



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

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Meetings held at
Bakers of Milford
www.bakersofmilford.com

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Kenny G's Message

President

Linda and I had the honor of being at the Auto-rama again this year showing off my 1952 Chevy Pickup. Above is a picture of me placing 2nd within my class, but I received first place for best interior.

Remember, our car show this year is on August 24 (see flyer at the end of the newsletter) which gives us a lot of time for everyone to contact additional sponsors. As mentioned before, we're also starting up our multiple car show incentive again, calling it the Prefecta this year working only with The Widetrackers.

According to Tim Dye, editor of Smoke Signals and curator of the Pontiac Museum in Pontiac, IL and of the PTM in Pontiac, MI, the National POCI convention will be in the Detroit area in 2026. At some point soon, we'll be asking for volunteers to help serve on the planning committees as well as lots of volunteers to help put the show on. As of now, The Widetrackers and the west Michigan POCI clubs have volunteered as well as many other local groups in the Pontiac area that are also willing to help. M1 Concourse will be allowing us to have many events at their location as well as some at the PTM.

We'll be starting up our club meetings soon, so look for reminder emails from Ray G!



Ramblings of an Irishman

Editor: Brian Dougherty

So far this year, it has started off busy as ever! I'm not sure everyone knows, but the Pontiac Transportation Museum (PTM) is trying to open phase one sometime in May, after receiving the occupancy permits, and finishing the to-do list.

As most of you know, I've been volunteering my time at the museum for several years



now, but I really overbooked myself last year, so I was not able to help much. This year I'm committed to helping them as much as possible so they can have successful openings. Consequently, myself and many other volunteers are working there every Friday until opening day. For example, the big Pontiac

letters above were hung by myself and fellow volunteer Brian Johnson several weeks ago. On top of that, I've spent several more days each week building things at home to install in the Museum.

These are some of the walls I've built at home and installed this week in the merchandizing area.

Let me know if you ever want to volunteer at the museum sometime and I can hook you up. As Ken said, we'll need everyone to help at the National POCI Convention in 2026. If you're still working for a living, several companies, like my wife's, will credit you for doing volunteer work in the community for charitable or 501C companies.



The shelves to the right I built last year for the museum and are in the main display floor area hiding the holes left when we removed the fold down cafeteria tables.

Below we see fellow club member Al Houtman on one of his many volunteer days doing some painting.



Below we see Widetracker Steve Armstrong helping to install carpet in the Auditorium.



To the right we see the recently finished flooring in the main area of phase one and it looks beautiful. Also note the painted ceiling from last year. There are around 50 cars there now of many vintages including some buggy's, Cushman's and Whizzer's, all made in the Pontiac area.



Not sure if other club members received the same email from M1 Concourse about this year's Cars and Coffee events, but I was pleasantly surprised that when I opened the email, there was Ray Golota's beautiful 69 GTO from when he won the Best of Show there last year at one of the events.

As mentioned previously, M1 is volunteering their facility for 3 days for the 2026 National POCl convention and I think it's important to support them in whatever way we can.

They usually charge \$15,000 a day for events, so I thank them for their assistance.



CALLING ALL CARS

We're looking for cars that want to be in our shows! Submissions are open for [Woodward Dream Show](#) and [American Speed Festival](#).

We're celebrating the Pontiac GTO at **Woodward Dream Show** so if you want to be part of history in our GTO Exhibit - a gathering of 64 GTOs to honor 1964, the year this car was created - submit your car now!

No GTO? *No worries.* We're accepting all submissions.

Likewise, if you have a stunning car for **American Speed Festival**, *fill out the form now because these shows will hit their quantity limits.*

REGISTER YOUR CAR

NEW PROCESS, SAME GREAT MEETUP

April will be here faster than you think! M1 Cars and Coffee sponsored by [Golling Chrysler Dodge Jeep Ram](#) is growing and people are excited for the season to start.

Get to the Right Spot

For 2024, we want to improve the process of getting cars in the right parking spots for Michigan's largest Cars and Coffee. Visit the M1 Cars and Coffee page to find out how we plan to make this epic gathering even better.

RESERVE YOUR SPOT

Treasurer's notes:

Ray Golota

As of Feb 19th, 5 members have not paid their dues. I apologize if you've paid since then.

As mentioned, the 2024 membership renewals are due Jan 1st and have been increased this year to \$25.00 to help support our charities better.

Our website, www.motorcitypoci.com



Our 2024 car show is Aug 24th.

New flyers attached at the end.

Highlights -

This is the design for the dash plaques for this year's car show.

Up to date flyers are at the end of the newsletter. Feel free to pass them out at any events you go to. We also need as many donations as possible, so hit the pavement asking for donations please.



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

Members, friends and family of Motor City POCI gathered January 26 on sacred automotive ground, to visit the Henry Ford, Museum of American Innovation.

Over twenty guests experienced both the automotive treasures, as well as a world class collection of other American artifacts including the Abraham Lincoln Ford Theatre chair, the Rosa Parks bus, and a replica of the Wright brothers' first plane. Automotive icons were well represented: the Kennedy assassination limousine, a replica of the Colin Chapman/Jim Clark Lotus Ford, an amazing Ford J Car, and the job 1 Mustang. (Remember, the Museum sits squarely in Ford Motor country!)



Member **Jeff Golota** arranged a guide for the Museum tour (hats off, Jeff!), and all guests were provided with a voucher for a future visit, as the collection is far too extensive to cover in a day.

Later, most of the club members present adjourned to Ford's Garage (Ford country!) in Dearborn for a rehash and a pint!

Future outings are in the works details will be provided by the Events Coordinator soon!

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

Here we are at the beginning of the tour gathered around our guides!





To the left is the chair Lincoln was sitting in when he got assassinated. Disassembled Model T to the right with a huge machinery fly-wheel below that along with the famous Rosa Parks bus she refused to move to the back on, below that.



Since the editor is an architect, I was amazed to see a Dymaxion mail order house on display. It was cheap, customizable and came in a kit.





Where else can you find a DC3 airplane hanging from the ceiling along with a replica of the Wright brothers plane, and cars and displays from around the world representing every era of modern man.



Above you see the glorious Golden Arches of McDonald's and the group at various displays along the tour. Some of us took time to view a video about American's obsession with any kind of racing amidst some of the earlier race cars for the Salt Flats, Pikes Peak and track racing.



To the left is the original prototype Job 1 Mustang and below is one of the land speed record holders, The Goldenrod.

To the left of this is a depiction of Louis Chevrolet in one of his earlier race cars.



