



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

Visit our Website:

www.motorcitypoci.com

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www.facebook.com/groups/207583652591972



Meetings held at
Bakers of Milford
www.bakersofmilford.com

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Kenny G's Message:

President

As the club President, it does my heart good to see the great turnout at the last 3 club events. I'm talking about the holiday dinner, the visit to the Sloan Museum as well as the visit to Stahl's Auto collection.

Great job to Mike for coordinating these and getting the word out to not only our club, but to other POCI clubs and friends and family members. I'm hoping this sets the pace for increased club participation for the remainder of the year, especially for our Hot Summer nights car show and the preparation leading up to it. If it's not in your calendar already, put down you're busy for the whole day on July 8th. Also, now is the time to start soliciting donations and contributions for the show. Keep in mind, we need all hands on deck the day of the show too. It takes the entire club to put on something this big and make it successful.

Autorama is this weekend, so I hope to see you there!



Ramblings of an Irishman:

Editor: Brian Dougherty

So far, 2023 is off to a good start for club activities. For anyone that was there, the club holiday dinner on Jan 7th was I believe, the biggest turn out for any previous holiday dinner we've had.

The club outing to the Sloan museum on Jan 20th also had a great turnout. More on both from our activities coordinator and under club happenings further in the newsletter.

The visit to the Stahl's Automotive collection on February 4th was a great success also, but I'll cover that trip in the next Newsletter due to size constraints.

Great Job to our activities coordinator, Mike Cushing.

To the best of my knowledge, there are 2 open positions on the board that need some one to volunteer for? (See the list on the last page). Please support the club by volunteering for these positions. The board needs good people to come forward and keep the club energized.

As I'm finishing up this newsletter, I'm just getting over having Covid. After years of a global pandemic, this is the first time getting it. As far as we can tell, someone at my wife's work infected her and her daughter and I were the next victims. As the news has indicated, this strain was not very potent and I only really felt like I had a severe cold, with a little flu mixed in. It lasted about 4 days and then on the fifth day, I woke up completely cured and back to normal. It was just like flipping a switch from one condition to the other.

Hopefully, it's behind me now and I don't have to worry about it again.

Treasurer's notes:

Ray Golota



For those of you who are not members of Pontiac-Oakland Club International (POCI) of which we are Chapter 91, here is a link to join https://secure.poci.org/POCI_Membership.cfm.

If you are a member and don't see your number listed in the membership file, please send me your POCI number.

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

Highlights - Membership

Have 33 members - (2 Honorary) 32 paying members (6 members have not paid their 2023 dues)

New member - Tom Sidlik from Ann Arbor with his 1967 GTO

Membership dues of \$20.00 are due Jan. 1st send to:

Motor City POCI
1595 Vanstone Drive
Commerce Twp., MI 48382

Highlights - Financial

Motor City balance \$6,422.72

Mike Cushing balance \$850.00

Total \$7,272.72

We now have our 501(c)(3) certification

Highlights - Website updates

Under "OUR DONATIONS", drop down to "THANK YOU LETTERS", (2) new Thank You letters from ChadTough.

Under NEWSLETTERS - (2) "Certificate of Recognition and Appreciation" awards - one for Chapter Editor the other for Chapter Longevity. Below that is the latest edition of our Newsletter.

Under "OTHER CLUBS", below "Michigan Widetrackers" we now have the "West Michigan Chapter" www.wmpontiac.com

New header added titled "VIDEOS" under which there are 5 tabs:
www.motorcitypoci.com/1

[1935-1959](#) (might take a while to load)

1935-1959 - 24 vidoes

1960-1969 - 43 videos

1970-1979 - 30 videos

1980-2009 - 36 videos

History - 17 videos

At the bottom of the last video under History are 4 non videos

[Classic Pontiac Bonneville cars \(1950s-1990s\)](#)

[The 15 Fastest Cars Pontiac Ever Produced Here](#)

[Vintage Pontiac car ads from the 1960s](#)

[Fitzpatrick and Kaufman's 10 best Pontiac ads](#)

Activities Coordinator:

Mike Cushing

Motor City POCI started 2023 with an excursion that was both very interesting, and well attended. On January 20, our Club, along with members from several other POCI chapters, family members and friends, traveled to Flint for a guided tour of the Sloan Museum of Discovery, where the Durrant Vehicle Gallery offered a smaller, but beautiful, collection that had some unique and rarely seen vehicles.



As one enters, a visitor is greeted by a beautiful green '58 Buick, a rolling tribute to the efforts of legendary GM Design Chief Harley Earl. Everyone seems to have had a favorite, but the black '63 Split Window Coupe had a lot votes. As did the white '53 Corvette As did the Buick Reatta

In addition, the general museum held many artifacts from the history of the city of Flint, including the settlers' relationship with the native American tribes, the development of the city as it kept pace with the rapidly expanding automotive industry, and other exhibits that were relevant to the Flint/GM relationship. With many members having employment history at GM, this museum was of particular interest. Afterwards, some club members met at Alex's in Clarkston for lunch, good cheer and a detailed discussion of the things we had seen.

