all of the sponsors that donated to this year's Summer Roundup. <https://motorcitypoci.com/sponsors-2022/>

Under "EVENTS", 2022 EVENTS, below the 5 events of this year, we have: (1.) Winners & Judges Choice, (2) a photo of Best of Show, (3) Stu Jackson's excellent 25:10 minute video, (4) many photos of the show. <https://motorcitypoci.com/sponsors-2022/>

Under "EVENTS", 2019 EVENTS, below the 2019 Motor City Roundup, there is a photo of the Best of Show. <https://motorcitypoci.com/2019-events/>

Same holds true for 2021 EVENTS, a photo of Best of Show. <https://motorcitypoci.com/2021-events/>

Under "OUR DONATIONS ", a photo of Kenny presenting Joe Kocur a check for \$10,000 (was supposed to be a video but I screwed up), with a note that to date with donated \$57,396 to various organizations. If you scroll all the way down, it shows all the organizations and the amount that we donated. <https://motorcitypoci.com/our-donations/>

- **THIS IS THE BIG ONE:**

Under "**OUR DONATIONS**" we created a dropdown menu titled "**JOE'S CHARITY**", there are 4 videos. A brief description of each one: <https://motorcitypoci.com/thank-you-letters-2/>

1. Joe Kocur speaking at this year's Summer Roundup
2. At the banquet dinner, Newman talking about the charity and introducing Pam from FAR Therapeutic Arts & Recreation.
3. At the banquet dinner, Wings of Mercy video.
4. At the banquet dinner, Joe speaks.

A brief description of each

Activities Coordinator:

Mike Cushing

Please join us at the meeting on Oct 27th at 6pm.

Because of the time of year, no other club outings or events are planned at this time.

Stay tuned for the date of our Christmas dinner.

Club Upcoming Events:

Late October	Begin Putting things away for a long winter
Early November	Put all cars away and get ready for "Old man Winter"
Late November	Enjoy Thanksgiving and start the holiday season
December	Christmas party. Date TBD.
January	Happy New Year!!!!

Not sure everyone saw the emails a few weeks back, but our good friend and fellow club member **Dave Woods** passed on September 14th. Most everyone also knew he was the father of our previous Treasurer, **Lori Woods**.

He was preceeded in death by his wife, Barb last December. The club sent a beautiful flower arrangement and the editor was able to make the funeral. It was a wonderful but tear filled service and then afterwards, about 25 classic cars made the processional to the gravesite. It was a great send off for a wonderful man.



Club Historical story: (Story and pictures supplied by Sept-Oct 2010 Spokes)

John Berzsenyi editor

Hot Summer Nights Car Show

Story: John Berzsenyi

Photos: Steve Dorris & Richard Berzsenyi

Remember Saturday night date night and going to the drive-in with your main squeeze? Well I do and our 2nd annual Hot Summer Nights Car Show and Drive-In Movie brought back the memories again! Our first show brought in approximately 125 participants and this year we were hoping to top that number with some great weather and the attraction of the movie Smokey and the Bandit. Well... you know Michigan weather, it's always unpredictable. Not that it was a terrible day weather wise but the threat was there and it kept our numbers down from last year. Now for the positive side, all that showed had a great time and it turned out to be a great event again. With every misfortune you need to pull out something positive, how about Ken Lingenfelter showing up driving his Trans Am creations based off the 2010 Camaro's, or Todd and Sue Stone that brought their 1977 Trans Am Bandit, or Wendy and Ron Valko that brought their 1976 50th anniversary of Pontiac, Trans Am, and how about Ben Harrison, one of the GM design staff from the era that brought us some of the most memorable cars of our time, Wow! Now that's positive, and big Thank You to all that helped make our 2nd annual show a great success. We had some fabulous cars show up and on the following pages you will see some of those great cars and some of the events that took place. We tried out new features that we hope will keep this known as a great family event, Hot Wheels Drag Racing, not only did the kids get involved but some of the adults did as well, and to go along with the drag races we had a bounce house that kept the kids having fun all afternoon. We had our first 50/50 and one lucky participant walked away with \$117, not too bad for having a smaller attendance show, just think what it could have been if we would have had more show up! We had great support from our hosts the Lafontaine's, even Mike and Maureen LaFontaine showed up for the show and had a great time with their family at the show. In the end awards were handed out and soon after it was movie time, Smokey and the Bandit, but first some cartoons for the kids (big and small). Not the greatest of weather but with the help of all our friends, we had the best show we could of possibly had and look forward to the next, we will learn and improve on our show for the next year and make this great family event even bigger and better. Great Job! To All!

Club History Cont'd:



Hot Wheels fun facts:



Hot Wheels Tidbits

Hot Wheels History

Hot Wheels are one of the more popular toy cars for kids. Young kids love to play with them, and adults love to collect them. The small die cast cars come in a wide variety of designs, models, and overall styles of vehicles. You can find just about any car- classic, muscle, modern, etc. that you could ever think of in a miniature Hot Wheels car.

The Hot Wheels brand of die cast toy cars was introduced to the market by Mattel in September 1968, and to this day, the brand has prospered year after year. Children and adults, alike, just can't seem to stay away from these toy cars.

Initially, the brand's competition included Johnny Lightning and Matchbox, but in 1996 Mattel acquired rights to the Matchbox series from Tyco.

If you are interested in the Hot Wheels cars, then you know that there are many different lines and series of the cars.

- **Hot Wheels Classics:** for the first 10 years, the company focused on muscle cars, hot rods, and other vehicles, such as go-karts, motor homes, and even airplanes. These are known as the Classic line of Hot Wheels.
- **Special Models:** The special model cars were those that were slightly larger and more detailed than the normal die cast Hot Wheels car. These cars were introduced in 2004 to 2005.
- **Sizzlers:** These Hot Wheels cars are those with built-in motors and a tiny rechargeable battery. The Sizzlers line of Hot Wheels run on the orange tracks.