Obviously the race cars of yore did not travel at the speeds of the cars today, but I just can't imagine going any high speed on wood wheels like the race car to the left. These cars tended to be very heavy and the courses were dirt and mud. Also look at the chain and sprocket drive system and all the levers, knobs and shifters involved. That's why in the movies you usually see two people operating these cars due to the complexity, strength and endurance needed.



Here we are at the Ford Garage having lunch and a pint. **Those who missed the tour missed all the fun.** Can you imagine, they even had a full car above the bar! I couldn't tell which group was having the most fun, so I had to join both groups and have

a pint or 2 with each. **I know, the sacrifices I make for god and country as well as for the club!!**



Now the editor considers himself a bar/ pub connoisseur so I would give the Ford Garage top grades. The decorations, ambiance and food was wonderful. I also saw something I've never seen before. The white stripe in the above picture is a strip of ice to keep your drinks cold. **I want one!**



Club Upcoming Events: (Refer to Ray G's more comprehensive email list)

April 14 Sun. 7 am - 3 pm	Monroe Auto Swap & Car Show www.monroeaautoswapmeet.net	Suburban Collection Showplace 3775 S. Custer Rd. Monroe, MI 48161
May 4 Sat. 9 am - 2 pm	Vanguard 7th Annual Open House www.vanguardmotorsales.com (Free food will be provided, free admission)	Vanguard Motor Sales 15100 Keel St. Plymouth, MI 48170
May 5 Sun. 1pm - 6pm Every Sunday thru Sept. 22	Bakers of Milford www.bakersofmilford.com	Bakers of Milford 2025 S. Milford Rd. Milford, MI 48381
May 16 Thurs. TBD	<u>MEMBERSHIP MEETING</u> https://www.motorcitypoci.com	Bakers of Milford 2025 S. Milford Rd.
May 22 Wed. 6:30pm -9pm 4th Wed. of the month May, June, Aug. 6:30pm-9pm, Sept. 4:30-9pm No show in July (Wed.) due to the <u>Motorfest on Sat. 7/27</u>	Lake Street Cruise-In	Lake Street Tavern 127 E. Lake St. South Lyon, MI 48178

Club History: **About Pontiac-Oakland Club International**

(Source POCI website)

POCI was formed in 1972 by a small group of enthusiasts who wanted to pool as much Pontiac and Oakland information as possible. The first convention was held the following year in Camp Hill, Pennsylvania. Since then, POCI chapters have formed all over the country and POCI Conventions have been held every year at a variety of locations. The events include a car show, tech seminars, presentations, drag racing, and a great swap meet. GMC trucks were included in 1998, due to their close relation to Pontiac.

Their Purpose:

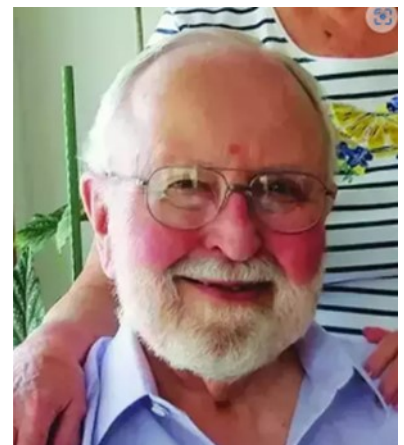
The mission of POCI is to preserve and promote the rich history of the Oakland, Pontiac, and GMC brands.

Prior Convention locations:

1) 1973 Camp Hill, PA	22) 1994 Springfield, IL	43) 2015 Louisville, KY
2) 1974 Wichita, KS	23) 1995 Lincoln, NH	44) 2016 Bettendorf, IA
3) 1975 Pontiac, MI	24) 1996 Moline, IL	45) 2017 Fort Worth, TX
4) 1976 Medina, OH	25) 1997 Denver, CO	46) 2018 Wisconsin Dells, WI
5) 1977 San Diego, CA	26) 1998 Sturbridge, MA	47) 2019 Gettysburg, PA
6) 1978 Orlando, FL	27) 1999 Buffalo, NY	48) 2020 Catoosa, OK
7) 1979 Troy, MI	28) 2000 Grand Rapids, MI	** 49) 2021 Uncasville, CT
8) 1980 Gettysburg, PA	29) 2001 Red Wing, MN	50) 2022 Catoosa, OK
9) 1981 Springfield, IL	30) 2002 Charleston, WV	51) 2023 Murfreesboro, TN
10) 1982 Bloomington, MN	31) 2003 Collinsville, IL	52) 2024 Springdale, AR
11) 1983 Niagara Falls, NY	32) 2004 Joplin, MO	
12) 1984 Atlanta, GA	33) 2005 Greenville, SC	
13) 1985 Denver, CO	34) 2006 Ontario, Ca	• Dayton shows ran in conjunction with the GTOAA convention.
14) 1986 Greensboro, NC	35) 2007 Tulsa, OK	
15) 1987 Sturbridge, MA	36) 2008 Spearfish, SD	
16) 1988 Downingtown, PA	37) 2009 Dayton, OH	
17) 1989 Dayton, OH	* 38) 2010 Charleston, WV	** Convention 48 cancelled due to Covid.
18) 1990 Kansas City, KS	39) 2011 Bowling Green, KY	
19) 1991 Cleveland, OH	40) 2012 St. Charles, IL	
20) 1992 Gaithersburg, MD	41) 2013 Dayton, OH	
21) 1993 Irvine, CA	* 42) 2014 Wichita, KS	

For anyone who gets Smoke Signals, you probably saw the obituary for founding member Don Bougher who passed away last November. The story goes that in 1970 Don purchased a 1926 Pontiac Landau Sedan. The car was in good shape but the radiator shell was in desperate need of replacement. He advertised for a shell and corresponded with anyone that owned an early Pontiac - with no luck. Finally, he decided to start a club for Pontiac owners. The club was originally the Pontiac Owners Club International in 1972. At a later date, the name was changed to the Pontiac-Oakland Club, International.

In the editor's mind, Smoke Signals is the best hobby magazine out there and there are a lot of other great resources for members, so check out the website if you haven't already.