As always, Club members are encouraged to attend sponsored events such as these, as often we are able to gain a discount, members are able to become acquainted with fellow members (most of us are fairly nice!!), and the trips always offer a look at things that perhaps you've never seen before?

The Club makes every attempt to offer attractions that please as many members as we can, such as weekday vs weekend, event timing, etc if you would like to see something, or have a suggestion, please forward your ideas! Every suggestion is seriously considered. As an example, the Club is gathering details relevant to an overnight trip, with several really great destinations being reviewed!

Mr. Sloan was a past president, chairman and CEO of GM from the early 20's to the late 50's.



Alfred P. Sloan

Club Upcoming Events:

- | | |
|----------------|--|
| 2-24-26 | 70th annual Autorama Show @ Huntington Place, Detroit |
| 2-25 | Hot Rod and Racing Expo @ Suburban Collection, Novi |
| 3-25 | Hot Rod and Racing Expo @ Suburban Collection, Novi |

Club Historical story: (Story and pictures supplied by Sept-Oct 2014 Spokes)

John Berzsenyi editor



Our club and its members have been very lucky to have the good fortune of availability. You ask availability of what? GM engineers. Engineers that were there when our prized cars and trucks were designed and built. Attending our show were people like Ben Harrison, and John Schinella. Big names in the Pontiac world and they

were here to give us first hand accounts of the development of the GTO. The room was filled with participants listening intently to the history of the GTO by the people that were there.



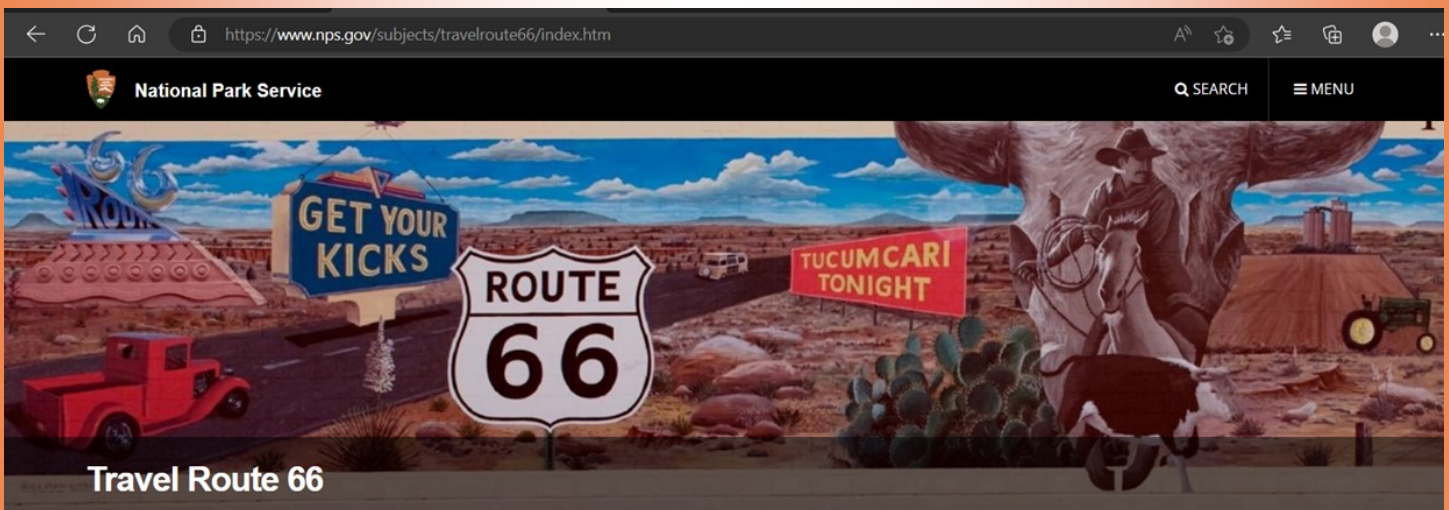
How can you put a price on that!

Page 7

Route 66 Fun Facts:

As some of you may have heard, Ken and his wife Linda were able to travel Route 66 about a year ago on their way back from visiting family out in California. I think this trip is probably on every car guys “Bucket List” but why is that? The following information is but a small taste of what there is to see and the reasons why this trip is worthwhile.

In researching this topic, I ran across several sites that will let you take a virtual tour of Route 66, if circumstances don’t allow you to do it in person. Simply do a Google search and they’ll pop up.



Route 66

U.S. Highway 66 -- popularly known as Route 66 or the Mother Road -- holds an elevated place in American consciousness and tells diverse stories of a mobile nation on the road. Discover this shared heritage through historic places you can still experience today, which are reminders of our past and the influence the automobile has had on our lives and nation today.

There are more than 250 buildings, bridges, road alignments and other sites along Route 66 that are listed on the National Register of Historic Places. This travel itinerary highlights over 100 of those sites, and is part of the National Park Service's *Share Our Heritage Travel Itinerary* series. Enjoy your trip visiting these special places along historic Route 66!



