



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

I hope everyone is working on getting their cars prepped for another great car season here in Michigan. I know we've had a lot of false starts so far with the weather, but it should be staying warm-ish from now on.

I've been hampered myself with my arm in a sling. I hurt myself a while back and assumed I could get it back to working condition, but I finally gave up and had my shoulder operated on a while back. I hope to be in "fighting" shape in no time and not slow me down for the upcoming season.

The first of the Prefecta shows is coming up on June 8th for the Widetracker's show at Golling in Lake Orion. Keep in mind, great prizes for attending both shows that you can win, but more importantly, supporting each others clubs and the Pontiac hobby overall.

Give our editor the support he needs by sharing your stories with him for publication. These can be personal stories or events you might've attended throughout the year!

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 so we can give more money to our chosen charities.



Ramblings of an Irishman

Editor: Brian Dougherty

I'm going to start off by saying this newsletter, and probably all the summer ones are going to be smaller than my previous editions. This might allow me to actually publish them on time, instead of always late, but only time will tell!

I know everyone is busy, especially during the summer months, and I know some of the members are still working (what a terrible four letter word, WORK), but as I've mentioned in the last edition, my schedule has continued to get busier and busier. Not to bore you with the details, but as I've mentioned before, I'm working several days a week at the Pontiac Transportation Museum until it opens on **May 16**. I've come to realize that I will continue to work several days a week even after opening because they need volunteers to staff it and give tours as well as work on Phase 2 and 3 items. BTW, when it opens, they'll be open Thurs through Sun. **Thurs, Fri and Saturday from 10am to 6pm and 12-5 on Sundays** for your reference. This is considered a "Soft" opening with a Grand Opening on July 27th with all the hoopla,

I'm also volunteering at the Detroit Grand Prix again this year which is on the weekend of May 31st.

Not only do I do my own taxes but I usually do all my extended family members and some friends which has kept me busy from late January to midnight of April 15th. Very stressful this year because I'm by no means an expert!

I'm also redoing my Kitchen (my wife's orders), which is taking a lot longer than it should. I've always been the energizer bunny most of my life, but since I had Lyme disease last year (maybe I'm just getting older?), I don't seem to have the stamina I used to and it seems to take me four times longer to get anything done (including this newsletter).

I've mentioned to some members that my daughter and her husband are moving back to Michigan after 15 years of living in Louisiana and Alabama very soon, which will tie up a lot of my time. They'll have to stay with me until we find them jobs and a house and after we do, I may be tasked to make repairs, paint and make the house ready to

move in, but as any parent would agree, it'll be well worth it. I hope to include them in some of my car activities this summer and in the future, so be prepared to meet them. FYI, I presented an idea to the board in our meeting last month that I hope will bring in additional revenue for us and our charities. I've complained before that I can't get anybody to donate funds to our show because of where I live. For those of you that may not know, I live in Goodrich, which is roughly an hour away from Milford and most vendors only want to do something in their local communities. I asked for, and received permission to start advertising products in our newsletter. I've started by contacting the national vendors that are in Smoke Signals to see if I can get any of them interested but nothing concrete has happened yet, but I have received some positive feedback, so more to come on this issue.

I know I come off as sounding whiny, but I do enjoy producing the newsletter and will continue to do so, but at a reduced size is all.

I appreciate all the positive feedback and accolades from the club members on my past newsletters and I hope I don't disappoint anyone with my reduced editions? Again, I'm always looking for your stories and feedback. To me, this is the real reason to have a club newsletter, not some of the fluff I've been including.

THIS JUST IN.

THE DATES FOR THE 2026 NATIONAL POCI CONVENTION AND THE 100TH ANNIVERSARY OF THE PONTIAC BRAND HAVE BEEN CONFIRMED TO BE JUNE 23-27, 2026. AS YOU CAN IMAGINE, IT TAKES AN ARMY OF PEOPLE TO PUT SOMETHING LIKE THIS TOGETHER, SO EXPECT REQUESTS IN THE FUTURE TO EITHER WORK ON COMMITTEES OR TO HELP OUT IN OTHER WAYS.

THE MAIN EVENTS WILL BE AT M1 CONCOURSE WITH LOTS OF SIDE TRIPS TO HISTORICAL, SIGNIFICANT AREAS LIKE THE PONTIAC TRANSPORTATION MUSEUM, WHO BY THE WAY WAS VERY INSTRUMENTAL IN BRINGING THE CONVENTION TO PONTIAC MICHIGAN.



Highlights -

Motor City balance \$9,160.87

ChadTough balance \$899.92

Total \$10,060.69

2 registered for the car show

\$450 from sponsors

Our website, www.motorcitypoci.com

Our 2024 car show is Aug 24th.

New flyers attached at the end.

