



The newsletter of the Motor City Chapter of
Pontiac-Oakland 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

Since this newsletter is a little late and the holidays are behind us, I hope everyone had the best holiday ever and are looking forward to an exciting New Year! We've also already had our holiday club dinner with another great turnout and a good time was had by all who attended.

We've been trying to get the word out that our car show this year is on August 24 (see flyer at end of the newsletter) which gives us a lot of time for everyone to contact sponsors. The sponsors that Ray and I usually get were not as generous this last year, so we need everyone's help and hard work to compensate for the lower donations. Remember, we give our money to charities with the Joe Kocur Foundation and Chad Tough being our 2 biggest organizations. We also started giving smaller amounts to 2 veteran's organizations and some other smaller local ones also. The more we collect, the more we can give. We're also starting up our multiple car show incentive again, calling it the Prefecta this year. This info is also on page 2 of the flier at the back.

There is a group of volunteers that solicited the National POCI committee to have a convention in the Detroit area in 2026. If we get the go ahead from the national committee, we'll be asking for volunteers to help with this. As of now, we have many other local groups also willing to help.



Ramblings of an Irishman

Editor: Brian Dougherty

Happy New Year from your Editor. I hope everyone had a wonderful holiday season. I know the people I talked to at the holiday dinner last week all seemed to have a great holiday.

As I compile this newsletter, the weather outside has turned extremely cold. The good news is, this gives me time to complete the newsletter since I can't / won't do any outside projects. I don't mind cold, just not bitter cold.

Keep in mind, this newsletter is yours, not mine, so I'd like to ask for volunteers to give me your story for future editions so that other members can get to know you.

What I'm looking for is your story, in your words, along with any pictures that relate to the story. A picture of you and your current significant other would be nice too. This would be helpful so that anyone who doesn't know you can recognize you at any future club events. I can even take a reader's digest version or a bulleted list of major events that I can weave a story around, if you don't mind me doing it that way.

I usually like to keep the story "car related", but in most cases, a person's car story also includes their career choice or their significant other's story as well. How they met, did they go cruising together in that special car, and are they still cruising, and anything else pertinent to the story? Include a listing of any cool cars you owned in the past or own now (doesn't have to be a Pontiac), along with any pictures you may have of those too. Maybe even your favorite car that you owned over the years or the one that you had to sell and later regretted it. Since this is an electronic newsletter, no limit on content.

This is your story, so put any spin on it you like, sort of like Stu Jackson did last year, if you read that story.

This will be for future newsletters, so no big hurry. Email them to me when you get them done.

Use past newsletter stories for inspiration if that helps?

One of the activities I did over the holidays was to enjoy a day at the Holly Dickens Festival in downtown Holly with my lovely wife and her mother. It was good to get out and enjoy some holiday festivities and get in the spirit. As you can see from the pictures, it was well attended and had some great performances.



Imagine my surprise when I see a classic Pontiac rolling down the street.

As I mentioned back in the summer, I volunteered at the Detroit Grand Prix in 2023. If this is something you'd be interested in, you can volunteer on the following website: www.DetroitGP.com/Volunteer starting at 9am on January 16th.

I don't really believe in New Year's resolutions but I'm gonna try not to over-commit myself this year. I put myself under way too much stress in 2023.



Treasurer's notes:

Ray Golota

Hope everyone enjoyed the holidays and all is well.

The new year is here and the 2024 membership dues are due Jan 1st and have been increased this year to \$25.00..

Our website, www.motorcitypoci.com has been updated 12-19-2023.



Our 2024 car show is Aug 24th. New flyers attached at the end.

Highlights - Membership

- **Have 37 members - (1 Honorary) 36 paying members
21 members have paid to date.**

The 2023 car show netted the club \$12,444.50.

We donated \$6000 to the Joe Kocur Foundation.

\$5500 to Chad Tough.

\$2250 to the Pontiac Transportation Museum.

\$500 each to The Heroes Operation, Blue Star Service dogs and Fallen and Wounded Soldiers.

\$250 to Leader Dogs for the Blind.

New - the Board decided to invite pre 1980 Cadillacs / LaSalles and Saturn Skys to the show as well as keep Pontiac, Oakland, Buick, Oldsmobiles and GMC.

Mail checks to: Motor City POCI
1595 Vanstone Dr.
Commerce Twp, MI 48382

Ray
Treasurer - Motor City POCI
www.motorcitypoci.com

Activities Coordinator:

Mike Cushing

I am pleased to announce another Motor City POCl adventure at the *world class* Henry Ford, a truly great museum located in Dearborn, Michigan.

Many of us have been there before, and with continually rotating displays, the museum always offers a multitude of new exhibits to consider.

Motor City plans to meet and begin the *self-guided* tour at 9:30 AM on Friday, January 26, 2024. **The museum is located 20900 Oakwood Blvd in Dearborn, near the intersection of the Southfield Freeway and Michigan Avenue.** There are many signs in the area pointing the way. The admission prices are as follows:

30.00 General admission

27.00 Seniors over 62

22.50 Ages 5-11

Parking is on-site at a cost of 9.00.

Aside from the amazing museum full of historic cars, trains, and other displays, there are several optional extra cost exhibits that may be of interest to you, as well as a number of restaurants and shops.

Mike Cushing
Events Coordinator
Motor City POCl
248-760-8180



On November 20, 2023, area owners of various GTOs were asked by the M1 Concourse in Pontiac to participate in a photo shoot, in preparation of the 60 year anniversary of these iconic muscle cars later in 2024.

On a very blustery November morning, the M1 Management Team arranged for GM advertising photographers to shoot photos of approximately 30 cars, representing nearly every year of production. M1 plans to use the photos in a forthcoming issue of their magazine featuring the GTO, its anniversary, and the story behind the car. Several Motor City POCI members were participants, and everyone agreed that hearing those GTOs all idling at the same time was truly magnificent.