Other series of Hot Wheels include the XV Racers, Hot Tunerz and Stockerz.

Throughout time, Hot Wheels has manufactured cars of varying scales, ranging from the standard 1/43rd scale, 1/24th, and 1/18th scale model cars. They also have the 1/12th scale replica that was produced in 2004 in select cars.

Hot Wheels Collectors

Although, the initial intent of the cars were for children's toys, but over the last decade, or so, more and more adults have taken a fancy to the small, die cast cars.

Because there is an average of about 41 million children who grew up with Hot Wheels cars, Mattel's stats show that the averaged, adult collector has about 1,550 cars and the average child has about 40 cars.



Hot Wheels Cont'd:

You'll find that many Hot Wheels collectors show up at the Annual Hot Wheels Collectors Convention that Mike Strauss started in 1986. The convention has been held in various locations around the country, until 2001 when the Annual Hot Wheels Collectors Nationals was put together. Since then, the convention is held in southern California each year.

Strauss publishes a quarterly Hot Wheels Newsletter to keep all collectors up to date over the world. You'll find that Strauss also writes the Tomart's Guide to Hot Wheels, which contains history, car descriptions, and car values. It's the book used by most collectors to evaluate their collection.

As you can probably guess, Mike Strauss is probably the biggest and most well-known Hot Wheels collector.

If you're curious, to date the highest priced Hot Wheels car was purchased for \$72,000 in 2000 for a Volkswagen Beach Bomb (one of only 25 known to exist).

Collecting Hot Wheels

When collecting Hot Wheels, you'll want to make sure that you pick up a copy of "Tomart's Guide to Hot Wheels," so that you know that you are best evaluating the cars that you already have and those you are thinking about purchasing. The last thing that you want to do with any collection is get screwed on a deal.

When looking at the different Hot Wheels cars, you'll notice that Mattel prints the design copyright date on the base of each car. This is *not* the manufacturing date, but the copyright date for the design of the base of the car. Typically, that date is going to be the same date as the design for the entire car, but there are a few cases where the two dates will be different. This date is usually going to be a year prior to when the car is actually released to the market. By knowing the date of the car's design, you can better evaluate the car's value.

When collecting Hot Wheels, you will find that Mattel typically reuses many different models, as a part of the regular line and a "commemorative" replica line, which means that in some cases cars with a 1968 date could have been designed between 1968 and the present year. But, either way, it's still going to be a good thing to pay attention to.

Remember that when collecting Hot Wheels cars, there are many different lines and series of Hot Wheels that you can collect.



Twin Mill from 1969, one of the most recognizable Hot Wheels designs



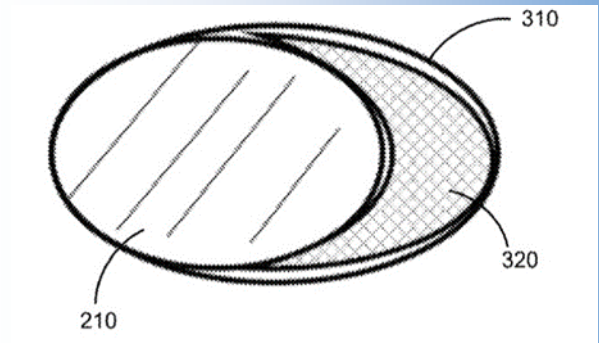
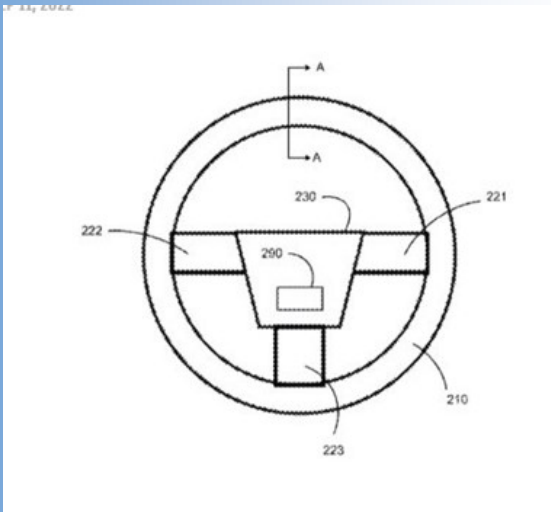
GM / Industry news:

Sources: gmauthority, Hagerty and abc news

- According to Hagerty Ins news, classic car prices are starting to soften, especially compared to the strong increases earlier this year. One car in particular, the 1964-1967 GTO's is down 7%.
- Check out this website: [Watch The 2023 Corvette Z06 Race The Previous 3 Generations \(gmauthority.com\)](https://gmauthority.com/watch-the-2023-corvette-z06-race-the-previous-3-generations/) This is a comparison of the current Corvette Z06 to the previous 3 generations. The difference is staggering.
- General Motors' finance arm, GM Financial, has [agreed to pay over \\$3.5 million to settle allegations](#) that it breached a US federal law that provides protections and benefits to eligible servicemembers. The Justice Department has alleged that GM Financial violated the Servicemembers Civil Relief Act by illegally repossessing 71 vehicles and by mishandling over 1,000 vehicle lease termination requests.
- GM is taking orders now for the Cadillac Escalade-V Series. These will have the 682 HP LT-4 engine and the top model can cost as much as \$150,000.00.
- Foxconn, the Taiwanese multinational electronics manufacturer that recently closed a deal with Lordstown Motors to acquire the former [GM Lordstown plant](#) in Ohio, has signed a Memorandum of Understanding (MOU) with Indi EV that will allow Foxconn Ohio to manufacture the first Indi One prototype vehicles. Founded in Los Angeles in 2017, Indi EV is an electric vehicle startup that focuses on providing connectivity and customization rather than on performance metrics like horsepower and top speed.
- GM To Open New Advanced Design Studio In England
- GM Defense to supply Ultium battery tech to Department of Defense