The following 4 pages are the top ten sites in each State in alphabetical order!

Map showing Route 66 in blue to the left.

Route 66's Top Ten in Arizona

[Barringer Crater](#) (Barringer Crater)
[Historic Wigwam Motel](#) (Holbrook)
[Twin Arrows Trading Post](#) (Twin Arrows)
[Town of Oatman](#)
[Petrified Forest National Park](#) (Holbrook)
[Grand Canyon National Park](#) (Williams & Flagstaff)
[Hackberry Store](#) (Hackberry)
[the Jack Rabbit Trading Post](#) (Joseph City)
[Rainbow Rock Shop](#) (Holbrook)
[Standing on a Corner](#) in Winslow Arizona

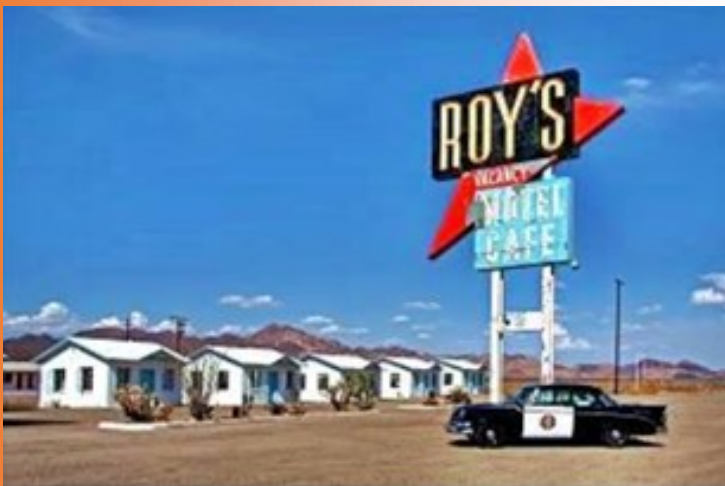


Petrified wood at the Petrified Forest National Park in Holbrook, AZ

The Top-Ten of Route 66 in California

[El Garces](#) (Needles)
[Wigwam Village #7](#) (San Bernardino)
[Santa Monica Pier](#) (Santa Monica)
[Bagdad Cafe](#) (Newberry Springs)
[Elmer's Bottle Tree Ranch](#) (Helendale)

[Aztec Hotel](#) (Monrovia)
[Cucamonga Richfield Service Station](#) (1915)
[Roy's Cafe and Motel](#) (Amboy)
[Broadway Theater and Commercial District](#) (Los Angeles)
[El Rancho motel](#) (Barstow)



Roy's Cafe & Motel, Amboy, California

Illinois Ten Don't Miss Attractions

[Route 66 starting & ending point signs](#) (Chicago)

[Ambler's Texaco Gas Station](#) (Dwight) **Historic Site**

[Historic Standard Oil Gasoline Station](#) (Odell) **Historic Site**

[Murals in "Mural City"](#) (Pontiac)

[Sprague's Super Service](#) (Normal) **Historic Site**

[Ariston Café](#) (Litchfield) **Historic Site**

[Lauterbach Muffler Man](#) (Springfield)

[Soulsby's Shell Service Station](#) (Mt. Olive) **Historic Site**

[Historical Chain of Rocks Bridge](#) (Madison) **Historic Site**

[Historic Largest Catsup Bottle in the World](#) (Collinsville)



Mural in Pontiac, Illinois. [Ivo Shandor](#)

Five extra Bonus attractions in Illinois:

The **Guinness World Record** [World's Largest Covered Wagon](#) in Lincoln.

[The Gemini Giant](#) (Wilmington)

[Historic Brick Road](#) (Auburn)

[Route 66 Girard to Nilwood](#) (Nilwood)

Most importantly and only a few blocks off of Route 66 is the Pontiac– Oakland Automobile Museum in Pontiac, IL

Kansas and its Top Ten Route 66 sights

[Kan-O-Tex](#) (Galena)

[Independent Oil & Gas](#) (Baxter Springs) **Historic Site**

[National Cemetery](#) (Baxter Springs)

[Williams Store - Eisler Brothers Old Riverton](#)

[Store](#) (Riverton) **Historic Site**

The oldest continuously operating store on Route 66

[Historic Rainbow Bridge](#) (Riverton) **Historic Site**

[Fort Baxter site](#) (Baxter Springs) Civil War battleground



Kan-O-Tex Service Station & Diner, Galena

[Galena Historic District](#) (Galena) **Historic Site**

[The shortest alignment of Route 66](#) (13 miles in Kansas)

[Cafe on Route 66](#) (Baxter Springs)

[Litch Historical and Mining Museum](#) (Galena)

The Top 10 icons in Missouri

66 Drive-In Theatre, US 66, Carthage MO

The World's (second) Largest Rocking Chair (Fanning)

Meramec River US 66

Bridge (Eureka) **Historic Site**

Big Chief Hotel (Wildwood) **Historic Site**

Red Cedar Inn (Pacific) **Historic Site**

Wagon Wheel Motel, Cafe and Gas Station (Cuba) **Historic Site**

Historic Rock Fountain Tourist Court Motel (Springfield) **Historic Site**

66 drive-in theater (Carthage) **Historic Site**

Circle Inn Malt Shop (Bourbon).