GM / Industry news:

- UAW President Shawn Fein is picked as Motor Trend's person of the year.
- GM UAW workers to receive lower profit sharing checks in 2024. **No surprise!**
- Motor Trends most reliable automotive brands are as follows:

11 Jeep

7 Mazda

3 Buick

10 Dodge

6 Porsche

2 Toyota

9 BMW

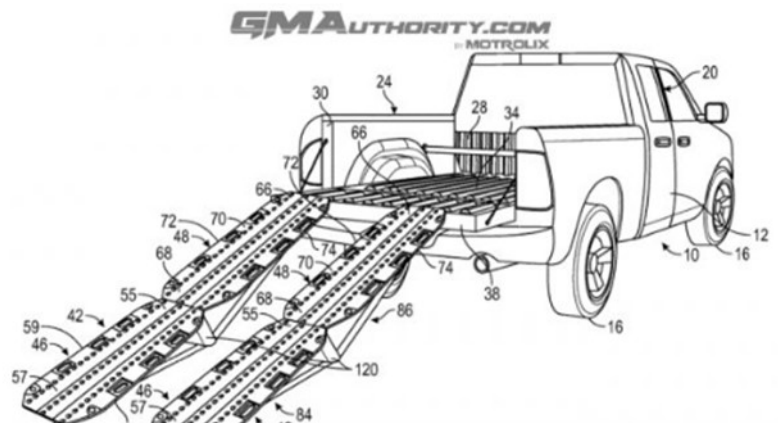
5 Mini

8 Kia

4 Chevy

#1 Lexus

- GMC Hummer is the worst performing electric vehicle in ACEE 2024 GreenerCars ratings since it is the worst performing mass-market vehicle in regard to its environmental impact.
- There are rumors that brand new Tesla Cybertruck's are rusting in the rain.
- **GM is asking 2003-4 Vibe owners to stop driving their cars due to faulty Takata air bags. Imagine we drive our classics around without air bags all summer!**
- GM still plans to build 200k-300k Ultium based EV's in NA this year.
- GM EV owners currently have access to 174k public chargers in NA.
- GM Cruise division fires top leaders and 24% of its workforce after the San Francisco mishap reported here in 2023.
- GM ditching Apple Car Play and Android Auto for customers safety. **Too many drivers looking at their phones!**
- 4000 US Dealers asking Biden to ease EV push and government interference.
- GM files patent for foldable pickup truck bed ramps.



Member Happenings:

Chrome and Ice and Autorama

The editor and several friends were at the Chrome and Ice show in Flint on Feb 10th and came across an exhibit in honor of 60 years of the GTO where there was a GTO from almost every year. As I'm enjoying the displays and talking to some of the owners I look over and see a very familiar car.



Fellow club member **Stu Jackson's** beautiful green GTO. I stuck around for a while but was never able to catch up with Stu. Anyways, congrats to Stu and his wife. The car looked fantastic as always!

To the right we see a 1964 GTO with the coveted Tri-power carb set up.

If memory serves, they were missing a 67, 72, 73, 74 and of course any of the newer Holden based GTO's.



Autorama:

So on Friday, the editor worked the PTM booth for the museum with two other volunteers. I misread the schedule because I thought I was working from 12-5 pm but instead had to work from 12-10pm. I was planning on walking around from 5-10 and spend time with our president and his group of buddies, but only got to see them briefly. Oh well!



Due to other responsibilities, I was not able to return on Saturday or Sunday so I could see all the great cars. So unfortunately, my pictures are limited.

To the left is the Tremec transmission booth. My wife started working there last November and is really enjoying it.

Below we see some great custom cars.



For any Evel Knievel fans, they had a great tribute display at the south end.

Below are some other vehicles that caught my eye.



Above, we see our president, Ken Galdes' 52 truck on the left and fellow club member Chris and Jan Fodell's white 69 Camaro on the right. Behind Chris, was his son's Nova. Both Fodell's Chevys are beautiful, but I'm not sure if they won any awards. Their running joke was who was going to beat out the other in their class for top awards. Chris needs to let me know if they won any awards, so I can give kudos in future newsletters.



Pontiac Polaris - The Stillborn Rear Engine Pontiac.

This is one of the many articles published in the monthly NJACE Fanbelt newsletter.

Did you know that Pontiac almost built its own version of the Corvair? Well, it's true. In 1958, GM's Corporate Office tried to pressure Pontiac Motor Division into accepting the Corvair as the basis of its own early 1960s compact car. GM Styling went so far as to build a prototype, named the Pontiac Polaris.

Basically, the Polaris was a '60 Corvair sedan with wide headlight bezels and oval taillights; styling cues taken from the full-size '59 Pontiac. Pictures published in the February 1987 issue of *Collectible Automobile* confirm that, aside from these cosmetics, the Polaris was a rear-engine Corvair under the skin.



*The rear engine Pontiac Polaris. This photo by the GM design staff was published in the February, 1987 issue of *Collectible Automobile* magazine and was scanned by Andrew Gurudata. For more photos of the Polaris and other Corvair information, visit [Andrew's Corvair Page](#).*

But a production version of the Polaris was not to be. On pages 54 through 56 of the controversial book, *On a Clear Day You Can See General Motors*, John Z. DeLorean explained what happened. DeLorean, head of Pontiac Engineering, and Bunkie Knudsen, general manager of Pontiac Motor Division, kept tabs on Chevy's progress in developing the Corvair, and they didn't like what they saw. "Frank Winchell, now VP of Engineering, but then an engineer at Chevy, flipped over one of the first prototypes on the GM test track in Milford, Michigan. Others followed. The questionable safety of the car caused a massive internal fight among GM's engineers over whether the car should be built with another form of suspension."

When Ed Cole refused to upgrade the Corvair's swing axle design, Pontiac Motor Division lost interest in producing the Polaris. In its place, DeLorean and Knudsen began to develop a much different compact car: the Tempest.

Today, most people remember the Tempest as the platform for the Pontiac GTO muscle car, a conventional GM ox-cart with a high performance V-8. But the original Tempest, the one engineered by John Z. DeLorean's engineering department, was anything but conventional. It was one of the most radical car design ever sold to the public by a major American manufacturer. And, like most innovative GM cars, the original Tempest design was abandoned as soon as the company began to iron out its teething problems.



1961 Pontiac Tempest LeMans. Photo courtesy of Ken

The Tempest was introduced in 1961. Like the Corvair the year before, this new design received Motor Trend's Car of the Year Award. Journalists heaped praise on the '61 Tempest because of its unique features. For one thing, it had perfect 50/50 weight distribution. And despite its front engine/rear-wheel drive layout, it had virtually no drive train tunnel running through the interior, leaving lots of leg room for six passengers. Furthermore, the Tempest had a simple four cylinder engine for good economy and easy repair.

On paper, it looked like Pontiac had achieved all the advantages Chevy sought in the Corvair without the rear-weight bias and complex engineering. How did they do it?

With rope drive! Yes, the Tempest used a flexible, curved driveshaft that gently arched beneath the interior to lower the drivetrain tunnel. In principle, the driveshaft worked like a big, thick speedometer cable. And to make the drivetrain tunnel even less intrusive, Pontiac stuck the transmission in the back of the car, in unit with the differential. So, like the Corvair, the Tempest had a transaxle in the rear.