Highlights - Membership

- Have 33 members - (1 Honorary) 32 paying members
- A member suggested having a list of vehicles that they own. There are 2 worksheets in my latest email, one is "Membership" the other is "Membership Vehicles". Check it out, if you want your's listed, email me back.
- There are 3 pdf files included:
 1. **membership**
 2. **members' vehicles**
 3. **registration flyer - Aug. 24th Summer Roundup flyer**

For those of you that are not members of Pontiac-Oakland Club International (POCI) of which we are Chapter 91 within this Club, here is a link to join [https://secure.poci.org/POCI Membership.cfm](https://secure.poci.org/POCI%20Membership.cfm).

Ray Golota

Treasurer Motor City POCI

Activities Coordinator:

Motor City POCl is very lucky to enjoy a broad sponsorship base contributing to the two major charities that we support, as well as to the functionality and overall health of our club.

This month's highlighted sponsor is **National Parts Depot**, based in Ocala, Florida, and featuring a total of four fully functional warehouse locations. Supported by over 130 full time employees, **NPD's** four locations boast 575,000 combined square feet of floor-

space, and are loaded with inventory to distribute through their twelve color catalogs. Other locations include Charlotte, North Carolina, Ventura, California, and right here in our backyard, in **Canton**.

As is usually part of a story such as this, it all started with one car. While working for his father, Jim Schmidt purchased a 1928 Ford Model A, and while restoring it, found that a lot of the hardware was damaged during removal and that replacement hardware was a market niche needing attention. Soon thereafter, Jim researched and launched his own company featuring complete/correct hardware kits for Model A's. By high school, Jim had filled a family barn with old cars and

parts, while driving to school in a 1957 dual quad Thunderbird and operating his own successful business. Eventually, Jim's business grew to add Mustang parts, then other manufacturers and lines, requiring a long series of growth expansions, making him arguably the biggest restoration parts supplier in the business. During this period, Jim's son Rick joined his Dad, and handled the corporate purchasing function.

Rick and Jim are in the left photo.

Mike Cushing



Today, the greatest challenge faced by **NPD** continues to be floorspace. Rick Schmidt notes "We are more inventory intensive, more than any other restoration parts business I know. That's because we hate backorders, and refuse to allow our sometimes eccentric chain of 1000+ suppliers dictate what the fill rates will be to our customers. So we stock everything, in excessive, overkill amounts, such that most supply interruptions are buffered and never result in a back ordered part."



Recently, me and his wife had an opportunity to visit the Ocala location, where **National Parts Depot** houses its car collection, featuring approximately 200 cars, many with extremely low mileage, and a number of other cars that are unusual and highly collectible. One 1968 Ford Torino GT had no wiper arms because the item was "dealer in-

stall," and the car had never been titled. When was the last time that you saw a fully equipped AMC Matador that looks as if it still resides on a turntable? There were many examples of cars showing extremely low mileage, many in showroom new condition.

National Parts Depot has been a great sponsor over the years, has donated a lot to the success of our club and its charities, and I'd highly recommend them for restoration requirements.

In the photos, 1) Rick with founder and Dad Jim, 2) the 1928 Model A that started everything, 3) the Ocala Florida warehouse!

Thanks to Colin Date, and to **NPD** for the photos.

Mike Cushing
Activities Coordinator



Member Happenings: Additional pictures. Henry Ford Museum

Because the Henry Ford Museum is so large, I decided to include some of the pictures in this edition also.

To the right, we see another picture of us gathering for our private tour with the tour guide.



At the beginning of the tour there is an exploded Model T as shown in last edition. Next to it is a diagram of the perfect automobile factory. For those of us that worked in factories, it seems remarkably intuitive and accurate!

To the right we see a fine collection of what they call “Brass” cars. These are called that because the radiator and lights are covered in brass. This period is considered to be from 1896 to 1915 and are commonly referred to as “Horseless Carriages”.



To the right is a friend of the clubs named Roman, taking in the fine display.

Below is another picture of the huge machine flywheel on display and to the right is one of the earlier VW “Bugs” or officially named the Volkswagen Type 1 which was conceived in the early 30’s and started production in 1938. It was produced until 2003 with 21,529,464 produced.



If memory serves, the car to the right was one of the race cars that Louis Chevrolet developed and piloted, making a name for himself.





Again, I'm going by memory, and the car to the left was a race car for mountain climbing and I think won several championships, including Pikes Peak?



Some additional pictures of our after the tour festivities where we met at the Ford Garage for lunch and adult beverages. The author had never been there before and was suitably impressed with the decor and food. The best part though was the company!



I mentioned in the last newsletter the white stripe above was a frosted/ cold surface to set your drinks on to stay cold.

Genius!

Experimental Pontiac 427ci V-8: Lightweight, Hemi-Headed ... and Beautiful

Pontiac's 427 experimental V-8 has all the right stuff for showing or going: aluminum block and hemi heads, direct port injection, overhead cams, main bearing girdle—and the package is wrapped beautifully.