- GM US sales up 24% in 3rd Qtr 2022
- Chevy is best selling brand in Mexico in 2022. GM Sales up 51% in July.
- GM is making big moves in the burgeoning EV segment, with plans to launch [30 new all-electric models](#) globally by the 2025 calendar year. However, according to one recent study, this surge in EVs follows widespread **customer dissatisfaction in the existing EV charging infrastructure**. According to the J.D. Power 2022 U.S. Electric Vehicle Experience – Public Charging Satisfaction Study, the recent increase in EV adoption includes a drop in satisfaction with publicly available Level 2 charging stations, as compared to customer satisfaction with public Level 2 stations measured last year.
- National Corvette Museum in Bowling Green is now giving **tours** after being discontinued for a while. They've also announced plans to open a new “**Driven by Design**” exhibition offering visitors a chance to explore past, present and future design processes for the Corvette.
- GM's new Duramax 3.0L Diesel LZ0 motor increases HP and torque from 277/ 460 to 305 / 495.
- NHTSA estimates highest first quarter traffic fatalities since 2002
- GM to offer buyout to Cadillac and Buick dealers throughout the transition to EV. Chevy dealers will not be given the opportunity to bow out of selling EV's.
- Lansing battery plant beginning construction with concrete installation currently.
- GMC is the new sponsor of Fox NFL Sunday
- GM files patent for a self cleaning floor system in their Robo-Taxis.

- GM has filed a patent application for an **adaptive steering wheel rim** capable of providing a range of different sizes, grips, and thicknesses to suit the driver's preference.



The [first-ever Wuling Mini EV Cabrio](#) was officially revealed last week in China and is drawing huge interest from buyers, surpassing **100,000** signups for purchase in the first 72 hours.



Boulder, Colorado-based company **Colorado Teardrops** has begun development on a new teardrop camper trailer intended specifically for **EV** owners.

New Members:

Patrick Smerecki of Grosse Point Farms. Joined 6-9-2022.

Don and Penny Masch of White Lake joined 5-11-2022. **See His story starting Page 22.**

Larry Kabrick joined 7-9-2022

Edward and Caryn Bartone joined 8-3-2022

John “Jay” Wetzel of Bloomfield Hills rejoined 4-29-2022


Welcome new members to the best and most generous Pontiac club in the country. Be sure to join us at this weeks meeting at Baker’s of Milford and other club events to meet everyone and to get the full experience.

Member Happenings:

The **Little Indians** are dedicated to the preservation and exposure of 1961-1963 Pontiac Tempest and LeMans automobiles. Unique vehicles with independent suspension and a front engine connected to a rear transmission by a flexible shaft (or "**ropeshaft**"), they truly are worthy of maintaining a lofty position in the colorful history of Pontiac. Most members are owners of one or more of these cars. Ownership is not a prerequisite to membership, only the interest and desire to ensure these wonderful cars are never forgotten .


Our esteemed **President, Ken Galdes** has a beautiful one of these and is a member of the Little Indians as shown below.

The RopeShaft Reader



Little Indians Chapter


Pontiac Oakland Club International



2022 Pow Wow


Special Edition

Celebrating the 60th Anniversary of the 1962 Tempest
and 25 Years of the Little Indians Chapter



Inside This Issue:

Tempests, Tempests and more Tempests!
President's Message ▼ Awards
Big Time BBQ Fun ▼ Scenes From Norwalk
Treasurer's Report



Gary Stoiber
Newsletter Editor

LITTLE INDIANS CHAPTER - POCl - VOLUME 26 NUMBER 4a - September 2022(C)

Ken's
car I be-
lieve



From their newsletter:

Greetings Little Indians

Well, once again, the Little Indians turned out for an exciting and enjoyable annual PowWow at Summit Motorsports Park in Norwalk, Ohio.

We had great members in attendance, beautiful Tempests and LeMans to drool over, a cruise night to Danny Boy's restaurant, a tasty BBQ and annual meeting, popular car show...and that's in addition to the Ames Performance Pontiac Nationals drag racing and all-Pontiac swap meet. What a blast!

If you were with us, thanks for being there. If you couldn't join us, make plans to be with us next year for the 60th Anniversary of the 1963 Tempest/LeMans. We'd love to see you there.

Enjoy,
Gary Stoiber

Ken and
Linda Gal-
des



The Class of 2022! Thanks for being there



Great volunteers like Linda Galdes (l) and Nancy Bridgewater (r) helped Jeannette Stoiber and Susan Bolton pull off another great BBO

To the left, we Have Linda volunteering yet again to help out with a car show. We should feel lucky to have her as part of our club and all the work she does for us.

To the right, we have Ken and Linda and Herman Rupple from the Widetrackers club.