The engine remained up front. And what a strange engine it was! Like the successful Chrysler slant six, the Tempest Indy Four was an in-line engine, leaned over toward one side. Unlike the Chrysler six, which was engineered from scratch, the Indy Four was simply a Pontiac 389 V-8 chopped in half.

If you take 389 cubic inches and divide by 2, you get 194.5. And that was exactly the size of the Tempest Indy Four: 194.5 cid. This was the biggest four cylinder car engine offered anywhere in the world. Like most really big fours, the Indy Four vibrated badly. Even DeLorean admitted that the Tempest "rattled so loudly that it sounded like it was carrying half a trunkful of rolling rocks." That's where the Tempest miracle began to unravel.

The Tempest not only had a loud buzzy engine. It also had swing axles. Ironically, the Tempest's rear suspension was a virtual duplicate of the early series Corvair suspension that DeLorean despised. And to make matters worse, Tempests came exclusively with skinny 15 inch tires. Ostensibly, the large diameter tires gave "greater ground clearance and better tire wear", but they also raised the center of gravity. So Tempests didn't stick to the road very well.

Rope-drive Tempests were built from 1961 to 1963. In 1963, Pontiac face lifted the Tempest with a really attractive new body. And Pontiac began equipping Tempests with a smooth-running 326 cid V-8. That solved the problem with the loud buzzing engine. For those who insisted on four cylinder economy, the Indy Four was upgraded with more horsepower.

Other improvements included a 20 gallon fuel tank, Delcootron alternator, wider track, and more, all standard equipment. There was talk of revising the rear suspension with double-jointed half-shafts, much like the second series Corvair. But in 1964, Pontiac threw in the towel, making the Tempest a mechanical clone of the conventionally-engineered Chevy Chevelle, Oldsmobile F-85, and Buick Special.



Shown above, rear-engine DeLorean DMC. Back in 1959, John DeLorean didn't like Corvairs, but many years later, he built his own rear engine car.

Maybe Pontiac should have gone ahead and built the rear-engine Polaris after all. Years later, John Z. DeLorean, the father of the Tempest, left General Motors and started his own car company. He produced a sports car called the DeLorean DMC-12 and it had the engine in the rear, just like the Corvair.

What does GTO stand for!

I figure most people in a Pontiac club would probably know what GTO stood for but I found this nice article on the Motor Trend website and thought I would clarify the origin of the name, JUST IN CASE.



What Is the Ferrari 250 GTO?

The Ferrari 250 GTO, the original inspiration for the Pontiac GTO, was built from 1962 to 1964 to homologate the car for FIA Group 3 racing competition. When new, it had a selling price in U.S. dollars of \$18,500. In reality, the Ferrari 250 GTO was a series of cars which shared a set of chassis, engines, designations, and bodies, sometimes visibly different. FIA homologation required that at least 100 cars be built, but only 36 cars (39 according to some sources) were produced. The 1962-1964 Ferrari 250 GTO is considered one of the most (if not *the* most) valuable cars ever sold, with one private sale reportedly transacting for \$70 million in 2018. The Ferrari 250 GTO scored GT class wins at the 24 Hours of Le Mans in 1962 and 1963, one of the reasons the GTO name appeared on the Pontiac LeMans and why the Pontiac's fender badge called out the engine size in Euro-speak as a "6.5 Litre" instead of 389 cubic-inches. Today, few people other than historians and collectors know what a Ferrari 250 GTO is, but nearly everybody knows what a Pontiac GTO is!



What Is a Pontiac GTO?

Photo: Pontiac's John Z. Delorean talks with *Car Craft* editorial director Dick Day.

The Pontiac GTO was considered by some GM brass as a hair-brained experiment at first. As a brand that had experienced a lot of success in the NASCAR Grand National series, scoring 30 wins in 1961 and 22 wins in 1962, Pontiac had some hard-charging momentum going into 1963 when the AMA ban on corporate-sponsored racing kicked in. What's a performance brand to do in that situation? Well, there was a new group of customers, kids born just after the war to end all wars. These "baby boomers" were just reaching driving age and they needed wheels, and what better way to sell cars than to create an entire car segment just for them? What a crazy idea! Would it work, or fall on its face? Nobody knew at the time, but one man believed. John DeLorean, Pontiac's division head, saw the need, and carefully skirted the corporate ban on engines over 330ci in midsize cars by making the GTO option package an obscure trim line of the LeMans. Delorean proved to be right, and 32,450 GTOs passed through dealerships in the GTO's first year of 1964.

The Alphabet Soup Game That Factories Play

In Italian, *Grand Turismo Omologato* is correctly abbreviated as GTO, but in English it *should* have been **Grand Touring Homologation**, or GTH. The Ferrari 250 GTO, however, was on the minds of race fans internationally as the Ferrari had experienced a spate of road racing successes in Europe and in the States. Today, car brands lean heavily on lettering schemes to sell cars and any series of letters that easily rolls off the tongue is fair game. (We just got the Ford GTD to add to the Ford LTD. Is the Ford STD next?) In regard to the Pontiac GTO, there wasn't any racing series to homologate the LeMans, for in fact there was a GM corporate edict *against* official involvement in racing. Pontiac does, however, get credit for jump-starting the alphabet-soup trend in domestic vehicle naming.



Billionaires vs. Thousandaire

The historical GTO vs. GTO battle could be considered a proxy battle between the haves and the have-nots—the billionaire versus the thousandaire. Though the Ferrari was clearly the victor, Pontiac had democratized high-performance in a way that had never been done before—something even Chrysler's groundbreaking [Max Wedge 413](#) cars failed to do two years before in 1962. By stuffing the 389ci V-8 into an affordable midsize platform and keeping the options and the cost light-handed, almost anyone who wanted to participate could afford to do so. Even if it wasn't as capable as a Ferrari 250 GTO, a Pontiac GTO got a regular guy within 90 percent of that goal, and rich car snobs had a great disdain for the upstart Pontiac. Who were they to usurp the sacred GTO name? All the more reason to buy one!

What Launched the GTO Into Stardom?

Helping to launch the new Pontiac GTO in 1964 was a comparison test performed by *Car & Driver* magazine that was orchestrated by Pontiac PR man Jim Wangers. The GTO did surprisingly well against a Ferrari 250 GTO, mostly because Wangers had substituted the standard 389ci V-8 for a souped-up 421ci ringer engine, resulting in one of the fakest car magazine cover blurbs of all time: "Tempest GTO: 0-to-100 in 11.8 sec." The trick worked, and sales of the nascent Pontiac muscle car soared. To the kids growing up in a postwar America, a car priced (\$2,491 base MSRP) and equipped (325 hp) like the GTO seemed like a dream come true.