[Steve Kelly](#) Writer [Johnny Hunkins](#) Writer [Manufacturer](#) Photographer Jan 05, 2024

When Steve Kelly wrote his deep-dive on Pontiac's new experimental dual-overhead-cam Hemi V-8 for the October 1970 issue of HOT ROD magazine (actually two engines!), performance was a moving target. Unleaded fuel was still in the future (check out Steve's comments on stellite valve guides and valve seats!) as were the wide use of fuel injection and aluminum castings. By 1970, Pontiac's division head, John DeLorean, had already moved on to Chevrolet and, despite much promise from Pontiac engineering, there would never be another breakthrough Pontiac V-8; like most of GM's other divisions, Pontiac would transition to Chevrolet power. Today, technology like fuel injection, aluminum blocks and cylinder heads, and dual overhead cams are ubiquitous and it's fun to read about the contemporaneous efforts to integrate those technologies way back in 1970! —Johnny Hunkins

This latest Pontiac experimental engine project, with its innovative interior and exterior design, is highly provocative. Because it is unique visually, it can only make one wonder why automotive powerplants were never "styled" before this time. Racing engines, especially those connected with drag racing and street rods, have repeatedly been styled by individual owners and builders. But there were—and are—limiting factors to this task. Custom and race car builders have been forced to live with casting marks, odd configurations, and the fact that appearance cannot disturb function. When Pontiac engineers first conceived the idea and a workable plan for their latest experimental V-8 project, the Advance Design group, headed by Hulki Aldikacti, proposed a style job on the engine and agreed that if they were allowed to do this, they would not disturb the function of the engine. The project goes back several years, and when it was initially drawn together, four design parameters were

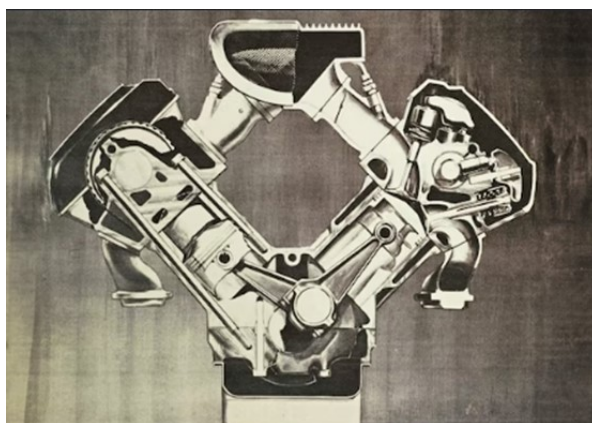


established. The first was mechanical development. This includes die-casting the entire cylinder block, as well as working up entirely new attachment procedures and new methods of powering external accessories. The second parameter is a well-known one right now to all auto manufacturers: thermodynamics—in other words, reducing inherent emission problems of an internal combustion engine. The third guide established was adaptability of design breakthroughs on this engine to other Pontiac powerplants, either new or existing. The fourth parameter set down was the application of styling to an engine.

In one way or another, all of these parameters have been met in the package seen on these pages, but this doesn't indicate it is what might be considered a finished engine. It will never be completed, for this is a total experimental project. There is no telling whether such an engine will ever be produced for assembly-line installation. That's the idea behind an experiment like this; and that third parameter, adaptability, may be the most important phase of this endeavor. It costs a lot to tool up for a new engine, but if it becomes an evolutionary process whereby bits and pieces from this engine find their way onto existing engines, then the cost of manufacturing is reduced, and within a period of five years or so, complete refinement is accomplished. It is more likely we will see this approach taken rather than the introduction of an entirely new engine.

If you've checked over the pictures carefully, you've noticed this is a hemispherical-combustion-chamber engine. Each bank of cylinders has its own camshaft mounted within the head. Unlike other OHC engines, the rocker or cam following arms don't work directly from cam to valve. There is a hydraulic lifter placed in between. This was done to make serviceability easier.

In other words, if this to an engine used in a could hardly expect a adjust the valve lash thousand miles. This drawback in trying to an engine. The lifter ing fixture attached to works in the same

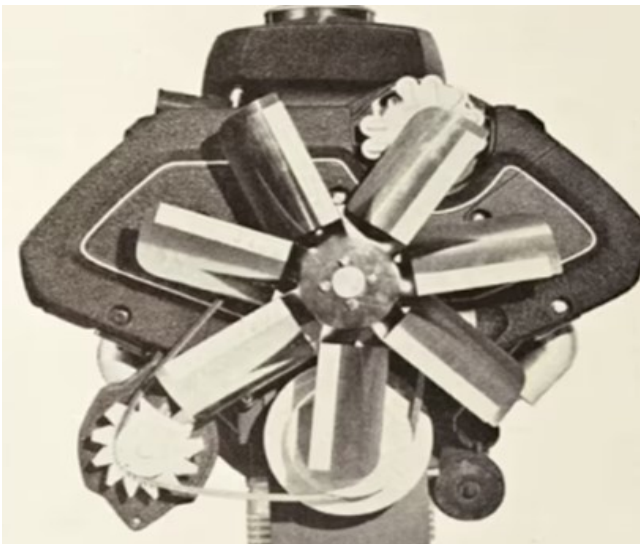


design was adapted Grand Prix, you typical GP owner to every four or five would be a definite merchandise such acts on a small, slid-the rocker arm. It manner as a push-