Herman Rupple, Ken and Linda Galdes rest up for more of the show cars, swap meet and drag strip sights



Ken Galdes
Brighton, MI

Ames Pontiac Nation-
als Award

SP-A

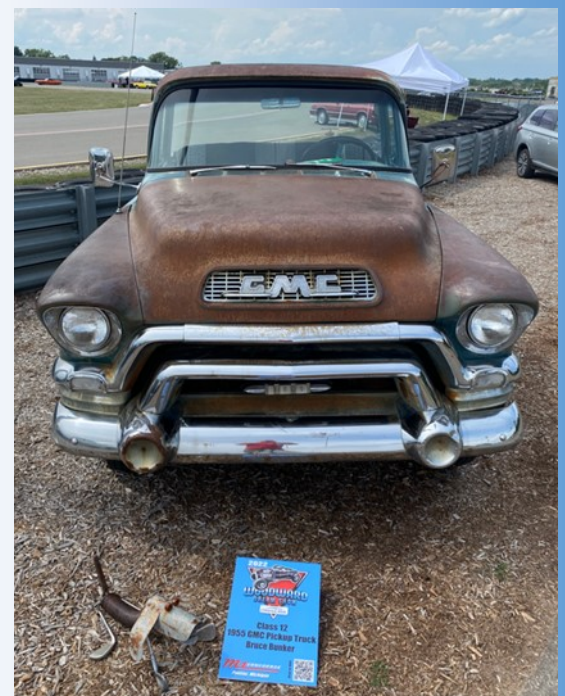
First Place Winner!



Woodward Dream Cruise

Both the Widetrackers and Motor City POCl were not able to get our regular sites at the **Woodward Dream Cruise** due to some issues with the city of Pontiac. Through Widetracker Dan Kane, we were invited to join them at the M1 Concourse Friday and Saturday. The editor was not able to make Friday, but I was there bright and early Sat-

urday morning. Not only was it a great site to view Woodward, but they had a band there, other clubs, some racing and plenty of food. I stayed till the weather turned bad around 6 pm, when I was kicked out.



As shown, they had us line up along the fence as a group. Here's a couple of good looking Pontiac's if I don't say so myself. Racetrack is in the background and the band was set up under tents in the middle of the track.



Even the **Pontiac Transportation Museum** was able to set up a booth at **M1 Con-course**. Terry was there along with a couple other volunteers trying to drum up excitement and funding for the Museum. There are several members of the Wide-trackers that help out regularly and the editor does what he can to do volunteer work days. These vehicles were actually driven to the event, although there was an issue of running out of gas with the blue car, just as they were pulling in.





Long time members will recognize John Berzsenyi's car to the left

On Saturday, October 15th, the editor joined the rest of the "Monday Night Cruisers" out of Fenton, MI on their annual fall color tour. Previous editor and VP of the club, John Berzsenyi coordinates these and I have been joining them for over 10 years now. They're a fun bunch of people and I think as usual, Pontiacs were in the majority. After a week of rain, Saturday was a decent day, if not a little windy and

Cold. It did rain the night before so the pavement was wet when I went to leave to meet up with them, but it was dry the rest of the day. We had about a 3 hour drive through the back roads of Michigan enjoying all the beautiful colors and then stopped for lunch at the Tilted Axis Brewing company in Lapeer. After lunch, we went our separate ways.



Sellers show September 25th.



As I mentioned in my editorial, the weather was terrible for the Sellers show, as you can see from the cloud cover. it looks nasty. As you can also see, the pavement was dry for most of the day and everyone who came, had a good time!

The lack of people gave the rest of us better chances at winning a trophy. It also lowered the odds for the Trifecta Show Gas card drawing, which we decided to follow through on presenting. Case in point, one person won both the \$100 and \$150 gas cards, but you gotta show up to win,





As you can see by this picture, there ended up being a fair amount of people in attendance although I think it was the lowest number I've ever seen there.



Ray Golota won an award with his beautiful GTO and new member Larry Kabrick also won an award with his car. The editor won an award with my 70 Grand Prix too.



The following 5 pages are club member Don and Penny Masch history in his own words and accompanying pictures!

My family is originally from Connecticut, but I grew up as an Army brat – I was born in Germany, lived in 6 different states and even spent a year living in Damascus, Syria and Israel while my father was deployed with the UN.

My father's family was Italian, and they almost exclusively drove Oldsmobile's, Pontiac's or Cadillac's. My father's first car was a '65 Bonneville coupe which had been his father's car. A Mustang followed while he was stationed in Germany, but prior to returning to the states he ordered a brand new '73 Cutlass Supreme, dark blue with white buckets. I can remember sitting in his lap and "steering" while he parked the car in the garage. The Cutlass was replaced in 1977 with a new Grand Prix LJ which was my dad's pride and joy and which took us across the US twice as the military moved us around. My dad's brother bought a triple black '77 Grand Prix SJ around the same time, and I always knew that his GP was cooler than ours! After their '77s, my dad and his brother both bought new GPs in '82/'83, and eventually my dad's '83 Grand Prix became my first car. Along the way we had other "second" cars, everything from British convertibles to Japanese econoboxes, and of course more Oldsmobile's. My taste in cars would follow my father's.



*My dad's 1977 Grand Prix LJ on the day he bought it (Columbus GA).
The Olds 98 parked in the background was our second car.*

I lived in Northern Virginia during my senior year of high school. A school project required us to interview someone about their career. I really wasn't sure what I wanted to do for a living, but a neighbor had a pristine black and gold '77 Trans Am and I knew he worked at the GM Powertrain Plant in Fredericksburg where they made torque converter lock-up clutches. He agreed to be interviewed (and answer 100 questions about the TA!) which opened my eyes to the possibility of becoming an engineer.

That would lead me to the University of Connecticut to earn my degree in Mechanical Engineering. It is also where I met my wife Penny, who originally caught my eye because she was an Engineering student also, prior to switching her major to Math & Statistics. During my time at UConn I cycled through a few more Pontiacs, including a '72 Lemans post coupe, '75 Catalina, and a couple mid '80s Grand Prix's, including an '84 LE with t-tops.