Munger Moss Motel (Lebanon).

Gillioz Theatre (Springfield) **Historic Site**



66 Drive-In Theatre, US 66, Carthage MO

Our List with the Top Ten Attractions on US 66 in NM

Historic Place: Oldest Church in the US, San Miguel Mission, Santa Fe. A. Whittall

Saint Joseph Church (Laguna Pueblo) **Historic Site**

San Miguel Mission **oldest church in the U.S.** (Santa Fe) **Historic Site**

Blue Swallow Motel (Tucumcari) **Historic Site**

De Anza Motor Lodge (Albuquerque) **Historic Site**

Kimo Theater (Albuquerque) **Historic Site**

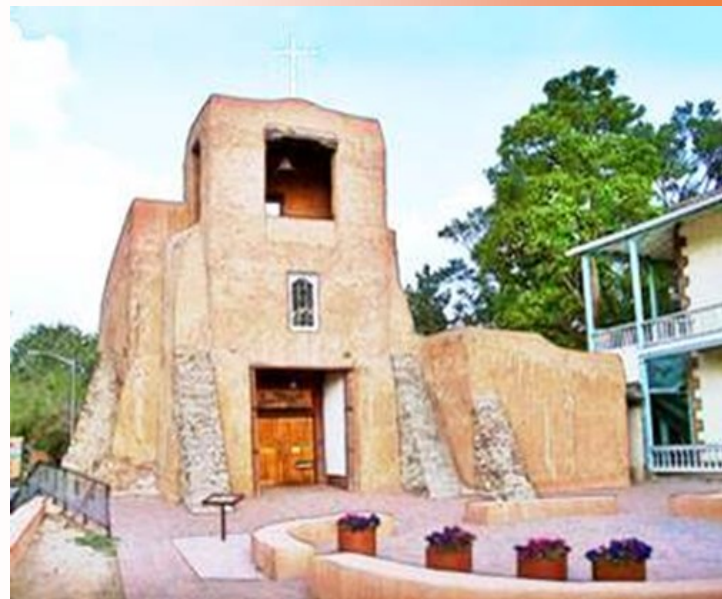
Acoma Curio Shop (San Fidel) **Historic Site**

Barrio De Analco (Santa Fe) **Historic Site**

Whiting Brothers Service Station (Moriarty)

Ruins of the Whiting Bros. Gas Station (San Fidel)

Roy T. Herman's Garage and Service Station (Thoreau) **Historic**



Our Top Sights for Route 66 in Oklahoma

Historic Rock Cafe in Stroud, Oklahoma. [Chuck Coker](#)

[Round Barn](#) (Arcadia) **Historic Site**

[Conoco Hole in the Wall](#) - photo below
(Commerce)

[Route 66 Museum](#) (Clinton)

[Ribbon Road - Sidewalk Road](#) - photo below
(Miami to Afton)

[Coleman Theatre](#) (Miami) **Historic Site**

[Dairy King](#) (Commerce)

[Rock Café](#) (Stroud) **Historic Site**

[Blue Whale](#) (Catoosa)

[The World's Largest Totem Pole](#) (Foyil) **Historic Site**

[Brick Paved Broadway Street](#) (Davenport) **Historic Site**



Historic Rock Cafe in Stroud, Oklahoma. [Chuck Coker](#)

The Top Ten Route 66 sights in Texas

Historic Place: Art-Deco Conoco service station and diner in Shamrock, Texas
[Clinton Steeds](#)

[Conoco Tower Station](#) - photo above (Shamrock) **Historic Site**

[Cadillac Ranch](#) - photo below (Amarillo)

[Midpoint of Route 66 - Cafe](#) (Adrian)

[Triangle Motel](#) (Amarillo) **Historic Site**

[Vega Motel](#) (Vega) **Historic Site**

[Amarillo 6th Street Dis-](#)

[trict](#) (Amarillo) **Historic Site**

[Glenrio Historic Dis-](#)

[trict](#) (Glenrio) **Historic Site**

[Buggy Ranch](#) (Conway)

[Historic Route 66 Seg-](#)

[ment](#) (Conway) **Historic Site**

[Phillips Service Sta-](#)

[tion](#) (McLean) **Historic Site**



GM / Industry news:

Sources: gmauthority.com, Hagerty and abc news

- ♦ White is still the number one choice of color on an automobile across the globe and accounts for 26% of the market in 2022.
- ♦ If you include all achromatic colors, white, black, gray and silver, they account for 50% of the market.
- ♦ Red and blue hues are next in popularity.
- ♦ Did you know yellow cars depreciate less, losing only 4.5% of value over a 3 year period, whereas other colors lose an average of 15%
- ♦ Orange is the next highest at losing only 10.7% of value.
- ♦ Chevy recognized as the most “Trusted” “Large SUV” brand in America for 2023.
- ♦ GM committed to Buick and GMC franchised brands regardless what the news reports say with the introduction of Electric vehicles.
- ♦ GM announces 6.5m investment at two of the CCA processing facilities. One in Ypsilanti and Flint, MI.
- ♦ GM goes on a hiring spree to get as many tech people as possible being laid off from Silicon Valley companies.
- ♦ Chevy Trailblazer is the fastest turning nameplate behind the Vette for sales in Jan, 2023.
- ♦ Chevy Blazer running at 17 days supply in January, 2023
- ♦ 99% of Chevy Silverado sales in Dec, 2022 consisted of refreshed units.
- ♦ **Chevy Corvette E-Ray details announced and it's the fastest Vette ever going 0-60 in 2.5 seconds and the 1/4 mile in 10.5 seconds.**
- ♦ GM announces the development of the 6th generation of the Chevy small black
- ♦ GM's Cruise platform has about 300 AV's on the road in San Francisco, Austin and Phoenix and have clocked over 500,000 miles at the end of 2022.
- ♦ GM and Honda have been working together since 2013 on an FCEV Hydrogen fuel cell powertrain systems.

New Members:

Tom Sidlik of Ann Arbor. 1967 GTO

Welcome to the best and most generous Pontiac club in the country. Be sure to join us at the scheduled meetings at Baker's of Milford and other club events to meet everyone and to get the full experience.

Member Happenings:

On January 7th at 5 pm, about 20 members and most of their spouses all gathered at Bakers of Milford for our annual holiday dinner. There were new members as well as old members present. We met in one of the private side rooms so we could get as rowdy as we wanted and after checking in with Ray to get a nametag, the party began. We were well taken care of by the Baker's staff and the adult beverages were flowing before and after the meal. We were able to order off their regular menu and everyone left very satisfied with their dinner. After dinner, our president Ken, introduced himself and gave a heartwarming speech thanking everyone who attended.

After this, he had all the members introduce themselves and tell everyone a little bit about themselves. Things like where they worked, who their family was and how they came to be in the hobby, and especially how they came to love Pontiacs. Because of the amount of members there, as you can imagine this took a while to finish, but it was a great way for everyone to get to know each other.

The next three pages of pictures are from the holiday dinner!





To the left, we have club president, Ken Galdes addressing the group and thanking them for attending. After he gave a nice speech, he asked all the club members to stand up and talk about themselves. With so many members in attendance, this took longer than anticipated, but was a great way for everyone to get to know each other and feel comfortable with each other.



Above you see some glasses of our favorite beer

These pictures show different members telling their story as we go around the room to each table. It was very enlightening and entertaining to hear how people got into the hobby, or met their spouse as well as where they live or work.





Sloan Museum Of Discovery

CLOSED SUNDAY, JANUARY 29, 2023, DUE TO POOR ROAD CONDITIONS AND FOR THE SAFETY OF OUR STAFF AND PATRONS. IF YOU HAVE PURCHASED TICKETS IN ADVANCE FOR SLOAN MUSEUM, GENERAL ADMISSION TICKETS CAN BE USED ANY DAY.

Regular Hours (effective 1/26/23):

Mondays: CLOSED
 Tuesday: 10 a.m.-5 p.m.
 Wednesday: 10 a.m.-5 p.m.
 Thursday: 10 a.m.-5 p.m.
 Friday: 10 a.m.-5 p.m.
 Saturday: 10 a.m.-5 p.m.
 Sunday: Noon-5 p.m.



Above is a 1944 Buick M-18 Hellcat Tank Destroyer. One of many displays showing Flint and GM's role in winning WW11.

Above you can see us gathering at the entrance in preparation of the tour of the Sloan Museum on Jan 20th. As Mike mentioned, there are some beautiful cars at the museum as well as displays showing the local history which included the original settlers, lumbering, industrialization, buggy making and the advent of the automobile.



Still at the entrance waiting on the last couple people to join us.

To the very left and below is our lovely personal tour guide who did a wonderful job for her first time.



Above are examples of buggies built in the Flint area all with ties to the strong lumber industry in Michigan. Most of these were absorbed into the automobile industry that came later. An early example is to the right.





On this page, we can see some of the varied, interesting and beautiful automobiles in their collection. Most of them are Buick's, but not all of them. A lot of people don't know the first Corvettes were built in Flint.