The Pontiac GTO's Many Nicknames

Animals figure strongly in the GTO's history, with the first round of propaganda in 1964 pushing a tiger theme, a la "GTO Tiger," with the first portion frequently lettered as "GeeTO." On the street, the GTO's letters, rearranged to produce a malapropism, suddenly became "goat," which is fine for the car's proponents, because the acronym GOAT is often used to mean the "greatest of all time." The GTO initialism was also mangled to form "the Great One," a nickname also shared with Jackie Gleason, who ironically starred opposite a Firebird in one of Pontiac's biggest PR victories, the movie *Smokey and the Bandit*. "The Humbler" nickname for the GTO came in 1970 and was also engineered by Pontiac's public relations department. (Tip: giving yourself a nickname is almost always an epic fail.) By 1970, there were so many more powerful cars on the market (Chevelle LS6 SS454, Hemi Challenger, Boss 429 ...) that calling the 360-hp GTO the "humbler" was considered a lot of hot air by the real experts. Our favorite GTO nickname of all? That has to be "gas, tires, and oil!"

How Many GTOs Did Pontiac Build?

Photo: The one-year-only, colonnade-style Pontiac GTO of 1973

The official records for Pontiac GTO production cover the years between 1964 and 1970, but the GTO was officially offered continuously through the 1974 model year, then reappeared briefly from 2004 to 2006. Between 1964 and 1970, Pontiac built 486,560 GTOs. As far as how many *versions* of the GTO were built, that would be five. These include the year ranges 1964 to 1967 (original-flavor A-body), 1968 to 1972 (second-generation A-body), 1973 (colonnade A-body), 1974 (X-body), and 2004 to 2006 (Holden V-body).



The Holden Monaro-Based GTO

Once upon a time not too long ago, GM had a firebrand leader named Bob Lutz. He's since left the building, but in the early years of the millennium, Bob saw Pontiac as a legit potential competitor to BMW as an upscale performance brand. This was just after Chevy killed the Camaro the first time around and many loyal GM performance fans were looking for another GM team to root for. Like the rest of us gearheads who were already familiar with GM's Australian Holden brand, Bob knew about the Monaro and fast-tracked a program to put it on the road for America, thus the 2004-to-2006 Pontiac GTO was born. After a series of LS1 and LS2 powerplants, the GTO's performance role was replaced by the L98-powered G8 GT, another great Pontiac in the GTO tradition, but without the GTO name. In the end, though, Pontiac was put out to pasture in favor of the Buick brand.

Will There Ever Be Another GTO?

As a brand, Pontiac is gone. When General Motors declared Chapter 11 bankruptcy on June 8, 2009 (the fourth largest in U.S. history) it looked at its brand portfolio for a way to chop down its losses. Pontiac, Saab, Saturn, and Hummer got the axe (Oldsmobile committed brand suicide in 2004) while Buick remained. Pontiac had failed to be profitable for several years leading up to the brand's demise, due to heavy discounting, but the big clincher was Buick's rise in China. According to contemporaneous statistics from the Shanghai government, Buick had made up six out of every ten cars in Shanghai in 1930 and fond memories of the luxury brand remained steadfast. What's all that have to do with the GTO? The Chinese weren't buying Pontiacs, they were buying Buicks. The plan was that China would buy hundreds of thousands of them, but as we now know, that train has come off the rails. Here in the U.S., however, love for the GTO is still strong, and with the retro-mod movement on the rise, you never know when somebody else

Tech Story:

Today's automobiles don't require regular tune-ups like the cars of yore once needed. The electronic sensors and computers that regulate spark, timing, and fuel mixture are not maintenance items, although they do have to be replaced if they fail. And in today's engines, spark plugs operate well for 100,000 miles or more. There are still filters to be replaced and components to be checked, but modern maintenance procedures are far different than what we old-timers remember.

Older cars need more attention on a more frequent basis. A typical owner's manual for a 1950s car calls for a 10,000-mile that includes swapping out spark plugs, replacing points and condenser, and checking the [carburetor](#) idle mixture and [ignition timing](#). In addition, recommended maintenance calls for oil changes every 2000 miles and regular lubrication of numerous components in the engine and chassis. With an older classic or an ancient beater, regular maintenance of [ignition parts](#) and filters is critical to smooth running and adequate power. Let's walk through the process together.

Step 1: Swap out the spark plugs

To replace the spark plugs, carefully remove the plug wires and their insulating boots from each plug. If you think you're not going to be able to tell which wire belongs to which plug, tag the wires. Inspect them: If you see deterioration of the insulating boots, or severe burns or cracking of the cables, replace them. Likewise, if the cables' contacts are corroded to the point where they can't be cleaned, replace the wires.

You can use a conventional feeler gauge to set the gap, but a round wire gauge is better. I have a tool that consists of a calibrated ramp of gradually increasing thickness. By sliding the plug along the ramp, the gap is easily measured. Your auto parts counterman may stock gapping tools as giveaway items. At the very least, they are inexpensive.

If you have to change the gap, carefully bend the outer electrode with needle-nose pliers or with the slot on the gapping tool. Don't bang the electrode against a hard surface: You might crack the insulator, which can cause a short.

Some plugs come with the metal gasket installed. On others, you have to work it on over the threaded end. Place a small amount of dielectric grease on the plug threads and install them. Tighten moderately. If space permits the use of a torque wrench, torque them to 25 pounds. If you can't use a torque wrench, screw the plugs in by hand until they seat, then tighten another half-turn with your wrench. It's always best to start them by hand; there's nothing like a cross-threaded spark plug to ruin your day.



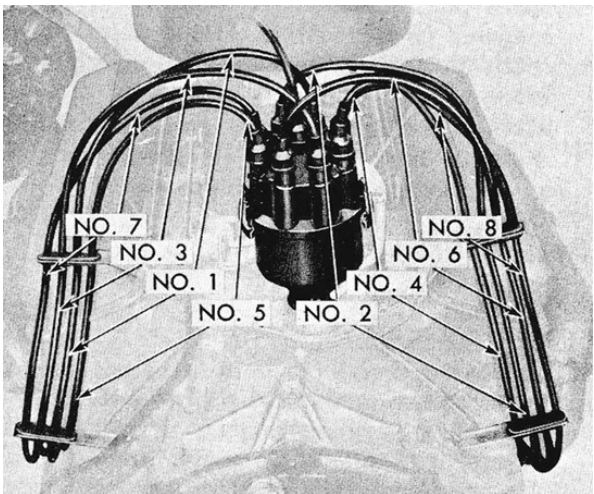
Step 2: Service the distributor

The replacement and adjustment of distributor parts is fairly easy on many cars, as the distributor is mounted at either the side or at the front of the engine.