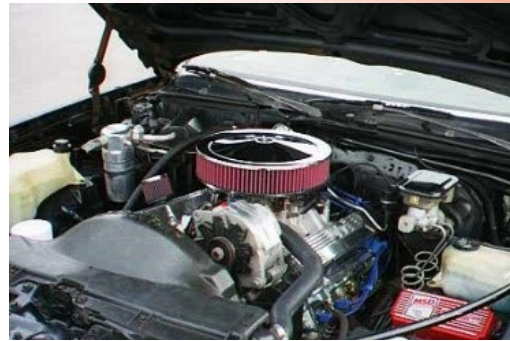
During the early 90s while I was in school, and for a while after I graduated, I worked for a professional race shop that prepared cars for a variety of road-racing series. Through that job I had some amazing experiences, including working

for Dunlop Racing Tires at the 24 Hours of Daytona, being on the pit crew for an American Lemans team, turning laps in a Formula Atlantic car at Indy, and getting to wring out a new Ferrari F355 on the infield road course at Pocono. I was getting paid to be around race cars every day and travel to most of the major tracks in the Eastern US, including Road America, Watkins Glen, Mid-Ohio and Lime Rock. But eventually I grew tired of the constant travel and started to look around for a "real job".

My '84 Grand Prix LE with t-tops and 15x7 Rally IIs. It was louder than it was fast, but it got a lot of attention on campus.



The job market in Connecticut was not good at the time, so my wife and I agreed that whoever found a good job first (even out of state) was where we'd move. A connection through one of my father's old Army buddies landed me an interview at General Dynamics Land Systems in Sterling Heights (home of the M1 Abrams tank). Next thing I knew we were packed up and headed to Michigan with my 1984 Trans Am on a trailer, while my 400 Pontiac-powered '85 Grand Prix was stored at my dad's house. Soon after arriving in Michigan, we added a '95 Trans Am and a '95 Grand



Prix GTP to our collection.,

I worked as a Powertrain Engineer at GDLS for 3 years before

My 1985 Grand Prix with a '74 Pontiac 400, TH200R4 trans and 3.73 gears.



My '95 Trans Am LT1/auto alongside my '84 Trans Am 305 HO 5-speed WS6, in June '97

leaving to join the Advanced Powertrain group at Ford as a Systems Engineer specializing in prototype development. That was a dream job for me, as I was heavily involved in many "skunkworks" performance projects, and also developed the early prototypes for the EcoBoost V6 and current Ford 6.7L diesel engines. I eventually moved into Program Management and then to my current

job in Product and Technology Strategy. And by strange coincidence, after a career in the Quality field in the automotive industry, my wife wound up at my former employer, General Dynamics, where she was an HR Manager specializing in data analytics.

Over the years we've been in Michigan we've had too many cars to keep track of, including a 1st generation Mazda RX-7 which I road raced and autocrossed, a few trucks, and some fancy imports. My wife has been incredibly sup-

portive (or merely tolerant, depending on her mood!) of my car hobby, and while her tastes run to new Mustang GT convertibles instead of classics, I don't take for granted that she refuses to own a Mustang that isn't a stick! But I also don't think she'll ever warm to the idea that '80s cars are now collectible!



Penny's first new Mustang, a 2012 GT Convertible with the Brembo brake "Track Pack" and a 6-speed manual. Only 4 were made in this color in 2012. Three more GT Convertibles have followed this car, all of them 6-speed manuals.

We have two children, Julia (16) and Andrew (13). Julia is currently in Sweden as an exchange student for her Junior year of high school, and she is a big fan of 50s and 60s cars and the unique colors of that era. The very first car she ever drove was my baby blue 1970 Cutlass convertible which she absolutely loves, and she has proven herself responsible enough that she now takes it out solo. A 16-year old in a 50 year old car with a 455 under the hood - what could



go wrong? Fortunately, the car has been significantly upgraded in the steering, handling and braking departments.

Andrew is in 8th grade and totally has the car bug. He worked all summer cutting lawns to



My daughter Julia headed to the Plymouth drive-in in the 70 Cutlass.

start saving money so he can buy his first car before he turns 16. His dream car? A Fiero of all things, which I swear I had nothing to do with, but I am happy it's a Pontiac! He also has his sights set on acquiring my '84 Camaro someday.



Andrew and I got to take laps around MIS during Camaro Superfest in 2019



You'll never forget what kind of car you are in with this interior.

I've owned this car for almost 20 years and was a literal barn find, stored on a farm in Milan but originally from Oklahoma and owned by a GM engineer. I have put hundreds of passes on it at Milan, numerous open track days at Waterford Hills and Grattan, and even won a local autocross class championship with it back in 2005. These days it's got a serious small block, but I've dialed back the suspension from the open track era and it has become a fun back-road cruiser. The car is known as "Camaro Camaro Camaro" because of the distinctive interior.

In October of 1999 a garage fire at my Uncle Bud's shop in CT destroyed my '85 GP (along with some other classics) while it was undergoing a full restoration. That was truly a low point for me in the car hobby.





A silver 1987 Buick Wildcat coupe is parked on a paved driveway. The car features a prominent chrome grille, rectangular headlights, and a black front bumper. It has multi-spoke alloy wheels and a black side mirror. In the background, there is a green trash bin and a brown recycling bin.