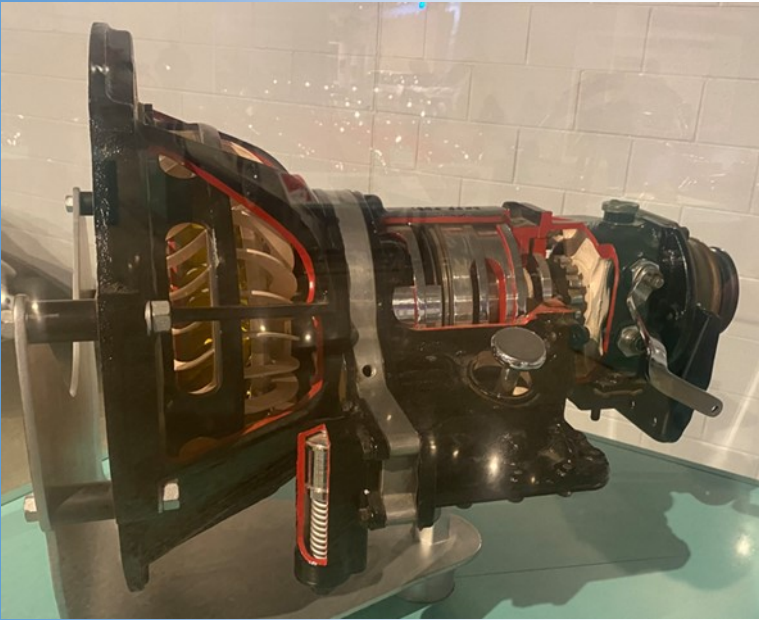
Gotta love America's sports car (after the Trans Am that is). This is a 63 split window which is highly coveted.



Except for the uncomfortable seats, modern interiors are just no match for the older ones. I still love the real chrome inside and out too.



If only modern production automobiles were really as cool as portrayed by GM back in the day.



This is a picture of the cross section of a Dynaflow automatic transmission circa 1948. It was used between 1947 to 1963 and was one of the first automatics.

Below we're all gathered for a group picture at the end of the tour. You can see there was a great turnout and we all enjoyed the tour.



Interesting Stuff:

Below is a link to a video that Ray G. Shared with me about muscle cars and Detroit. Copy and past this link into your browser!

<https://vimeo.com/655958699?>

[embedded=true&source=video_title&owner=46652003](https://vimeo.com/655958699?embedded=true&source=video_title&owner=46652003)

7 Pontiacs that were never sold in America

A scholarly examination of some dubious applications of the Pontiac pennant



BY JAY RAMEY
MAY 26, 2016



PONTIAC

Pontiac fans may think they know their cars but there is a whole mirror universe of Pontiacs out there, like in that original "Star Trek" episode with a slightly different Mr. Spock wearing a Trotsky goatee. That mirror universe is called Canada, and over the years GM engaged in some breathtaking branding exercises that saw Chevy and Pontiac parts mixed and matched to produce cars that were never sold anywhere else.

Here are seven cars that America never received under the Pontiac pennant:|



The Firefly was not a high point for Pontiac in Canada, but it sold a ton of these.

PONTIAC

1. Pontiac Firefly

What started out as the [Suzuki](#) Cultus in 1983 grew into a bewildering array of cars for dozens of different markets, as [GM](#) desperately tried to plug this small hatch into empty spots in its lineups. The U.S. received the Cultus as the [Chevrolet](#) Metro and later the [Geo Metro](#); Canada got it as the Pontiac Firefly, a nameplate that lived well into the 1990s.

"When you've got a good thing going, you want more," ads of the day beckoned. "And so it is with Firefly. Introducing the Firefly Hatchback Sedan. More doors, more room, more car to enjoy. We added 100 mm (4 in.) to the wheelbase, providing additional space for back seat passengers. To make that extra room easier to get into, we built in two rear doors. The result? A four-door hatchback sedan that presents a new dimension in affordable transportation."¹

We're not sure what exactly makes the hatch you see above a "four-door hatchback sedan," but if it wants to be a sedan we'll let it, since Canada is our neighbor and NATO partner.

How Pontiac was this Pontiac? Not very, just like a hatch being a sedan.

Were Pontiac fans denied something righteous? We got this under the Chevy and then the Geo badge, until it became just too embarrassing.

Is it worth importing? Only to be ironic.

Price now: \$2,000 is top Canadian dollar.



The Laurentian offered an interesting mix of Chevy and Pontiac parts and styling.

PONTIAC

2. Pontiac Laurentian

GM of Canada sought to differentiate its Pontiac lineup starting in the 1950s, perhaps in response to a similar effort from Ford. But it didn't create a standalone brand. Instead, Pontiac offered what can best be described as a remix of Chevrolet and Pontiac parts, with models like the Strato Chief, Parisienne, Laurentian and even Grande Parisienne.

The Laurentian was arguably the most remixed of the lot, with a Chevrolet Bel Air chassis and drivetrain hosting a body similar to that of the stateside Catalina. The Laurentian was available in bodystyles analogous to the Bel Air, including station wagons. This continued on for quite some time, till the late 1970s when the Laurentian name was retired as GM moved into smaller vehicles for Canada; the Parisienne lived on, eventually becoming a U.S. model.

How Pontiac was this Pontiac? This was a pretty distinct effort, as far as these things go. The Laurentian was probably the most unique of GM's badge engineering efforts in the country.

Were Pontiac fans denied something righteous? The U.S. already had similar cars as Chevys and Pontiacs, even though we did not specifically have a Chevy with a Pontiac badge like this.

Is it worth importing? This would surely be a head-scratcher. It would win its class at every classic show.

Price now: Depends on the model. The Bel Air-based models are tough to find, but are theoretically less valuable than the Bel Airs they are based on.