Here are a few "sneak preview" photos



It truly would've been special to hear all them "Tigers" ROAR!
(Editor)

Imagine the sound as they all left!

Mike Cushing
Events Coordinator
Motor City POCI
248-760-8180



Club Upcoming Events:

- 1-26 Henry Ford Museum. See invite under Mike's column.
- 2-9 thru 11 Chrome and Ice show in Flint
- 3-1 thru 3 Detroit Autorama
- 8-24 Motor City Summer Round Up at Bakers of Milford

Club Historical Event:

2024 will mark our 10th anniversary of having our Summer Round Up car show at Bakers of Milford so I thought I would show you some things from the first one in 2014 as documented in the Sept / Oct 2014 Spokes with John Berzsenyi as editor. Prior to this, we had always had our car shows at LaFontaine's dealership on Highland Rd.

This show also had a restored GM Futurliner present, which I covered that story in a previous newsletter.



July 19th, 2014. 132 beautiful Pontiacs, Oaklands and GMCs converged on the Baker's Restaurant, home of the largest cruise-in in the USA.

Paul Prinzing and his group care for and tell the story of the Futurliner. This would be a full time job for them this particular weekend as they would stay for our show and Baker's Sunday cruise. The Futurliner was being stored at the GM Milford Proving Grounds facility during it's time not attending the shows. Jim Krumbach from the MPG arranged for housing and photo opportunities while the Futurliner was at the facility. Everyone was a winner over the weekend that had a chance to view this wonderful piece of GM history.

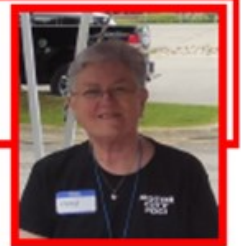


My



Cents...

Guest Columnist: Marge Sawruk



What could be better—132 Pontiacs, Oaklands, GMCs and the GM Futurliner gathered in one place?

July 19, 2014, a fantastic car show day for The Motor City Chapter of POCL.

A highlight of the show was a GM Futurliner restored by volunteers. It was trucked into Milford and rested overnight at the GM Proving Grounds. Anyone awake on Saturday morning must have rubbed their eyes in disbelief to see this behemoth lumbering down General Motors Rd. to Milford Road heading to Baker's Restaurant.

Ben Harrison, former engineer, gave a presentation on the history of the GTO commemorating the 50th anniversary of the car that ruled the strips and streets in the mid '60s and beyond.

Several other retired Pontiac Engineering and Design employees were spotted including Jay Wetzel, former Pontiac Chief Engineer, who brought his 1988 Fiero, John Schinella, Tom Schuster, Harvey Bell and Doug Coventry.

The show chairperson, John Berzsenyi, performed a monumental task orchestrating the details of the show with his car show committee. They made sure there was something for all ages. For the kids, a Hot Wheels drag racing track with special trophies for the winners, face painting and a bounce house. For the adults, of course, the show along with a silent auction, raffle and door prizes and for sure a look into GM's past via the crew who staffed the Parade of Progress 1953-1956 Futurliner.

Anyone in southeastern MI knows that Baker's is famous for its Sunday afternoon Cruise Ins. So this was no exception when owner, Chris Baker, welcomed an All Pontiac, Oakland and GMC vehicles to the show on Saturday.

Major sponsors included Baker's, LaFontaine Automotive, and LaFontaine Performance Parts, with many others contributing to goody bags and door prizes such as Ames Performance Engineering, Performance Years and Pontiac Registry.com, to name a few.

The smiles and accolades were appreciated so a huge thank you to all who attended and assisted. The show would not exist without your great cars, so please Save the Date for 2015 July 18.

Marge





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!

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Motor City Club choice Award:

#41 1965 Pontiac GTO-
John & Cheryl Skorupski

Best of Show:

#51
1962 Pontiac Catalina Bobcat-
Dennis & Mary Koss



Dennis and Mary are still
members today!



As you can see by the pictures, Dennis, Mary and Ken haven't aged a day since these pictures were taken, Ken Galdes, our current President won "Best of Class" in his category also with his 1963 LeMans. Ken's car is the top middle, light blue car below.



GM / Industry news:

- US Auto market is expected to return to normal in 2024 according to experts.
- Corvette has outsold the Camaro for the last 3 years.
- The last Camaro was built in December 2023. GM uncertain of it's future.
- Pontiac and Saturn drivers are among the **safest** on the road today in a study performed by Lendingtree.com with only 16 incidents per 1000 drivers.
- **Shock upon shock**, Dodge Ram drivers are considered the **worst** with 33 incidents per 1000 drivers and Tesla is second worst at 31 / 1000 drivers. Funny thing is I've known this for years without having to spend any money on a study. Everybody who seems to drive a Ram Truck is the worst, most aggressive, obstinate, A-hole drivers I've ever seen. Doesn't seem to matter what sex or age they are either.
- Hertz car rental is replacing 20,000 EV's with ICE vehicles.
- According to MotorTrend.com, cars with stick shifts are dwindling. There are still the usual suspects like Camaro's, Mustangs, a few Porsche's, BMW M2, M3 and M4's and even the Caddy CT4 and CT5 Blackwing edition sedans but the below list are the only other vehicles offering manual shift transmissions in 2024:

Acura Integra	Ford Bronco	Honda Civic
Hyundai Elantra N	Jeep Gladiator	Jeep Wrangler
Kia Forte GT	Lotus Emira	Mazda Miata
Mazda 3	Mini Conv and hardtop	Nissan Versa
Nissan Z	Subaru BRZ, WRX	Toyota GR86
Corolla and Supra	Toyota Tacoma	VW GTI, Golf R, Jetta

- Over 2 million Tesla's recalled for autopilot system faults.
- **Best news yet, US considers hiking up tariffs in imported Chinese cars.**

Member Happenings:

Because I'm late on the newsletter, I thought I would cover the chapter holiday party on Jan 6th at Bakers of Milford.