On some cars, the distributor cap can be removed with the spark plug wires attached. In any case, you'll want to remove the wires from the cap at some point to check for corrosion or other damage. I mark the position of the number one cylinder's wire in the cap, then pull all the wires out of the cap, wiggling each a bit as I tug on them so as not to damage the wire terminals. Armed with the firing order (1-8-4-3-6-5-7-2 for most cars) and the rotation (clockwise for most), it is easy to reinstall them correctly.

After removing the distributor cap, have a look inside. There you'll see contacts that distribute voltage to the spark plugs for each of the cylinders. If the contacts are badly corroded or if the cap is damaged, they should be replaced. The contacts will likely be mildly corroded. In that case, clean them with a small, sharp knife or similar tool.

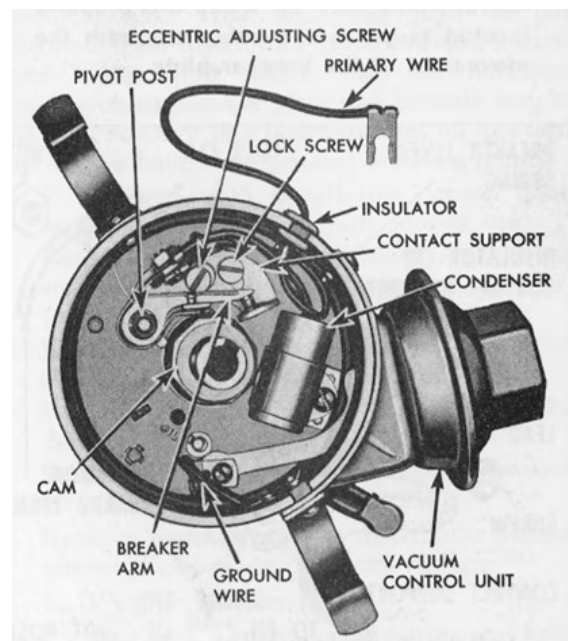
Remove the rotor from the top of the distributor shaft. Check for corrosion on the conductor at the rotor's outer edge. Mild corrosion can be removed with an emory cloth or small file. Severe corrosion that has caused pitting or loss of material is grounds for replacement.



Within the distributor, you'll find the breaker points and condenser attached to the breaker plate with screws. While old-time service manuals suggest that points can be cleaned and readjusted if they are in fairly good condition, I replace them if I've already dug in this deep. Many distributor parts for older cars are still available from standard aftermarket sources, even for cars that are 70 or more years old. And they're generally not very expensive: Other distributor parts are equally inexpensive.

The breaker points are attached to the distributor breaker plate with one or two screws. You might also find an eccentric adjusting screw that can close or open the point gap when it's turned with the locking screw loosened. Be careful removing the screws, as they're small and it's easy to drop them.

On most systems, the condenser is wired to the breaker points via a screw terminal and is held in a bracket that is attached to the breaker plate with one screw. The points and condenser can usually be removed together.



Before installing new points and condenser, apply a very small amount of dielectric grease to the distributor shaft cam. Install the points and condenser. Some points are adjusted with a slotted screw hole in the breaker point assembly that enables adjustment of the installation position. The points on most 1957 to 1974 GM cars are adjusted using an 1/8-inch Allen socket adjustment screw that can be accessed with the distributor cap removed, or through a sliding metal window in the cap. Thus, on these models, final adjustment of the points can be completed with a dwell meter after reassembly. But whichever type of breaker point adjustment you're dealing with, it's important to set the air gap before buttoning things up, even if you intend to fine-tune the adjustment with a dwell meter after starting the car.

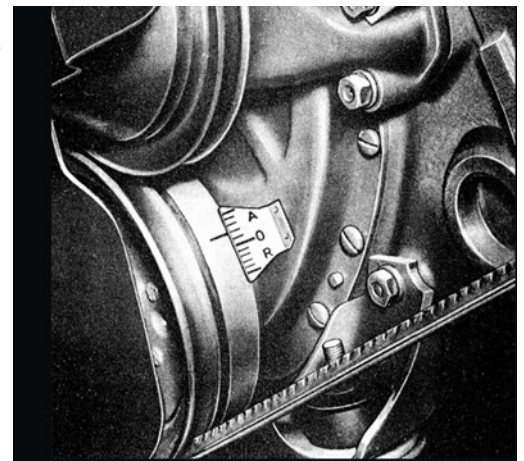
The breaker points are fitted with a cam follower that rides on the distributor cam. To adjust the air gap, crank the engine until the cam follower is on a peak of the cam. Then adjust the gap to 0.015 inches by moving the breaker point assembly in or out before tightening the screw or screws that lock it in place. On those GM cars with the Allen adjustment, just turn the Allen screw until the correct air gap is achieved.

Install the rotor, cap, and plug wires. Then, if you have a dwell meter, attach its black lead to ground and its green lead to the negative terminal on the coil or as directed by the instructions for your meter. Dwell is the number of degrees of rotation that the points remain closed. Start the engine. You should see a reading of about 30 degrees dwell for V-8 engines. A degree or two in either direction is okay. A six- or four-cylinder engine will be happiest with a couple of degrees more dwell.

If dwell is not correct, you will have to readjust the points. If you are working on a '57 to '74 GM car, you can adjust the dwell while the engine is running by turning the 1/8-inch Allen screw, accessed through the metal shutter in the distributor cap. For most other cars, remove the distributor cap and readjust the air gap, moving the breaker point assembly closer to the cam for less dwell and further away from the cam for more dwell. If dwell bounces around more than a degree or two, the distributor shaft bearings are probably worn, and the distributor should be replaced.

Step 3: Check ignition timing

After installing new points, a check of ignition timing is necessary. Attach your timing light inductive lead to the number one spark-plug wire, and attach its black and red power leads to positive and negative contacts. Disconnect the vacuum advance and plug the vacuum line. On most cars, there will be a line on the harmonic balancer that indicates top dead center (TDC) for the number one cylinder. Behind the harmonic balancer, on the engine, there will be a degree scale. With timing light attached and engine running, aim that line at the degree scale. The flashing light will indicate how many degrees before top dead center the plug is firing.



Step 4: Replace filters

At a minimum, your car probably has filters for air, oil, and fuel. Of course you should change your oil filter every time you change your oil. And for a classic car that is driven infrequently, oil change intervals should be 2000 miles or every two years.

Fuel filter intervals vary widely by filter type, and many classic owners who don't put many miles on their car may never have to change it. But a good rule of thumb calls for replacing the fuel filter after 20,000 miles of driving.