The Daewoo Matiz was remade, with minimal effort, into the Pontiac G2.
PONTIAC

3. Pontiac G2

The Pontiac brand was stretched downmarket in Mexico, too, when the Daewoo Matiz was lightly reworked into the Pontiac G2. Small details were all that differentiated it from other versions of the second-generation Matiz, which was also sold as a Chevy. The resulting Pontiac G2 was sold in Mexico starting in 2003 under the Matiz G2 and G2 nameplates, while in other markets it was sold as the Chevy Spark.

How Pontiac was this Pontiac? This car started out life as a Daewoo, so excitement or anything else Pontiac promised in its last few years was not on the menu.

Were Pontiac fans denied something righteous? This was not a high point for Daewoo or GM, so no.

Is it worth importing? Actually, this car won't be importable for a while, but the more recent Spark is of course available as a Chevy to whoever wants it.

Price now: The equivalent of \$3,000 appears to be the average price in Mexico.



In hindsight, it's kind of surprising that the U.S. did not get a Pontiac version of this. If it can be called a version.

DAVE SAUNDERS

4. Pontiac Sunburst

The second-generation Isuzu I-Mark was one of GM's biggest world-car efforts in the 1980s. The U.S. received it as the Chevrolet Spectrum and the Geo Spectrum, in addition to the Isuzu I-Mark nameplate (that previewed Apple naming conventions), Canada also received this fine vehicle as the Pontiac Sunburst starting in the 1985 model year. Four years later, GM evidently decided that there was nothing Pontiac about it, replacing it with the Isuzu Stylus.

How Pontiac was this Pontiac? Sold alongside the Chevrolet Spectrum and the Isuzu I-Mark in Canada itself, this was a pretty obvious badge-engineering exercise that had no tie to the Pontiac identity.

Were Pontiac fans denied something righteous? Nope, we had three other versions of the same thing.

Is it worth importing? There is probably no reason to bring one in to torment people at Pontiac shows. Unless that's the whole point.

Price now: Around \$1,000.



It's a little surprising that there wasn't a Pontiac version of this thing for the U.S., if you think about it.

DAVE SAUNDERS

Related Story

5. Pontiac ~~Sunrunner~~

The pocket-SUV market exploded in the late 1980s, and GM was quick to pollinate the lineup of its myriad brands with slightly different versions of the same thing. While the U.S. received this vehicle as the Geo Tracker and the Suzuki Sidekick, Canada got it as the Chevrolet Tracker and the GMC Tracker. GM Canada then took a slight detour, offering it for about a year as the Asuna ~~Sunrunner~~ before that brand was dumped and the car became the Pontiac ~~Sunrunner~~. The Pontiac version was sold in

Canada starting in 1994 and continued all the way through 1998, managing to outlive the Geo brand itself. What a trooper.

How Pontiac was this Pontiac? Unlike others, this Pontiac was actually built by CAMI Automotive in Ingersoll, Ontario. So at least it had that going for it. The SUV itself can be viewed as 50 percent GM Canada and 50 percent Suzuki, so on that basis a claim could be made that it's 50 percent Pontiac. That's far more Pontiac DNA than the rest of these badge-engineered cars.

Were Pontiac fans denied something righteous? It didn't differ much from the Geo Tracker, so no.

Is it worth importing? Given the ease of finding a Geo from this time period, we'd say no.

Price now: \$3,500 U.S or Canadian will get you a decent runner.



Before the T1000, there was the Acadian.

PONTIAC

Related Story

|

6. Pontiac Acadian

Malaise did not not pass Canada by. Among GM's T platform cars the Pontiac Acadian was a close cousin to the Chevy Chevette, and this meant a 1.4-liter was the base engine. Rally, Woody and Scooter packages also carried over into the Acadian lineup. At some point GM of Canada decided that the Acadian had been on the market long enough, and in an apparent effort to modernize the model gave it the name T1000 (as seen in the music video Modjo -- "Lady" with Sarah-Jane Bouchard).

How Pontiac was this Pontiac? Base engines that produced less than 60 hp made the Acadian and its Chevette twin landmark Malaise cars.

Were Pontiac fans denied something righteous? The T1000 was offered in the U.S. after one of the mild facelifts, starting with the 1981 model year.

Is it worth importing? We're not sure all that many are left.

Price now: Preferably free.



The Parisienne was a distinct model that was not initially sold in the U.S. It only arrived stateside in 1983, after it had become a boxy sedan.

PONTIAC

Related Story

7. Pontiac Parisienne

Before the Parisienne nameplate came to the states as a generic-looking three-box sedan, it was one of the more distinct Canadian Pontiac models. Built on the GM B platform, the name debuted in 1958 first as a sub-model of the Laurentian, but then became a standalone model. As in the Laurentian, the hardware underpinning the Parisienne was mostly Chevrolet. But GM of Canada loaded up the Parisiennes with all the options, making it the top model in Canada's Pontiac lineup. Exterior design was kept pretty close to that of the stateside Pontiacs.