The body work finally commenced in April of '22. The car was completely disassembled and stripped to bare metal, and the padded landau top and "opera lights" were removed as I don't really care for them. This necessitated replacing both the back and side glass, as they are slightly different on cars without the vinyl top. I also added one of the few options this car didn't have, a remote passenger side mirror. It took a year to track down an NOS mirror and the necessary dash trim pieces. T-top seals and door seals were replaced and a few minor pieces of trim were replaced with NOS parts I had accumulated over the years. The original factory color scheme was resprayed using a modern base/clear, preserv-



ing much of the original

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DEPENDING UPON OPTIONS, DRIVING HABITS, AND YOUR		YOUR OWN MILEAGE MAY BE POORER DEPENDING UPON YOUR DRIVING OPERATING CONDITION.	
ANNUAL FUEL COST:		BASED ON MPG, 15,000 MILES/YEAR, /GAL.	
GAS MILEAGE GUIDE TO COMPARE THE ESTIMATED MPG OF OTHER			

25

The interior needed just a few items to bring it up to the standards of the new paint. The headliner and visors were redone, and a set of factory style floor mats were sourced from Auto Custom Carpets.

Driving this car is a great experience. It's quiet, smooth, and just floats down the road. It is like being transported back to 1983 as it still feels like a new car. While the combination of 150 hp, a 3-speed auto and 2.41 gear make for leisurely cruising, that just gives you more time to enjoy the sunshine and fresh air from the t-tops! And the car attracts attention wherever it goes, as you rarely see a Grand Prix of this vintage still in pristine original condition. The best part is that I get to enjoy cruising in this car with Andrew. When I purchased this car he was the same age as I was when my dad bought his new 1983 GP, and even though he teases me about my "old man car" he appreciates it as much as I do.

We're looking forward to the 2023 show and cruise season and getting to meet some more Motor City POCI members!





Motor City Service Center



Wiring Can Be Your Worst Nightmare!!

1969-70 Pontiac Ignition Switch

In 1969 and 1970, Pontiac used 2 unique ignition switches, one for tilt and one for non-tilt. The other divisions also had 2, tilt and non tilt as well. The Pontiacs were unique in that they were different than all other GM lines as they had 1 extra blade on them. The Pontiacs all had an extra cavity in the clear connector at the switch and that extra blade on which to plug that cavity. It is the resistor bypass circuit and must be used or the car will not start in most instances. That particular blade sends a 12v signal to the coil when cranking the car. The pink ignition circuit plays to the coil through a resistance wire and only delivers about 9 volts to the coil which will generally not be enough voltage to start the car. The car runs on between 9.0 and 9.6 fine, but needs 12-14 to start. Unfortunately, the Pontiacs used a starter without a bypass circuit and took their bypass feed directly off the ignition switch. The dash harnesses in these cars are wired accordingly. You **MUST** use that yellow wire, and have a switch for that wire to plug onto or the car most likely will not start. Once in a great while, an engine will spin freely enough that once you get the engine turning over and release the key, it may catch and start, but that is an extreme exception, not the rule.



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In conclusion, you will need to find a **PONTIAC ONLY, TILT** ignition switch to bolt onto this column, or the column will be useless in your car. The Pontiac non-tilt switch will not work on a tilt column either. Unfortunately, neither of those switches are commercially available any longer either. The switches listed and sold in many repro catalogs are really for a Chevy, Olds, Buick, etc. application and as such, **DO NOT** have the extra blade needed in the Pontiac application and will **NOT WORK** with a Pontiac dash harness and electrical system. Most likely, the only way to get one of the correct switches, is to find a good used or NOS one.

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Interesting Stuff:



GMAuthority.COM



Big changes are on the horizon for GM, with a pivot to electric powertrains that includes fan favorites like the [Chevy Corvette](#). As such, GM is developing a new electric Corvette sedan, and now, *GM Authority* has rendered what the forthcoming battery-powered Vette might look like.

GM is [considering a new electric Corvette sedan](#) to rival EVs like the Porsche Taycan and Tesla Model S. Of course, news that GM is thinking about electrifying the Corvette shouldn't come as a surprise, given GM President [Mark Reuss](#) confirmed as much this past April following the release of a [teaser](#) for the new C8 E-Ray.

The question, then, is what such a model might look like. The most obvious solution to [bring this concept to market](#) is to base the new electric Corvette sedan on the [GM BEV3 platform](#), just like the [upcoming Cadillac EV sedans](#), as *GM Authority* covered previously.

But what about styling? With BEV3 under the skin, we looked to the previous-generation C7 Corvette for design cues, as applied with a modernized feel. The proportions here are more in line with an EV as well, including a longer hoodline and a three-box layout. Both a trunk and a frunk are included, as are frameless doors.

As for motivation, the upcoming electric Corvette sedan may be equipped with four electric motors (one per corner) for ultimate all-wheel drive performance. There are also rumors that GM will create a whole brand based on the Corvette name, including an SUV.

Controversial? You bet. And this is just the start, so make sure to [subscribe](#) to *GM Authority* for more [Chevy Corvette news](#), [Chevy news](#), [GM technology news](#), [GM electric vehicle news](#), [GM business news](#), and around-the-clock [GM news](#) coverage.



1986 Zimmer Quicksilver with just 500 miles for sale at Gas Monkey garage.

The editor doesn't remember ever seeing one of these, but they're based on the Fiero. It was built as a luxury coupe and was the brain-child of Zany car enthusiast Paul Zimmer, but penned by a former GM Design and was based originally on the fiero platform. It still has the Fiero driveline with the V-6 and 3 speed automatic.