To the right I show club president, Ken Galdes opening up the dinner with a "thanks for coming", and outlining 2023 accomplishments and some things we want to do for 2024 after every one was settled in with drinks and after socializing a bit.



It was apparent the attendance was down from last year, but I was still very happy with a good turnout. Great conversation and adult beverages kicked things off.

To the right we see our treasurer, Ray Golota also talking about our great accomplishments in 2023 and his desire to see us leave a legacy behind for future generations by donating bricks and money to the Pontiac Transportation Museum.





Ray came very well equipped with his laptop and a TV to show us the great features of the MC POCI website and the hard work he's put into it as well as our webmaster.



He also played some videos for us that are attached to the website highlighting our supporting charities. To the left we have Tammi Carr who runs the Chad Tough Foundation thanking our club and talking about the goal of the charity. This video will have you in tears if you watch it all the way through. BTW, Mike Cushing is the member most responsible for collecting and supporting for this charity. **Kudos to him!**

The video to the right is Joe Kocur at one of our shows talking about the Joe Kocur Foundation and thanking us for our continued support. Both the Chad Tough and Joe Kocur Foundations are local charities that give back to the community that supports them and are responsible for helping lots and lots of people. Visit our website or their respective websites for more information.





Before we had our wonderful dinner, Ken had each of us stand up and give a short history of ourselves, our wives and families, our cars and what our role in the hobby is.

To the left we have activities coordinator, Mike Cushing, giving us his story with his lovely wife Sheila in front.

Some familiar and some new faces at this table enjoying some good conversation.



Ray G. in his never ending goal of being organized and thoughtful also brought a table full of gifts to be raffled off at the end of the dinner. Here we see Jeff's "friend" picking up their prize and picking the ticket for the next winner!



Two new members came while we were being served and I'm sorry I don't have a picture of them.

They are George Thornton and Angel Gippert. They won "Best of Show" at our car show last Sept with their 1977 Can Am and will make a great addition to our club.

As a side note, the editor won a very nice set of complete 1/4" sockets that I've already replaced my current hodge podge collection of over 50+ years with.

Rare American Classic Car: Pontiac Tojan

JOSH COURTER, COURTESY STREET MUSCLE MAGAZINE



F-body fans, have you ever heard of the Pontiac Tojan? We are guessing the name doesn't ring any bells. That's all right, few people have ever heard of, let alone seen a Tojan.

For those of you who do not know, the Pontiac Tojan was a super car built by Knudsen Automotive from 1985 to 1991. While it may look like a kit car or a body kit for a third-generation Trans Am, we assure you it's not. The Tojan was a production sports car that is based on the F-Body platform.

According to Ken Lingenfelter, these cars were commissioned by GM to be built by Knudsen Automotive. They were built so Pontiac would have a car that

was capable of competing with Ferrari. They wanted a sports car that could go toe to toe with a Ferrari on a road course yet was still affordable for the average American.

Production was limited; only an estimated 150 to 300 Tojans were produced between 1985 and 1991. These cars were assembled in Omaha, Nebraska at the Knudsen plant. GM provided Knudsen with GTA frames, Tuned Port Injection 305 engines (LB9s), and 700R4 transmissions. Knudsen then beefed up the stock suspension so the Tojan could corner like it was on rails. Then equipped it with power disc brakes on all four wheels and power steering to make handling



easier. These mods would allow it to run with the best Ferrari had to offer.

The cosmetics of the car are 100% original, designed by Knudsen. The body's 1980s styling looks like the radical love child between the Trans Am and the Fiero. The Tojan's styling was heavily influenced by the Ferrari 305. Its influence can be seen on its rear trunk lid and taillights. Further adding to the Italian super car influence, a Lamborghini-style wing was available as an option.

The Tojans were then given dished Gotti Wheels wrapped in 345/50-R15 tires for added grip. Knudsen then Back to the Futured and Knight Ridered the interior of these cars. They were given leather Recaro seats, a wooden dash equipped with Back to the Future style

digital gauges. They were also equipped with cruise control, tilt steering wheel, power windows, power mirrors and the power hatch release from the F-Bodies.

The Tojan was a built-to-order car. To purchase one, you simply went to your local Pontiac dealership and they called up Knudsen, who then shipped it to the dealership. The starting price was \$21,995 and the price could climb as high as \$55,000 depending on options. These included a B&M Supercharger and B&M Superjection as well as a 3.73 posi axle. Other options included the previously mentioned Lambo wing and AM/FM Cassette with Equalizer (that was a big deal in the 80s).

Besides being designed to compete with Ferrari, the Tojan could also be considered GM's answer to the



Ford Saleen Mustangs. The idea behind the Pontiac Tojan was that a driver could build his own supercar for a fraction of the price.

While it may not have been a big seller, Russ Knudsen managed to put a supercar in the hands of blue-collar Americans. Due to their limited production, perhaps one day the Tojan will become a renowned collector's item similar to a Cord 812 or the Phantom Corsair. Some love these cars while others see them as oddities from the 1980s. Love it or hate it, you must admit the Tojan is one wild car.

ABOUT THE AUTHOR: Josh Courter is a Power Automedia freelancer with a serious passion for anything custom. Rods, classics, sleds, and even motorcycles provide inspiration for Josh along with his passion for automotive history. More of Josh's articles can be found here:

<https://www.streetmusclemag.com/author/joshcourter/>

Editor's Notes: If you're interested in learning more about the Tojan, there is plenty of internet content accessible by searching for "Pontiac Tojan." Videos can also be found by searching for "Tojan" on YouTube. Here are a two links to get you started:

<https://www.hotcars.com/pontiac-tojan-detailed-review/>

<https://www.youtube.com/watch?v=DRnGeGpmYZY>

Knudsen Automotive also made Carralo Camaros during the same timeframe the Tojan was in production. Search for "Carralo" for more information.