rod, and the round bottom side of the fixture fits into a corresponding concave opening in the top side of the lifter. This prevents binding of the arm or lifter as the valve opening reaches its maximum. Rocker arms are stamped steel items and are retained to the head by screw-in studs. The shape of the combustion chamber is not a perfect hemispherical configuration, yet it is close enough to having a

fully rounded dome to be considered a hemi. It certainly isn't a dome. The centerline of the exhaust valve is 60 degrees away from the centerline of the intake. Intake valve diameter is 2.40 inches on the large-valve engine, and 2.190 inches on the small-valve, high-rpm design, while the exhaust measures 2.00 inches across its face in both cases. Intake stem diameter is 0.3723-inch, and exhaust is 0.3718-inch. Valvesprings are inner and outer types, and the valve guides are cast-iron alloy, though stellite is being evaluated. The cylinder heads are aluminum, and because of the chance of flex with this material, cam towers and rocker stand attachment point are beefy and well-braced. Rocker stands are joined together by a single span running the length of the head. This also ties-in the cam supports. Intake and exhaust ports are round, and in the low-speed engine, intakes measure 2.08 inches in diameter; they are 1.90 inches on the high-speed design. Port diameter is 1.73 inches on the exhaust for both test V-8s.

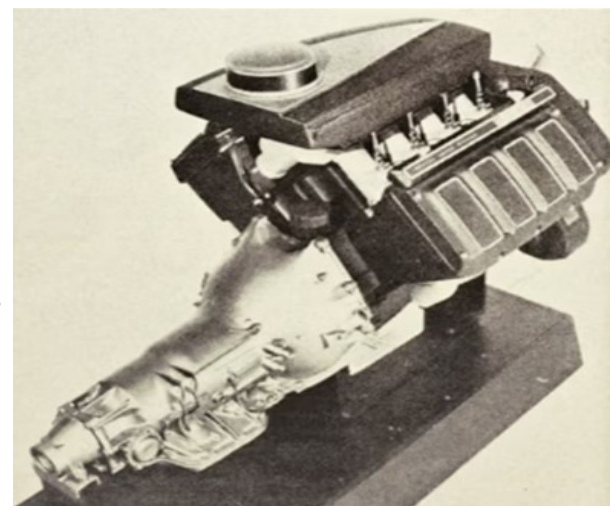
The 90-degree V-block is thin-wall and die-castable all in one piece. This isn't exactly a new process, but it hasn't been used in great numbers (except for the '71 Vega four-cylinder) because of high cost. With a single-unit die casting, there is no practical way to seal the tops of the water jackets around the bores. Any sealing job would require something in addition to the casting, which would add to the cost and weight. Cylinder water jackets are exposed, and sealing is done with a steel, compression-type head gasket. Head bolts are a departure from the norm. They are exposed, and the top five run into what would normally be the lifter galley and thread into the block at the very base of the bore opening. The outside, or bottom, row of five bolts are also exposed and penetrate through the block and attach to the malleable-iron girdle at a 45-degree angle. The extreme length of the rod bolts allows a tremendous amount of stretch to be applied, and because of their extreme retention qualities, only ten bolts per side are required. Each bolt is SAE 4135 cold-rolled steel (GM-300M), and specs on the 14 short bolts are 1/2-13 x 8 inches. The six long outside bolts are 9/16-12 x 14 inches. Each bolt is torqued to 95-105 lb-ft.