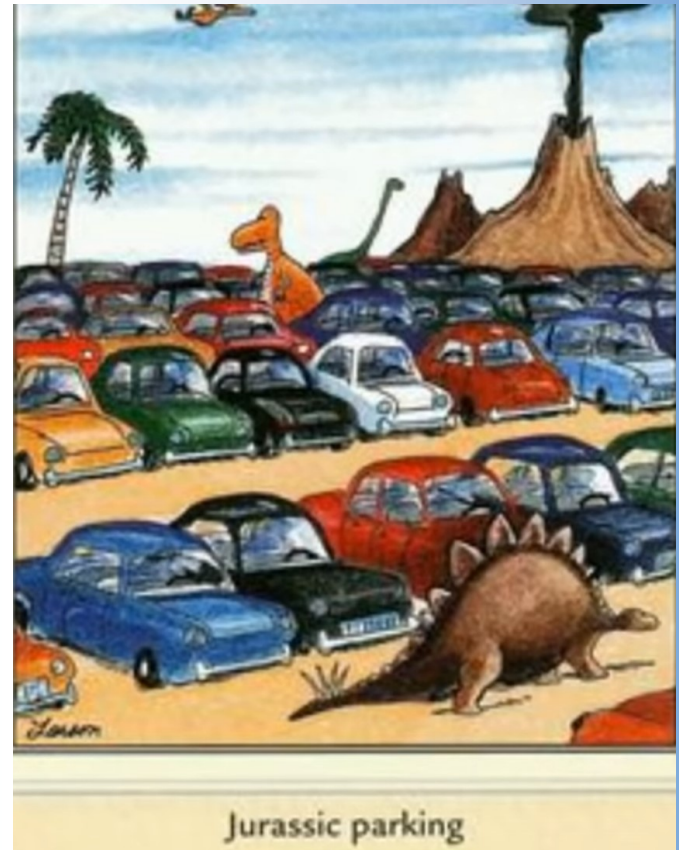


What the Government wants us to drive!



What we want to drive!

Funnies: This editions funnies brought to you by Marge Sawruk and the internet



Q: What do you get when dinosaurs crash their cars?

A: Tyrannosaurus wrecks

Q: What has four wheels and flies?

A: A garbage truck

Q: Why do chicken coupes have 2 doors?

A: Because if they had 4 doors they'd be a chicken sedan

Q: Why did the man put his car in the oven?

A: Because he wanted a hot rod!

Q: What kind of car does a Jedi drive?

A: A Toy-Yoda

Q: What is the most tired part of your car?

A: The exhaust pipe

Q: Where did the witch park her vehicle?

A: In the broom closet

Q: What has three letters and starts with gas?

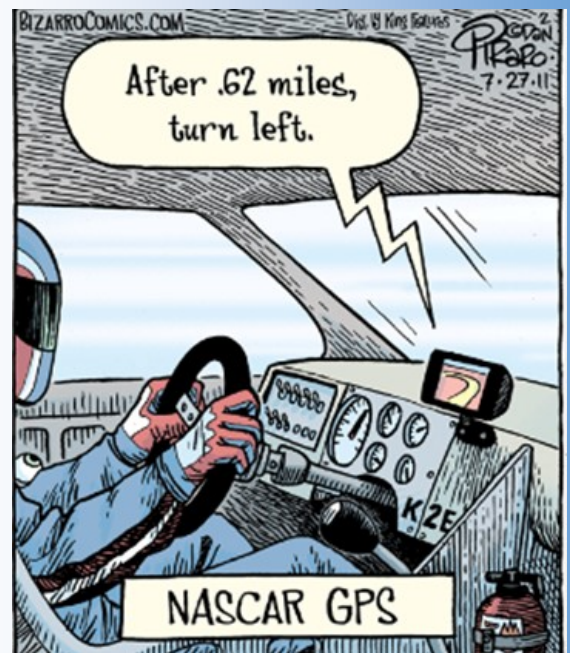
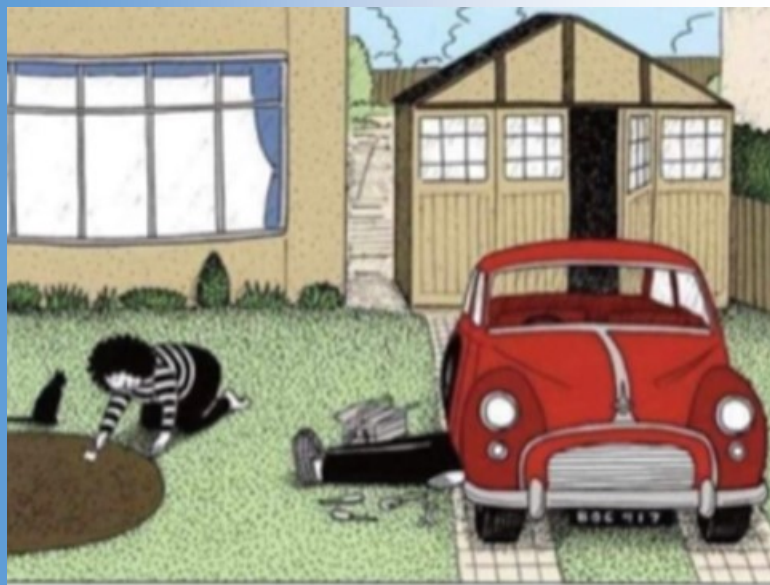
A: A car

Q: What did the traffic light say to the car?