Air filters made of paper or synthetic material should last at least 20,000 miles. Oil bath filters, should be cleaned and refilled with oil at tune-up time. But the filter housing oil level should be checked every 1000 miles or so. I clean the wire mesh element of the oil bath in a solvent bucket and then blow it out gently with the air gun. I then douse the element with SAE 50 engine oil and fill the reservoir to the full indicator mark with the same oil. If temperatures are expected to remain below freezing for an extended time, I use SAE 20 oil. When servicing the oil bath air cleaner, I cover the areas of the engine around the carburetor with plastic drop cloths, because drips are inevitable.

Step 5: Adjust idle mixture

Before 1980 or so, carburetor idle mixture adjustment was an important part of a tune up. Begin by setting the idle rpm using the adjustment screw on the carburetor throttle linkage. If you have a dwell meter, it probably doubles as a tachometer. A vacuum gauge will also be necessary to pinpoint the idle mixture setting.

With the vacuum gauge attached to a manifold vacuum port, turn the idle mix screw gradually in clockwise and/or counterclockwise direction until you find the spot where rpm peaks and the vacuum reading is highest. If that increases the idle rpm above the spec for your car (or what you're comfortable with in terms of vehicle creep and smooth idle), reset the idle speed via the idle speed screw on the throttle linkage, and then recheck the mixture adjustment. If you're unable to detect any difference in engine performance as a result of this procedure, you may have a vacuum leak or a bad carburetor.

If you don't have a tachometer or vacuum gauge, you can probably get a good approximate idle mixture setting just by adjusting for what your ears tell you is the maximum engine speed. A lot of old timers set idle mix strictly by ear, made possible through lots of experience.

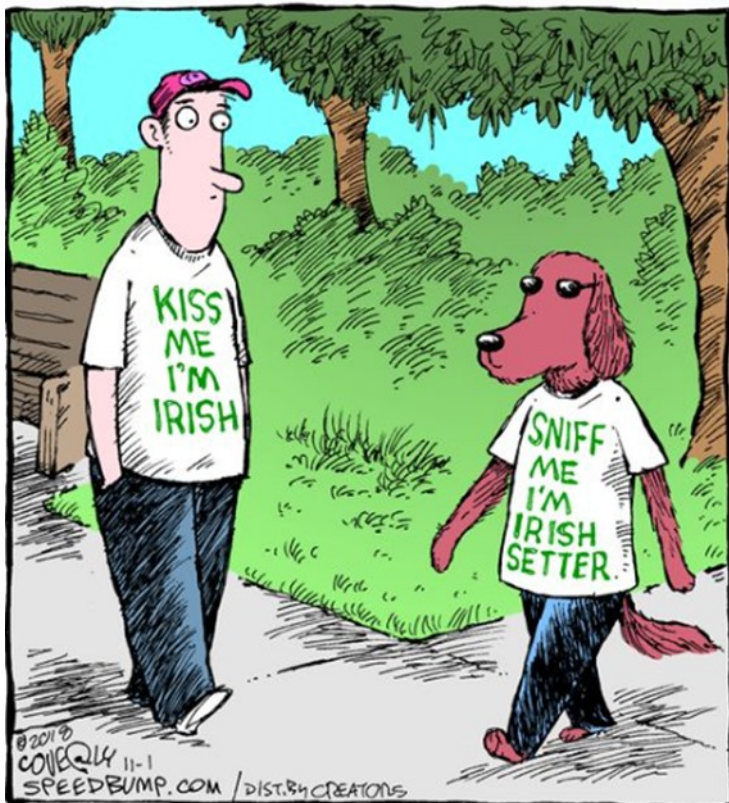
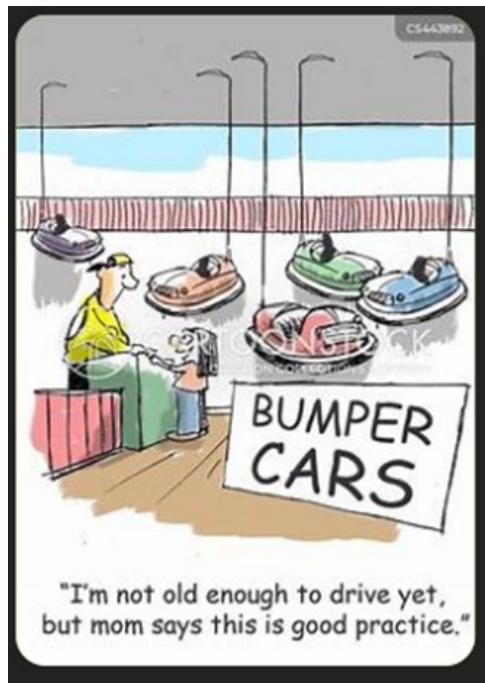
In every case, lots of experience is a mechanic's best friend.

On top of these items, the editor like to check some other items before the first drive:

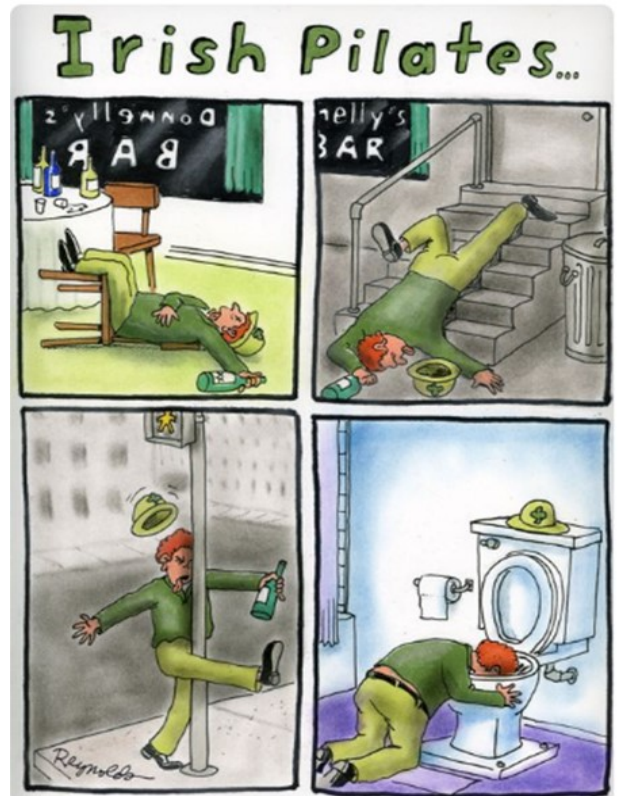
I like to check the condition and snugness of the **fan belts, hoses and radiator**. On the **tires** I like to check the lug bolts and air pressure too! In fact, on my older cars, I like to do these items each time I drive them.