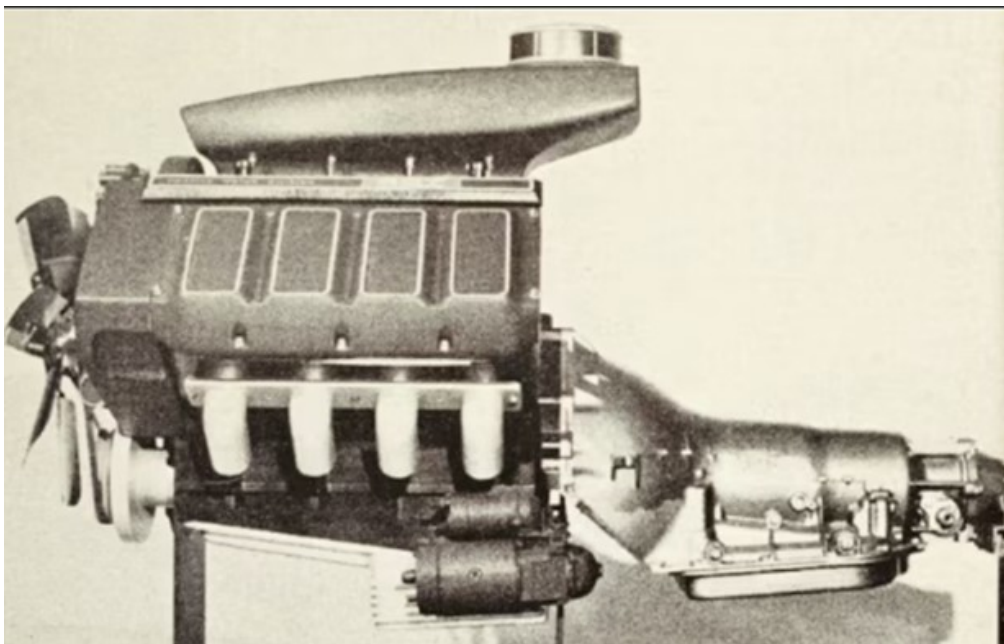
An internal-external gear pump is fitted to the rear of this engine's crankshaft and is a truly positive-displacement pump. Because a small oil sump is utilized, there is a pickup line to the pan, but the eccentric design and its rear position on the crank makes use of a dry-sump lube system possible without alteration to the pump. Valving on the current experimental engine produces 100 psi oil-

pump pressure, but 300 psi is possible. It now pumps three gallons per minute, and this could be increased. The position of the oil filter is unique: It is directly over the oil pump, in the rear of the "galley" area. This is a good position as far as channeling is concerned, but this is the one marginal item on the engine as far as serviceability is concerned. Being that far back on the engine, and concealed beneath the intake, means it might be impossible to see or reach if the firewall were close by. Even without this interference, the inverted position of the filter means oil would drain out all over the engine once the filter was loosened. The '52 DeSoto had one something like this, if I recall correctly from my gas station days. This same "open" area between block and intake is meant to be used for accessories on later developments with this project. Aldikacti, the Turkish-born mechanical engineer, explained that because the engine is a study in aesthetics, in addition to other subjects, it would be a crime to hang a power-steering pump or an air-conditioning compressor on this engine. Besides the appearance factor, the width of this engine squeezes most engine rooms on present-design Pontiacs, making it close to impossible to increase external dimensions and still fit it in a car. Within this valley beneath the manifold, there is enough room to plant pumps and compressors, though one intriguing idea is to use this void for a central hydraulic system which would drive a great many accessories, including air-over-oil suspension systems, power windows, and the pump and compressors already mentioned. Here again, this would offer a central point for serviceability, the only drawback being that it is covered by the intake manifold. Removing the intake is a minor job when compared to problems encountered on a lot of production engines though.

There are two experimental fuel induction systems on this engine. One is by way of a multiple two-barrel carburetion setup on a plate containing all linkage and throttle plates made up by the Rochester carburetion division, and the other—and more promising—is a fuel injection system. The fuel injection is more promising and offers a reduction in emissions because it is a metered-flow design. Both use nearly identical intake manifolds. That is, they both have individual runners with relatively long lengths. The fuel injection is driven and timed from the backside of the front-cover-mounted capacitor-discharge ignition. The timing of the injection metering is in direct line with the ignition timing, since the fuel pump can be driven from the same shaft that spins the distributor rotor. Injection metering and firing impulses are directed through a