In 2011, I toured the car collection of one of my former college professors. Professor Virgil Marple owned well over 100 vehicles, including a Tojan and two Carralos. Two photos of his Tojan are included here. *FT*



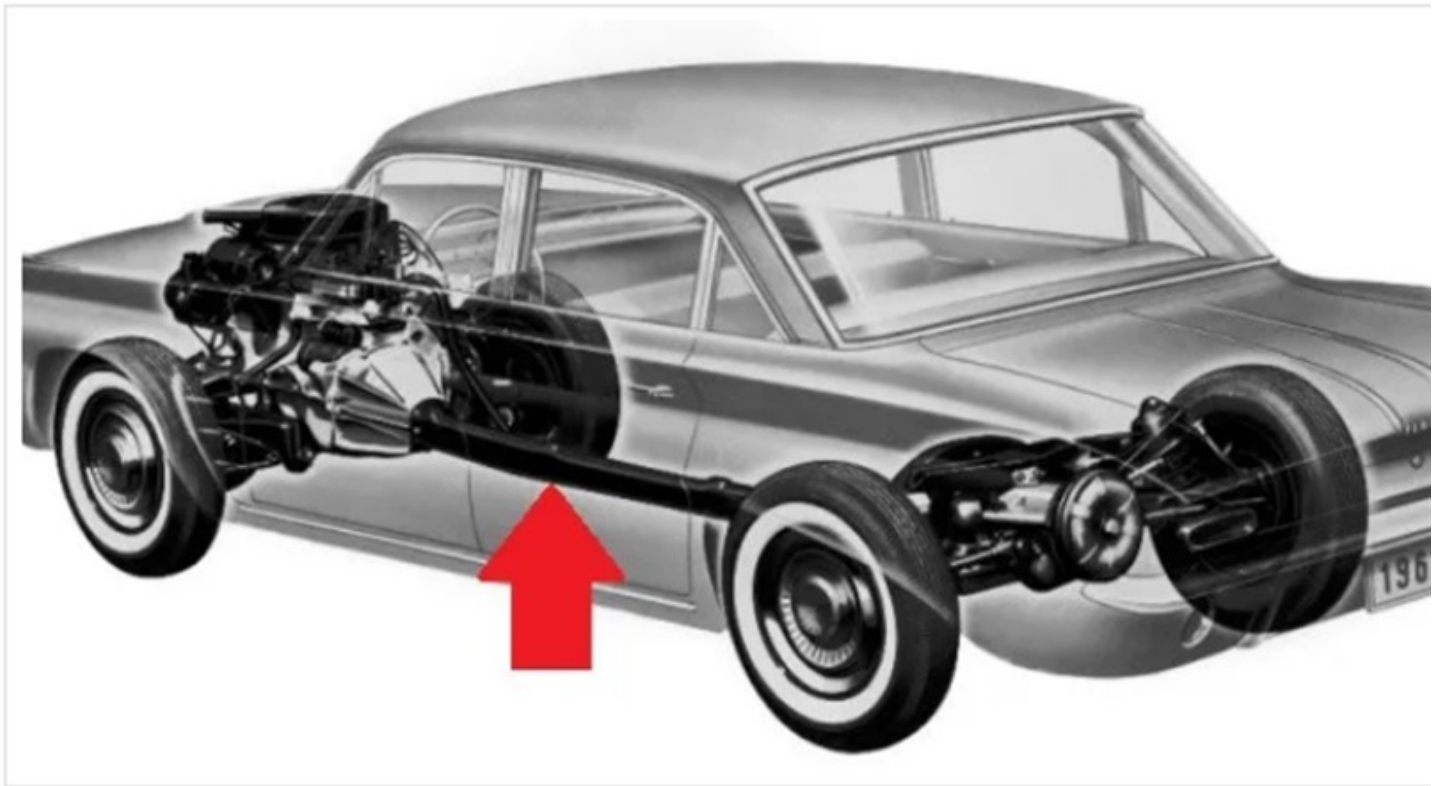
Pontiac Tojan at center, Chevrolet Carralo at right, both by Knudsen Automotive, Inc. Photo taken 06/10/2011.



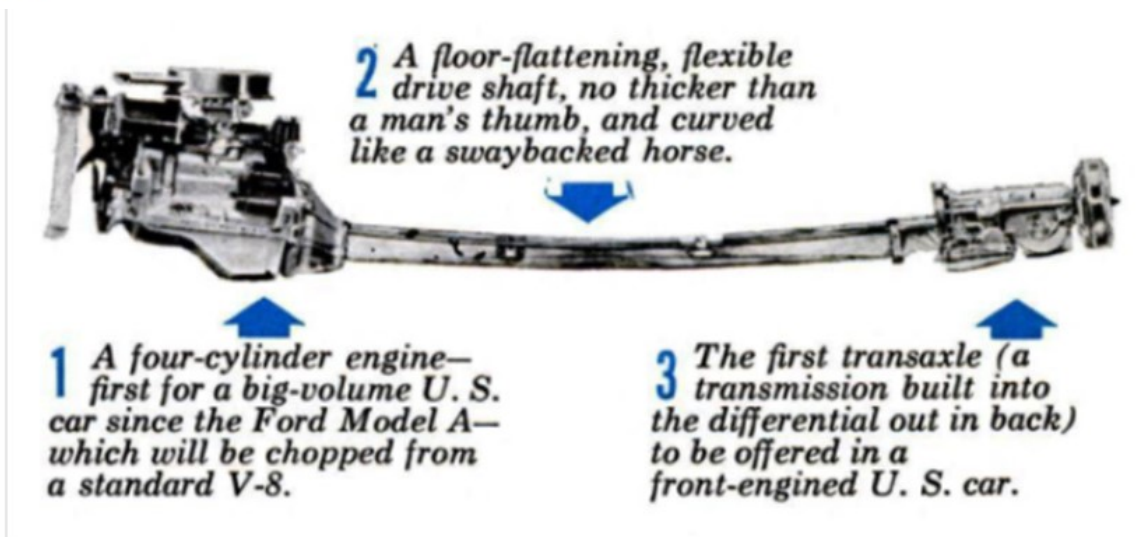
Left: The center "Tojan" trim was missing, revealing Firebird rear trim.