"It's hardly fair that any one car should move so quickly and handle so nimbly and ride so smoothly and look like this," ads of the time gushed. "But then, when you're building a Pontiac, what else can you build but a big, handsome, crowd-gathering car? Everybody expects it. And, when you have a name like Pontiac, you just naturally have to put it on a long, wider, lower, road-smoothing chassis; give it sprightly new handling ease, power it with Canada's most popular V8; and equip it with the most luxurious, most comfortable, most elegant interior ever."

How Pontiac was this Pontiac? It may have been mostly Chevy underneath but it featured distinctly American design, which is more than imported hatches in the 1980s offered.

Were Pontiac fans denied something righteous? The Parisienne was different and exotic enough, so we'd have to say yes.

Is it worth importing? Out of all the cars on this list, this one would draw crowds at a GM or Pontiac meet.

Price now: Restored, these top \$30,000 in Canada. Values appear comparable to Chevrolet coupes and sedans of the time.

|

Technical Story:

A quick little article for those people not familiar with the difference between Rallye I and Rallye II wheels that Pontiac offered.

Rallye I wheels were used on Pontiacs from 1965—1970 and my research shows they only came in 14" x 6" with a 4 3/4" bolt pattern and were stamped with the code KB.

Picture of a Rallye I wheel to the right.



Rallye II wheels were used on Pontiacs from 1970—1981 and had various sizes and codes. Below is a quick reference chart, but if you need more info, I found many websites giving more detail.

They came in 14" x 6" and 14" x 7", 4 3/4" bolt pattern sizes.

They came in 15" x 6 and 15" x 7" in both 4 3/4" and 5" bolt patterns, so they are not all interchangeable.



Of course today, there are several companies like Year One offering bigger rim sizes to bring the design into the 21st century and be able to run bigger, more desirable tires.



> "It isn't premarital sex if you have no intention of getting married."

> George Burns

> "My Mother never saw the irony in calling me a son-of-a-bitch."

> Jack Nicholson

> "According to a new survey, women say they feel more comfortable undressing in front of men than they do undressing in front of other women. They say that women are too judgmental, where of course, men are just grateful."

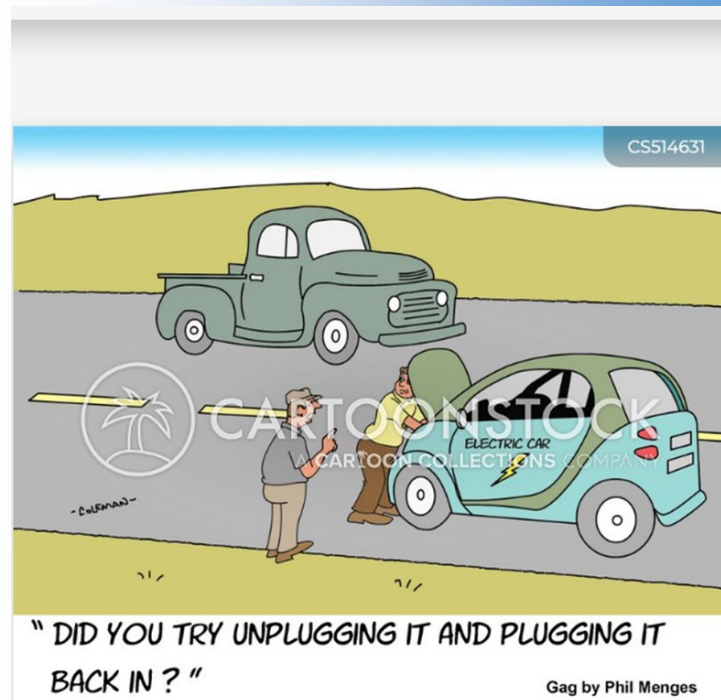
> Robert DeNiro

> "There's very little advice in men's magazines because men think, " I know what I'm doing. Just show me somebody naked!"

> Jerry Seinfeld

> "Bigamy is having one wife too many. Monogamy is the same."

> Oscar Wilde



Gag by Phil Menges



"OUR COMPUTER SHOWS THAT YOU HAVE A FAULTY ALTERNATOR, A WEAK BATTERY CELL AND YOU'RE THREE DAYS LATE ON YOUR AUTO LOAN PAYMENT."



ADDICTS BEFORE AND AFTER



COCAINE



ALCOHOL



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PONTIAC OWNERS

"We think we've got that banging noise fixed now that we've let your wife out of the trunk."



"By 2020 millennials will control half of all investible assets...and we're still paying her car insurance?"

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[illegible]

Classifieds:

Wanted:

For a 1967 GTO with Disc brakes, I need four 14" x 6" steel wheels that will clear the disc brakes.

Wheels stamped HB are original, so looking for HB steel wheels.

I'm told that wheels stamped HF will also work. Perhaps others will too.

Also need 14" x 6" steel wheels stamped G for 1967 GTO drum brake cars.

New Member

Tom Sidlik

586-665-4214

tw54@comcast.net



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2. _____
3. _____

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

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- ♦ 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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