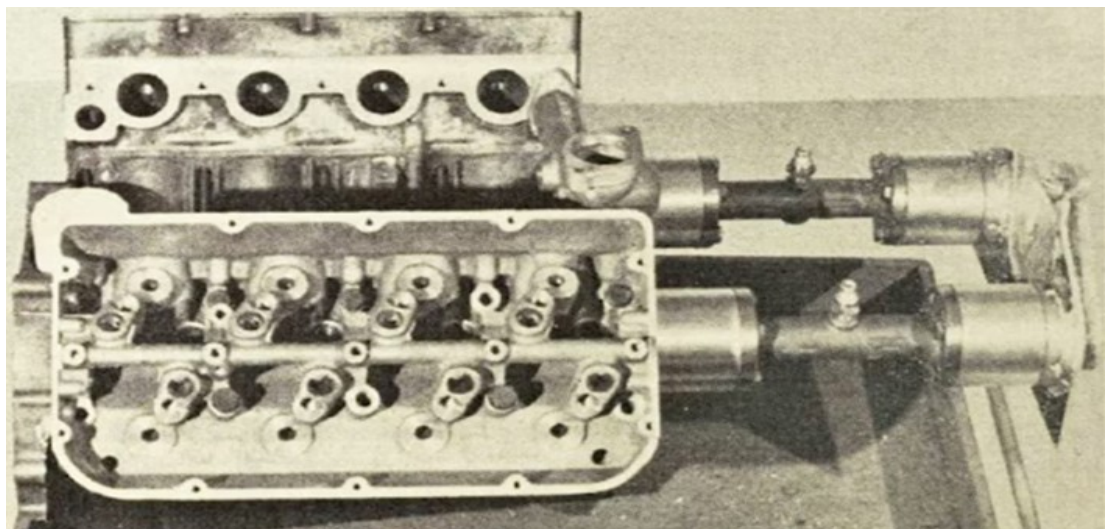


common wiring loom, a solid-state affair that merely snaps onto the top of the rocker arm covers. The rocker arm covers are prewired from the spark plug to the top of the cover, and the caps on each side merely snap into place. The leads from the caps to the fuel injection meters are inserted at the base of the inlet ports. Impulses registered from the spark plug timing transfer to the injection meters and release fuel only on demand. This metered and timed method of fuel injection is an optimum way of reducing emissions, because there is no excess flow of fuel into the chamber on deceleration and during idling. Within the inlet stacks for each port injector there is a throttle plate actuated by the accelerator. Various types of commercially available fuel injection units have been tried, and no commitment has yet been made to any one particular design. Fuel injections, when applied to street-operated vehicles, generally only present problems for idling. But a metered system is the best way of overcoming this problem, and at the same time it gives a clean-burning low-speed engine like present-day cars, so this idea definitely holds possibilities.



The editor is a designer by trade and I applaud the desire to design or make the engine and engine bay pretty, but I also, as a car guy, take exception to the current trend to hide the engine behind covers. I want to see the beauty of the engine, not a bunch of black plastic!

The picture to the right shows some of the internal engine details as envisioned.



The front cover-mounted, horizontally located distributor is much different from previous designs aimed at production-line use. A degree plate directly behind the distributor's single adjustment bolt makes it easy to get an accurate setting. The specially built Delco-Remy CD ignition is driven by the rubber-and-glass-belted cam-drive belt, and because of its location at the topmost part of the front cover, tying in a fuel pump, injection metering, or even a mechanical tachometer, is a simple job.

Aluminum blocks present certain advantages and drawbacks. The one-piece casting is light, its sections can be made very thin, and the walls have high density. Because of the narrow sections and open bores, a certain amount of flexing is possible and must be controlled. On the '61-through-'63 GM aluminum blocks, the iron crankshaft contributed a great deal to the rigidity of the block. But this high-speed V-8 is capable of running at speeds in excess of 8,000 rpm and was designed with this in mind. A malleable-iron girdle supports the entire bottom end of the motor, and the long-reach outside row of head bolts ties the upper half of the engine into the rigid lower end.

The girdle includes main bearing caps, and there is a vertically arranged row of half-inch-diameter main bearing cap screws in addition to the long-reach head bolts. In essence, this gives the engine a four-bolt main-bearing-cap provision, with the outer retaining bolts splayed out, which offers much greater rigidity than merely doubling-up on vertical main bearing bolts. The crank journal size is 2.9988 inches nominal diameter, the connecting rod journal measures 2.250 inches nominal diameter, and the rod bearing width is 0.980-inch. Main bearing diameter on the current Pontiac 455 is 3.25 inches, although the rod journals measure the same as on this experimental V-8. The crankshaft is forged from SAE 4615 steel, and the rods are forged SAE 4340 alloy steel. Rod length is 6.625 inches, which is the same as on current Pontiac V-8s. Pistons have a high dome, as is common to hemispherical-shaped chambers, and are forged aluminum.

In its present experimental form, the complete engine weighs 550 pounds, give or take a few pounds, depending on what and how much equipment is on board. One of the more important points in lessening exhaust emissions involves mass weight; the less there is, the easier it is to operate an engine over the full range, and by fuel consumption being reduced, economy is enhanced. A racing application also benefits by reduced weight. Pontiac's chief engineer, Steve Malone, points out that the 1971 GTO is almost identical in size and weight to the 1964 Grand Prix. He indicated that the intermediate is going back to its old size, or at least to where it should be. But to do this means trimming weight in all areas, and all the cars they build are going to get the same kind of fat-trimming. An engine is a good place to start.

Estimated horsepower of the hemi-head Pontiac is 640 hp at 7,500 rpm. There are fewer than a dozen of these engines in existence, and they are being used to evaluate all kinds of questions, ranging from practicality of design to how well they fit engine compartments. Pontiac hasn't tried experimenting with this engine on a dragstrip, but it would be like a gift from heaven for Pontiac racers interested in being competitive in Pro Stock. It wouldn't be at all bad for a Grand National stocker, and that dry-sump adaptability would make this a natural for a marine engine.