SECRETS OF THE 1961 PONTIAC TEMPEST

ROPE DRIVE



The unusual driveshaft setup on the 1961 Pontiac Tempest has been called a “rope drive” and described as a giant speedometer cable, but how it really works is far more interesting.



When General Motors unveiled the '61 Pontiac Tempest in the autumn of 1960, the workbench magazines like *Popular Science* (Sept. 1960 issue illustration above) were flabbergasted by its unusual drivetrain. Up front, the Tempest Trophy engine was essentially the familiar 389 Pontiac V8 with its left bank removed, creating a 194.5 CID slant four. At the opposite end of the 112-inch wheelbase was a Corvair-based transaxle with swing-axle suspension, highly unorthodox for an American car at the time. And between them, transmitting the power to the rear wheels, was a driveshaft with an obvious bow in the middle that, for many, has seemed to defy understanding ever since.

The Tempest propeller shaft has been described as a “rope drive,” and in side view it does sort of resemble a jump rope with a child holding up either end. But any similarity ends there; it doesn't function like a rope in any real sense. It's been called “flexible,” when in fact it's not (although it is indeed bent). It's been described as a “giant speedometer cable,” but that's not accurate either. How the driveshaft works is actually far more interesting.

Courtesy of eBay, here's a closer look at the stamped-steel torque-tube housing and the driveshaft that runs inside it. The driveshaft is in fact a stiff, solid length of steel, but we



won't call it plain. It was constructed in SAE 8660 nickel-chrome-moly alloy, delicately ground, shot-peened, magnafluxed, and coated with a scratch protectant. For the automatic-transmission cars, the shaft was 87.25 inches long and .650 inches in diameter, while the manual-transmission shaft was .750 inches in diameter and 5.25 inches shorter to make way for a separate clutch shaft inside the bell housing. (Because the driveshaft carried straight engine torque rather than multiplied transmission torque, its diameter could be remarkably small, like a transmission input shaft.)

This carefully prepared shaft was then forced into an arc at installation by the positioning of the engine, transaxle, and torque tube. Almost three inches of bow was installed in the shaft when it was bolted in at the flanges, imparting a uniform stress along its length and forming a radius of around 36.5 feet. That is, if the shaft completed a full circle, its diameter would be nearly 73 feet.

. The torque tube housing does not support the driveshaft in any way but only maintains the precise alignment between the engine and transaxle, holding the shaft in its curved position. Folks are known to ask how a shaft bent in this manner can still rotate and transmit torque. That might be answered with another question: What else could it do?

While the most obvious purpose of the drivetrain setup was to allow a flatter floor in the passenger cabin, there were other benefits. First, the long, thin driveshaft dampened the significant torque reversals of the slant 4 engine (which in a four-banger are more than 100 percent) and when bent into an arc, the shaft's critical speed is above the engine's operating



range. Next, with the engine supported at the rear by the torque tube and transaxle, the drivetrain absorbed the engine's torque reaction and vibration periods. The rubberized front engine mounts could be pillow soft, allowing the Trophy 4 to dance around in the engine compartment, isolated from the passengers in the cabin.

While the bent driveshaft seemed to be tailor-made for the Tempest, in fact it was originally developed for Pontiac's full-sized cars. The originator of the idea, by all accounts, was the division's young assistant chief engineer, John Z. DeLorean, and the system was tested on a succession of '57, '58, and '59 full-size GM cars before the Tempest opportunity arose by engineer Bill Collins. While the first-generation 1961-63 Pontiac Tempest had a few problems, the driveshaft wasn't one of them. Reports are the setup worked just fine. But it's interesting to note that GM hasn't used it since.

If you'd like to read more about the '61 Pontiac Tempest and all its unusual engineering features, the best single source we've found is Wick Humble's excellent, in-depth story in Special Interest Autos #48, Nov-Dec. 1978.



Tech Story:

I know I've included articles in the past about steps to take when putting your car(s) into long term storage, but I've recently read some additional items that you might consider also.

Like I've said, we've talked about things like washing and waxing the car, putting a car cover over it, changing the oil and topping off the fuel tank but it's also important to either change the antifreeze or at least ensure the mixture is good enough that the freeze point is well below your area's expected lows. This is not only important to keep the radiator and components from freezing and breaking, but it's also important so the engine freeze plugs don't pop out. Just remember to also remove or disconnect the battery and put a trickle charger on it so it doesn't go bad.

Something I'm not sure I ever mentioned is never set the parking brake. Brakes start rusting the minute they're not being used and having the parking brake shoes/pads in contact with the rotor / drums can fuse



together if they make contact for an extended period of time, creating all kinds of issues in the spring. Instead use some kind of wheel chock if you're worried about the car moving. **I simply use a piece of wood.**

Tire care is also important, especially for performance tires as they can develop permanent flat spots. Some people say to remove the tires and place the car on jack stands on all 4 corners, but I'm one of those that believe this is not good for the suspension or the frame/car structure, so I've seen it recommended to put just 3-5 psi of additional air pressure in the tires and to keep an eye on them if



you store the vehicle over 30 days. **Keep them inflated at all times!**

I'm pretty sure I've covered how to keep rodents away before since they can cause significant problems to the wiring, upholstery and engine bay. Try to plug any obvious entrances like exhaust pipes and openings but also use some kind of rodent repellent.