Funnies: This edition of the funnies brought to you by the internet!





Too close to St Pad-dy's day to not throw in some Irish jokes!



Tennessee

The owner of a golf course was confused about paying an invoice, so he decided to ask his secretary for some mathematical help. He called her into his office and said, 'You graduated from the University of Tennessee and I need some help. If I were to give you \$20,000, minus 14%, how much would you take off?'

The secretary thought a moment, and then replied, 'Everything but my earrings.'

Alabama

A group of Alabama friends went deer hunting and paired off in twos for the day. That night, one of the hunters returned alone, staggering under the weight of an eight-point buck. 'Where's Henry?' the others asked.

'Henry had a stroke of some kind. He's a couple of miles back up the trail,' the successful hunter replied.

'You left Henry laying out there and carried the deer back?' they inquired.

'A tough call,' nodded the hunter. 'But I figured no one is going to steal Henry!'

Texas

The Sheriff pulled up next to the guy unloading garbage out of his pick-up into the ditch. The Sheriff asked, 'Why are you dumping garbage in the ditch? Don't you see that sign right over your head'. 'Yep', he replied. 'That's why I dumpin it here, cause it says 'Fine For Dumping Garbage'.

Louisiana

A senior at LSU was overheard saying... 'When the end of the world comes, I hope to be in Louisiana .' When asked why, he replied he'd rather be in Louisiana because everything happens in Louisiana 20 years later than in the rest of the civilized world.

Mississippi

The young man from Mississippi came running into the store and said to his buddy, 'Bubba, somebody just stole your pickup truck from the parking lot!'

Bubba replied, 'Did you see who it was?'

The young man answered, 'I couldn't tell, but I got his license number.'

Georgia

A Georgia State trooper pulled over a pickup on I- 75. The trooper asked, 'Got any I.D.?'

The driver replied, 'Bout whut?'

North Carolina

A man in North Carolina had a flat tire, pulled off on the side of the road, and proceeded to put a bouquet of flowers in front of the car and one behind it.

Then he got back in the car to wait. A passerby studied the scene as he drove by and was so curious he turned around and went back. He asked the fellow what the problem was..

The man replied, 'I have a flat tire.'

The passerby asked, 'But what's with the flowers?'

The man responded, 'When you break down they tell you to put flares in the front and flares in the back. Hey, it don't make no sense to me neither.'

And this from South Carolina

'You can say what you want about the South, but I ain't never heard of nobody wanting to retire to the North.'

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

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:

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.

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.



<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

Pontiac & GMC Club of Arkansas
Arkansas River Chapter
P.O. Box 401
Springdale, Arkansas

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



MUSCLE & MORE

ALL YEARS, MAKES, MODELS WELCOME!



\$20 PRE-REGISTRATION, \$25 ONSITE
SCAN FOR ONLINE REGISTRATION NOW!
 All Proceeds Benefit Royal Oak Historical Society

SATURDAY AUGUST 3RD!

MUSCLE & MORE

@ the MUSEUM

Royal Oak Historical Museum's Annual Car Show
 Saturday August 3rd, 10am-3pm All Year Vehicles Welcome
 Dash Plaques / Cash Prizes / Drawings / Awards!



FEATURING HAND BUILT HOT RODS!

Paul Jurewicz's Dream Roadster

Mike Clorahan's "My Type" Jaguar



GRAND MARSHAL
 Ralph Haney

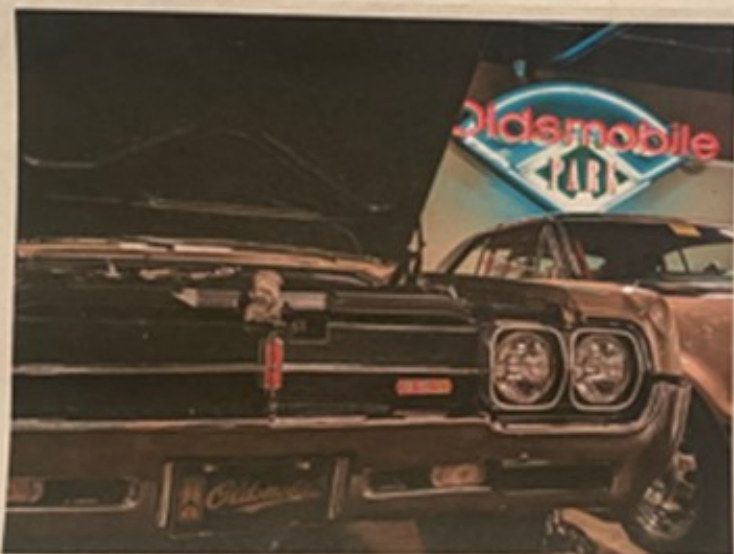
- All Years, Makes, & Models!
- \$100 Top Prize!
- Awards & Plaques!
- Dash Plaques!
- Special Guests!
- Serving Local Food Favorites!
- Music - Live DJ!

HELD AT ROYAL OAK'S HISTORY MUSEUM & FIREHOUSE

REOLDS TRANSPORTATION MUSEUM

Oldsmobile Homecoming: Ice Cream Social

The R.E. Olds Transportation Museum
invites you to join us following the
Oldsmobile Homecoming for an ice cream social.



Date:
Saturday, June 15, 2024

Time:
4:00 - 6:30 PM

Location:
The R.E. Olds Transportation Museum
is located in downtown Lansing at
240 Museum Drive
Lansing, MI 48933



Admission is \$5.00 per person and includes ice cream and popcorn! (this is a fundraiser so please understand that no discounts, coupons or memberships will be accepted for this event)



the DIMONDALE BUSINESS ASSOCIATION

Invites you to cruise in to

DIMONDALE



O L D S M O B I L E

Small Town, Big Engines

*Come join us for
dinner or dessert
and lots of small
town charm!*

We hope you'll join us for an evening of eating, toe-tapping and car-gazing. Come enjoy dinner specials, music in the street, and classic cars as Dimondale puts on the ritz!

GPS location:

Caravan (Police Escort)

1403 S. Creyts Road

Lansing 48917

Downtown Dimondale

136 N. Bridge St. 48821

Friday, June 14, 2024

Downtown Dimondale: Bridge Street
(between Washington & Quincy)

The engines roar from 6-8 pm

Welcome R.E. Olds Chapter,
Olds Club of America!

DISCOVER DIMONDALE

www.discoverdimondale.com



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kengaldes@gmail.com

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raygolota@gmail.com

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Brian.r.dougherty@live.com

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