The multifaceted development of the 427 Experimental V-8 employed a system known as Latin Squares. This isn't a new process, but it isn't well-known outside of most engineering brain-centers. It involves assigning each major function of an engine, or any element, substance or problem, a letter. The letters are listed across the top of a square, down one side, and within the columns. The number of columns is the same as the number of letters, and no element occurs twice within the same column or horizontal row. From this, a statistical investigation can be done, and each element becomes relevant to the one next to it, below it or above it. Using this method, carburetion (for example), is as relevant to piston speed as it would be to manifold design. No one part of the engine which is considered a major element would be hidden from another. It isn't an earth-shattering solution to problems, but by following the Latin Squares pattern, one is forced to plot out a means to an end in a different pattern than his own logic or habit dictates.

The styling aspect came off very well, as the photos show. The air cleaner and/or induction system is meant to protrude through the hood of whatever car the engine eventually fits. There is full symmetry to each portion of the "styled" metal, and each side is identical. The front cover encompasses an ellipse. When we asked the Pontiac folks to paint the engine a different color for a cover shot, they agreed at first, then re-neged. Turns out that this engine looks good, sophisticated, classy, or whatever might be an apt description, when finished off in black crinkle finish. After personally viewing it, we can only agree with their decision. At first sight, this tastefully designed engine is definitely provocative, as we said earlier, but if you look at it long enough you become aware of the fact that this shape could fit anything from an orbiting space station to a 21st-century high-rise. Looking at the overall project from an objective view, it parallels (sort of) the X-15 rocket-engine "airplane," and because of its completely experimental status, the Experimental 427 might have the same future as the X-15, but like that supersonic missile, there are sure to be direct rub-offs from this project to future powerplants.

An undertaking like this one is always a stimulant for those connected with it, and Pontiac personnel are no different. Anyone we met who had anything at all to do with bringing this engine to life, from general manager Jim McDonald all the way to the security guard posted at the base of the stairway leading to the advance design studio, was quick to brag about the end result. And, as it should be, no one person even hinted at taking credit. No one could, but they all have reason to be happy. There are, no doubt, a great many Pontiac owners who could be happy with this engine reposing in their engine compartment. And the racers? There's no need to ask.

MOTORTREND and HOT ROD's rich magazine history and legacy dating back to 1948 is something highly valued by its longtime readers, and that's why we've invested deeply to make the content available to you in a modern and accessible format. In the interest of transparency, these magazine articles are presented as originally published, without modification, and may contain content that does not reflect the company's contemporary values and standards.

Funnies: I still have to include some funnies. These were sent to me by a friend so I hope no one takes offense to any of them. Don't' worry, no nudity! Darn it!

1. Box Donation

A married Irishman went into the confessional and said to his priest, 'I almost had an affair with another woman.'

The priest said, 'What do you mean, almost?'

The Irishman said, 'Well, we got undressed and rubbed together, but then I stopped.'

The priest said, 'Rubbing together is the same as putting it in. You're not to see that woman again. For your penance, say five Hail Mary's and put \$50 in the poor box.'

The Irishman left the confessional, said his prayers, and then walked over to the poor box.

He paused for a moment and then started to leave.

The priest, who was watching, quickly ran over to him saying, 'I saw that. You didn't put any money in the poor box!'

The Irishman replied, 'Yeah, but I rubbed the \$50 on the box, and according to you, that's the same as putting it in!'

2. Lemon Squeeze

There once was a religious young woman who went to Confession. Upon entering the confessional, she said, 'Forgive me, Father, for I have sinned.'

The priest said, 'Confess your sins and be forgiven..'

The young woman said, 'Last night my boyfriend made mad, passionate love to me seven times.'

The priest thought long and hard and then said, 'Squeeze seven lemons into a glass and then drink the juice.'

The young woman asked, 'Will this cleanse me of my sins?'

The priest said, 'No, but it will wipe that smile off of your face.'

3. Looks of Disappointment

A man was just waking up from anesthesia after surgery, and his wife was sitting by his side. His eyes fluttered open and he said, 'You're beautiful.' Then he fell asleep again.

His wife had never heard him say that before, so she stayed by his side. A few minutes later his eyes fluttered open and he said, 'You're cute.' The wife was disappointed because instead of 'beautiful,' it was now 'cute.'

She asked, 'What happened to beautiful?'

The man replied, 'The drugs are wearing off..'

4. Catholic Dog

Muldoon lived alone in the Irish countryside with only a pet dog for company... One day the dog died, and Muldoon went to the parish priest and asked, 'Father, my dog is dead.... Could ya' be saying' a mass for the poor creature?'

Father Patrick replied, 'I'm afraid not; we cannot have services for an animal in the church.... But there are some Baptists down the lane, and there's no tellin' what they believe. Maybe they'll do something for the creature.'

Muldoon said, 'I'll go right away Father. Do ya' think \$5,000 is enough to donate to them for the service?'