It's important to maintain insurance too. Some people are tempted to cancel it during storage to save money, but what happens if there's a fire or the roof caves in from snow, or there is a massive storm of some kind. Besides, most classic car insurance has storage time baked into the yearly price.

I've read recommendations that suggest you put a half cup of automatic trans fluid in the tank (carbureted cars only) then running the engine for 10 minutes, This supposedly coats the fuel tank, line and carb bowls and helps avoid corrosion. It'll easily burn off in the spring when you start the car up.

As mentioned, I think a car cover is important to protect the finish on the car in case someone puts something on top of the car temporarily or something falls against it, but some people say the cover traps moisture if stored on concrete (this is why I've mentioned in a previous article I put carpet or carpet padding underneath the entire car). Some people also believe the tie ropes that help snug the cover to the car gives something for mice to climb onto, to get inside the vehicle, although I've never seen it happen. Some people use a layer of plastic sheeting on the cement floor along with a layer of cardboard on top, which actually sounds better than what I do.

Some experts suggest fogging the engine prior to storage. You can do this while it's still warm from a trip by spraying engine fogging down the carb with the engine running at a high RPM. Once you see smoke coming out of the back, shut the engine down and replace the air cleaner and close up the engine bay and do the rest of your items to put it to bed. There are lots of youtube videos out there showing you how to "fog an engine" if you've never done it before.



This is the best Rodent Repellent I've found and can be bought on Amazon in different package sizes.



Born great.

Did you expect less? Shame! This is The Judge. And The Judge claims Pontiac's great GTO as its closest of kin.

Which explains The Judge's bump-proof Endura snoot. And the bulging hood scoops which can be opened or closed from the driver's seat. And the very unspongy springs and shocks. And the Monokide-covered front buckets. And the no-nonsense instrument panel.

Now, if you want to think of The Judge as Billy's kid brother, OK. Just keep in mind that the family resemblance only goes so far.

You see, The Judge comes on with a 60" air foil. A

custom grille. Big, black fiber glass belted tires. Special mag-type wheels. Blue-red-yellow striping. And name tags (like the wild one below) inside and out.

Keep in mind also that this baby performs like nobody's kid brother. Not with a standard 366-hp, 400-cube V-8 and Ram Air. Or a 370-horse Ram Air IV, if you so order. Either couples to a fully synchronized 3-speed with a Hurst shifter. Or order a close-ratio 4-speed. (Little old ladies might even order Turbo Hydra-matic.)

No sir. The kid brother hasn't been born yet that's greater, or tougher than The Judge.

THE JUDGE

Four color pictures, specs, book jackets and decals are yours for \$34 (50¢ outside U.S.A.). Write to: '88 Wide-Tracks, P.O. Box 8886, 190 Wide-Track Blvd., Pontiac, Michigan 48055.



All rise for The Judge.

The Judge. From Pontiac.

A new name. With a special brand of justice to discourage the so-called performance-minded competition.

Like a standard, 366-horse, 400-cubic-inch V-8 with Ram Air and a 4-barrel. Or a 370-horse, 400-cube Ram Air IV V-8, if you so order. Either way, those hood scoops function.

Like a fully synchronized, floor-mounted, 3-speed cogbox. A close-ratio 4-speed with Hurst shifter (yea!) and a 3-speed Turbo Hydra-matic (boo!) are also in the hopper, if you'd care to order same.

Like a 60" air foil, blackened grille, exposed headlamps, fiber-glass belted tires (big and black), steel mag-type wheels, blue-red-yellow striping and Judge I.D. inside and out.

Like an Endura schnoz that regards chips, dings and scrapes as acts of treason.

Like Monokide-covered buckets. And a no-nonsense instrument panel that fills you in. In detail.

Order a hood-mounted tach and power front disc brakes. Our case rests. It's justice, man!

THE JUDGE



4 color pictures of our '88 Break Away Squad, specs, book jackets and decals are yours for \$34 (50¢ outside U.S.A.). Write: '88 Wide-Tracks, P.O. Box 8886, 190 Wide-Track Blvd., Pontiac, Mich. 48055.

1979 Pontiac Trans Am.



A NEW BREED OF WOW.

Firebird first touched pavement twelve years ago. Sharpening corners and shortening straightaways with a passion others envied. It was the brainchild of engineers and designers who never lost their love for the road. An ambitious bunch who kept that spirit alive through continuous innovation.

In that spirit of change, we proudly bring you the 1979 Trans Am. An evolutionary breed. Street smart and sophisticated. With a new aerodynamic design. Fluid contours. For a look that's polished. More refined.

There's even a broad

new beak, cast tough in body-colored urethane. Ported headlamps. And a pitch-dark grille tucked low to the road.

Parting proof of the technical wizardry of this new breed is a new tail design shared exclusively by Trans Am and Formula Firebird. A lowered black lens runs the width of the rear deck concealing the lights. Touch the brakes, shift to reverse, or signal a turn and the lights flare through the darkness.

The 1979 Trans Am. A whole new breed of wow!



As exciting going as it is coming.

Boy, isn't this true!

*Wherever there's Youth
and Fun*
there's Pontiac!*



* Find people having fun and you're likely to find a Pontiac. It seems Pontiac just naturally fits into the living pattern of folks who think young and live life a little better. And it's easy to see why. The functional lines of its Star Flight styling are long, lean and like a a striding. There's youth, too, in its power — a frisky 347-cu. in. Street-Savvy V-8 with a record 10-to-1 compression ratio. But for all its fiery howl for action this big, handsome husky settles down to deliver an all-new Level Line Ride so smooth you'd swear they just repaved the road. In short, from the way it looks to the way it goes, Pontiac sets a lively pace. Come to think of it, haven't you noticed that people going places are going Pontiac?