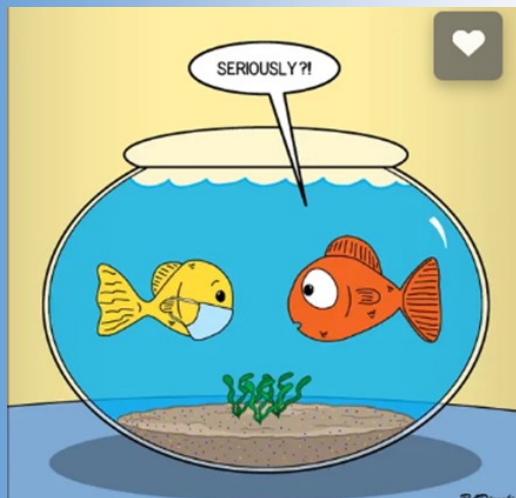
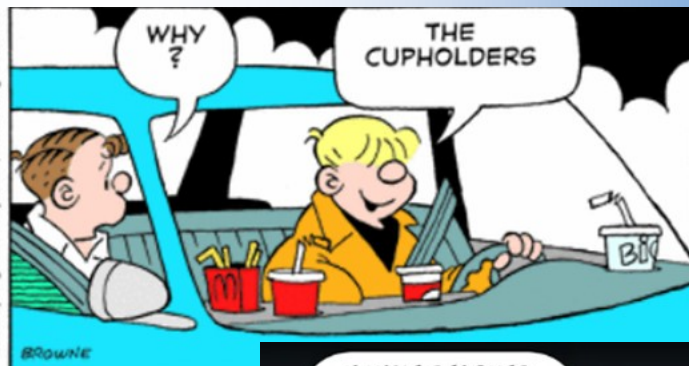
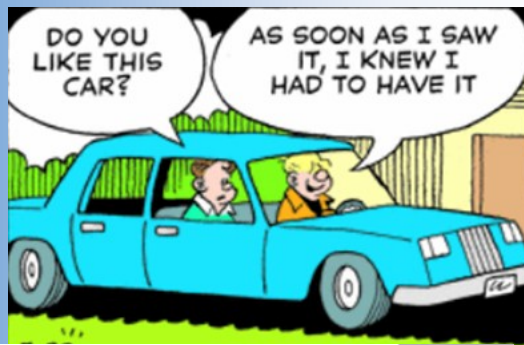
A: "Don't look, I'm changing!"

Q: What kind of car does Mickey Mouse's wife drive?

A: A Minnie van, of course



The editor has been known for this to happen on a warm day!



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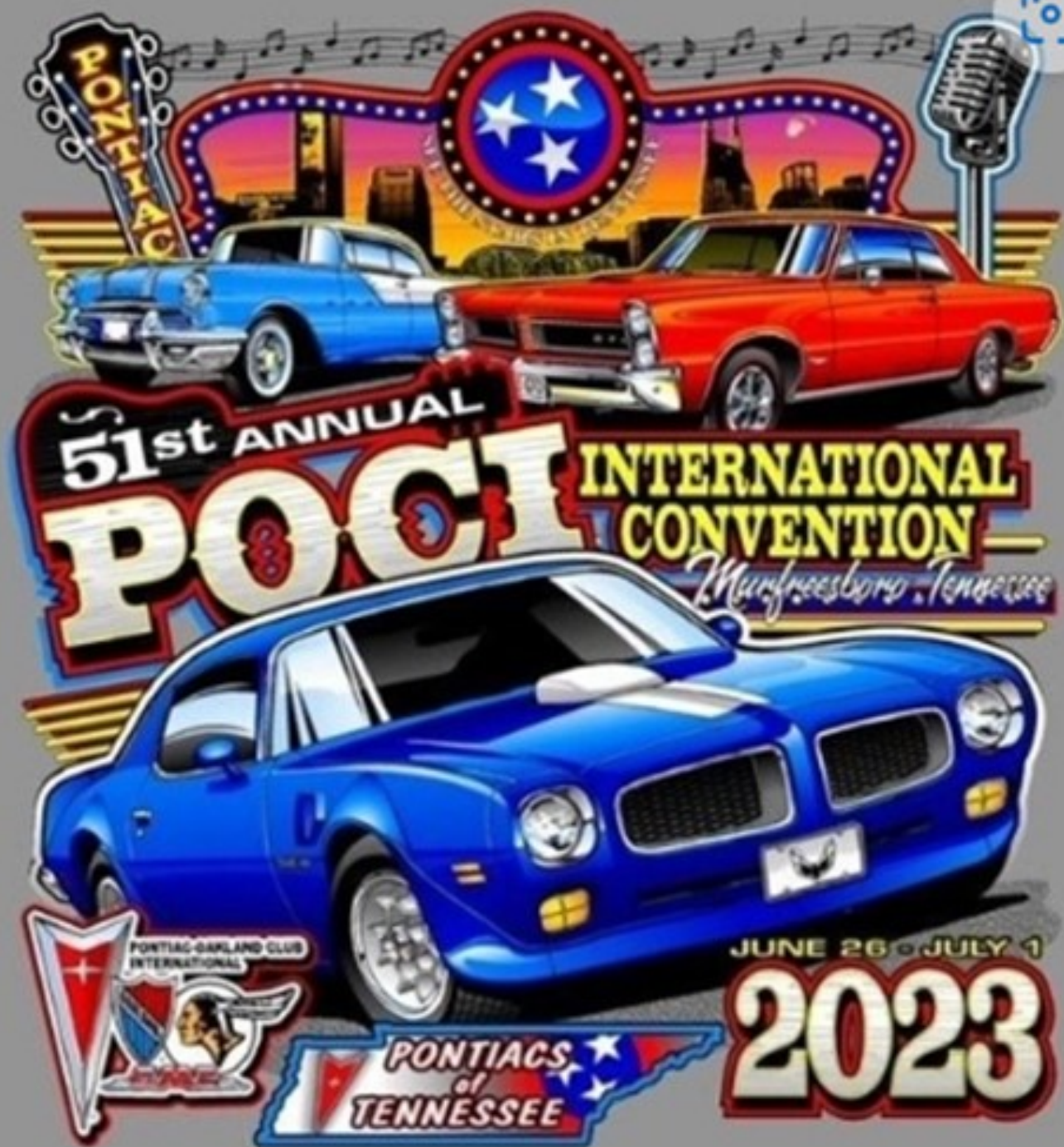
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Kevin, 248 470 4040



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*Located on firewall Body Tag. If unavailable give description of model.

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 prorated 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.

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