SEE YOUR PONTIAC DEALER

POWERED BY 100,000 MILES OF RUGGED ROAD



The Man Rules

At last a guy has taken the time to write this all down

*Finally , the guys' side of the story.
(I must admit, it's pretty good.)
We always hear " the rules"
From the female side.*

*Now here are the rules from the male side.
These are our rules!*

*Please note.. these are all numbered "1 "
ON PURPOSE!*

1. Men are NOT mind readers.

1. Learn to work the toilet seat.

You're a big girl. If it's up, put it down.

We need it up, you need it down.

You don't hear us complaining about you leaving it down.

1. Sunday sports: It's like the full moon or the changing of the tides. Let it be.

1. Crying is blackmail.

1. Ask for what you want.

Let us be clear on this one:

Subtle hints do not work!

Strong hints do not work!

Obvious hints do not work!

Just say it!

1. Yes and No are perfectly acceptable answers to almost every question.

1. Come to us with a problem only if you want help solving it. That's what we do. Sympathy is what your girlfriends are for.

1. Anything we said 6 months ago is inadmissible in an argument.

In fact, all comments become Null and void after 7 Days.

1. If you think you're fat, you probably are. Don't ask us.

1. If something we said can be interpreted two ways and one of the ways makes you sad or angry, we meant the other one.

1. You can either ask us to do something Or tell us how you want it done. Not both.. If you already know best how to do it, just do it yourself.

1. Whenever possible, Please say whatever you have to say during commercials...

1. Christopher Columbus did NOT need directions and neither do we.

1. ALL men see in only 16 colors, like Windows default settings.

Peach, is a fruit, not A color. Pumpkin is also a fruit. We have no idea what mauve is.

1. If it itches, it will be scratched.

We do that.

1. If we ask what is wrong and you say "nothing," We will act like nothing's wrong. We know you are lying, but it is just not worth the hassle.

1. If you ask a question you don't want an answer to, Expect an answer you don't want to hear.

1. When we have to go somewhere, absolutely anything you wear is fine... Really .

1. Don't ask us what we're thinking about unless you are prepared to discuss such topics as baseball or golf.

1. You have enough clothes.

1. You have too many shoes.

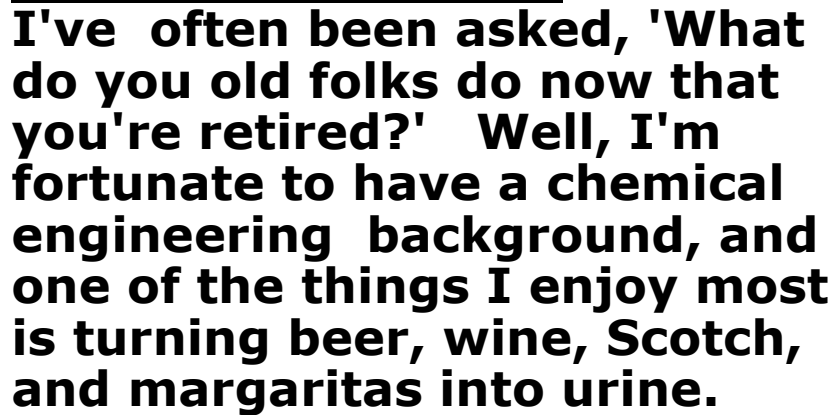
1. I am in shape. Round IS a shape!

1. Thank you for reading this.

Yes, I know, I have to sleep on the couch tonight;

But did you know men really don't mind that? It's like camping.

(Pass this to as many men as you can to give them a laugh.)



Classified Ads

Advertisements free to current members

Email your ad to: 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

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

Your Name _____ EMAIL _____ Phone # _____
First Name Last Name

Mailing Address _____ City _____ State _____ ZIP Code _____
Street Address

Type of Ad:

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

[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.

Tom Sidlik

586-665-4214

tw54@comcast.net

For Sale:

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

1968 WS Block, \$450

1973-74 Super Duty Heads/Block, \$10,000

1967 HO/RA Exhaust Manifolds, \$400

62 Casting Rebuilt Heads, \$600

1965-79 Performer Intake, \$200

1961-64 Aluminum Intake, \$500,

1964 GTO Bumpers- good cores, \$600 pr.

1964-65 front inner wells, \$200 pr.

1962-65 GM Front Bucket Seats, \$400 pr.

1969 62 Casting Heads, Redone, New Valves, Springs, \$800 pr.

1962 4bolt 389 block, \$800; Much More,

Kevin Yash 248 470 4040



Motor City POCI



Chapter 91 of Pontiac Oakland Club International

10th Annual Summer Roundup

NEW DATE - Saturday - Aug. 24, 2024

@ Bakers of Milford 2025 S. Milford Rd. Milford,

Open to all Pontiac, Oakland, Buick, Oldsmobile, GMC,

NEW THIS YEAR



Saturn Sky & Cadillac/LaSalle



NEW THIS YEAR

Awards – Must be present to Win

Top 30

Judged by Independent Judges

- Best of Show Best Paint
- People's Choice Best Engine
- Survivor Restored Stock (new)
- Joe Kocur ChadTough
- Bakers LaFontaine
- Curtis Excavating Sponsor Awards
- Veterans Award (2)

Schedule of Events

8:00-10:30 Registration
 10:00 Car show starts
 10:30 Door prizes (pre-registered announced first)
 11:00-12:00 Buy it Now
 1:00 50/50 sale ends
 2:00 Awards, & 50/50

Great Door Prizes (30+) 50/50
 DJ — requests taken Food Available

Charities we support other side



Registration Day of Show \$20

*Pre-registration eligibility what it means



Show updates & registration forms at www.motorcitypoci.com under FORMS, 2024 Forms

Pre-registration \$15.00 (includes eligibility*)

Must be Postmarked By Aug. 17, 2024

Make Check payable to: Motor City POCI Mail to: Motor City POCI, PO Box 995 N. Pontiac Trail, Walled Lake, MI 48390

Year _____ Make _____ Model _____

Name _____

Address _____

City _____ State _____ Zip _____

Phone _____

Email _____

***Pre-registration makes you eligible for some terrific prizes, over and above door prizes. See other side**

I accept and assume full liability for any loss to me and /or my property. I release the sponsors and their agents from liability from such loss or injury and agree to provide my own insurance.

Signature: _____ Date: _____

Charities we support



www.joekocurfoundation.org/charities.html



www.chadtough.org



<https://www.fwsf.org/>



<https://www.bluestarservicedogs.org/>



<https://www.theheroesoperation.org/>



<https://www.leaderdog.org/>

The Prefecta Prize Give Away (drawing to be held on August 24th)

How this works. At the first show (June 8) you will receive a punch card, which will be punched. Bring that card to the second show (Aug. 24) and it will be punched, will then have 2 punches. If you **did not** attend the first show, you received a punch card at the second show and it will be punched (1 punch). On the Aug. 24 show all punch cards will be placed in a bucket for the drawing. The first drawing for the \$100 gas card will have all punched cards. The second drawing will have just the cards that have 2 punches.

- **June 8 - 35th Annual Spring Dust Off** www.miwidetrackers16.org
@ Golling Buick GMC, 1491 S Lapeer Rd, Orion Twp., MI 48360
- **August 24 - 10th Annual Summer Roundup** www.motorcitypoci.com/forms-2024/
@ Bakers of Milford, 2025 S. Milford Rd., Milford, MI 48381

Attend 1 show-you have a chance to win a \$100 Gas Card

Attend 2 shows-you have a chance to win a \$200 Gas Card

***Pre-registration eligibility—Must be present to Win**

If you pre-register, your car number will be placed in a bucket. Once registration ends at 10:30, at least 5 (maybe more) numbers will be called to claim your prize. You must bring up your show card to receive your prize. You will still be eligible for various door prizes.

Pre-register owners will get a list of items

Prizes will include an 1800 psi electric power washer, Rigid shop vac, and other **valuable** items.



<https://www.poci.org/annual-convention>



PONTIAC-OAKLAND CLUB INTERNATIONAL

Membership ▾

Smoke Signals

Chapters & Events ▾

Annual Convention ▾

The Natural State

52ND ANNUAL

POCI

International Convention

JULY 15-20

2024

Springdale, Arkansas

Proudly hosted by the Arkansas River Chapter,
the 53rd chapter of the
Pontiac - Oakland Club International



Information

Members Registration

[Convention Sign-Up](#)

[Activities Sign-Up](#)

Hotel Reservation

Holiday Inn

Springdale/Fayetteville Area

1500 South 48th Street, Springdale, AR,
72764

Front Desk/Reservations

(479) 751-8300

"Mention the POCI Convention"

Booking Link: [POCI-Online Booking](#)

Back Up Hotels

Hampton Inn & Suites Springdale

[1700 S. 48th Street Springdale, Arkansas
72762 USA](#)

Convention Updates

2024 POCI Convention updates will be posted here as they come available.

2024 Convention Activities (tours, banquets, etc.) will be available for purchase on 3/15/24.

2025 POCI Convention

The 2025 POCI convention will be held in Louisville, Kentucky

Stay tuned for more information on registration and the hotel reservation process.

Thanks to our members for attending and supporting our annual conventions!

[Hampton Booking Link](#)

[Booking Code:](#) POC

[Booking Link:](#)

[Pontiac-Oakland Club International](#)

Convention Coordinators:

Art Barrett

(417) 737-1469

artbarrett@centurytel.net

Larry Crider

(918) 798-2765

pontiacfun@gmail.com

Host Chapter Contact:

Richie Lovan

(479) 899-3437

nwapontiacclub@gmail.com

Scooters: Information to follow

For convention questions, call the POCI Club
Office (763) 479-2111

The convention registration fee is non-
refundable.

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 • (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 POCI

Pontiac Oakland Club International - Chapter 91

Dedicated to the Preservation,
Restoration, and Enjoyment of
Oakland, Pontiac & GMC Vehicles



Today's Date _____

Primary Member: _____

Shirt size: _____

Associate Member: _____

Address: _____

Phone # _____

City & State _____ Zip Code _____

E-Mail: _____ @ _____

*POCI# _____ (Application attached)

Signature: _____

Classic Cars Owned: Year, Make, and Model

1. _____

2. _____

Membership dues are \$20.00 per year (starting in 2024 it will be \$25.00). Dues are to be paid the first day of each January. 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*****

- *We encourage all members to join the Pontiac Oakland Club International (POCI). Applications are available on line at www.poci.org
- *Active Member (United States) - An Active Member (United States) is afforded all the rights and privileges of full membership and receives Smoke Signals magazine via mail for a period of one year is \$45.00.

Motor City Chapter Officers

President

Kenny Galdes

kengaldes@gmail.com

Vice President and Treasurer

Ray Golota

raygolota@gmail.com

Secretary

Doug Cook

cook.doug@sbcglobal.net

Director and Newsletter Editor

Brian Dougherty

Brian.r.dougherty@live.com

Director and Activity Coordinator

Mie Cushing

Zoom325i@hotmail.com

Director

Kevin Yash

pontiacpowered@yahoo.com

Director

Phil Balmforth

Philip.balmforth@sbcglobal.net

Director

Marge Sawruk

Margepontiacgt37@comcast.net