Father Patrick exclaimed, 'Sweet Mary, Mother of Jesus! Why didn't ya tell me the dog was Catholic?'

5. Donation

Father O'Malley answers the phone. 'Hello, is this Father O'Malley?'

'It is!'

'This is the IRS Can you help us?'

'I can!'

'Do you know a Ted Houlihan?'

'I do!'

'Is he a member of your congregation?'

'He is!'

'Did he donate \$10,000 to the church?'

'He will.'

6. Confession

An elderly man walks into a confessional. The following conversation ensues:

Man: 'I am 92 years old, have a wonderful wife of 70 years, many children, grandchildren, and great grandchildren. Yesterday, I picked up two college girls, hitchhiking. We went to a motel, where I had sex with each of them three times.'

Priest: 'Are you sorry for your sins?'

Man: 'What sins?'

Priest: 'What kind of a Catholic are you?'

Man: 'I'm Jewish.'

Priest: 'Why are you telling me all this?'

Man: 'I'm 92 years old I'm telling everybody!'

7. Brothel Trip

An elderly man goes into a brothel and tells the madam he would like a young girl for the night. Surprised, she looks at the ancient man and asks how old he is.

'I'm 90 years old,' he says.

'90!' replies the woman. 'Don't you realize you've had it?'

'Oh, sorry,' says the old man.. 'How much do I owe you?'

8. Senility

An elderly man went to his doctor and said, 'Doc, I think I'm getting senile. Several times lately, I have forgotten to zip up..'

'That's not senility,' replied the doctor. 'Senility is when you forget to zip down..'

9. Pest Control

A woman was having a passionate affair with an inspector from a pest-control company. One afternoon they were carrying on in the bedroom together when her husband arrived home unexpectedly.

'Quick,' said the woman to the lover, 'into the closet!' and she pushed him in the closet, stark naked.

The husband, however, became suspicious and after a search of the bedroom discovered the man in the closet..

'Who are you?' he asked him..

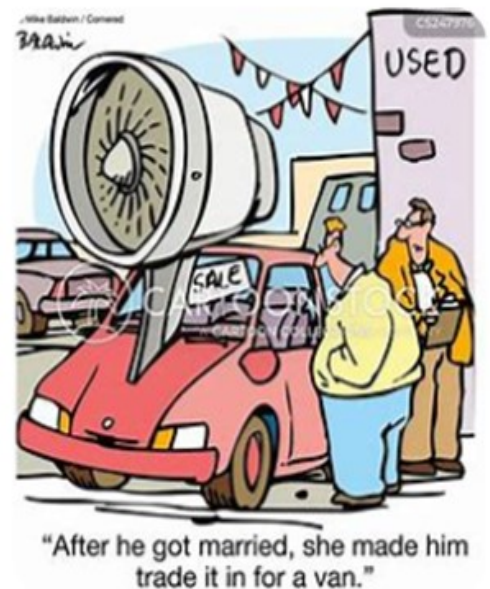
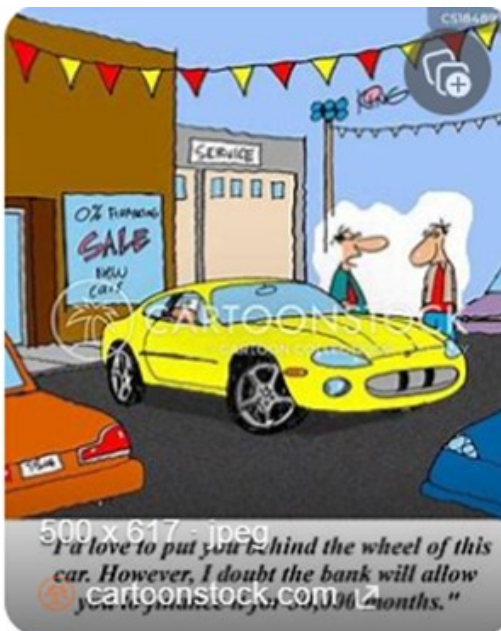
'I'm an inspector from Bugs-B-Gone,' said the exterminator.

'What are you doing in there?' the husband asked.

'I'm investigating a complaint about an infestation of moths,' the man replied.

'And where are your clothes?' asked the husband.

The man looked down at himself and said, 'Those little bastards!'



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:

Stay tuned for items to be listed for sale from the PTM.
They have a large assortment of parts that need to go to
a good home.

The Museum also has an extensive library with too many
extra manuals/ paperwork to list. If there is one you spe-
cifically need, contact me or the Museum to see if they
have an extra and want to part with it.

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 pre 1999 only)**

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 \$15.00 (includes eligibility* - what it means) →

Payable to: **MOTOR CITY POCI**

Must be Postmarked By Aug. 17, 2024

Mail to: **MOTOR CITY POCI, P.O. Box 831, 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 for 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 ▾

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



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

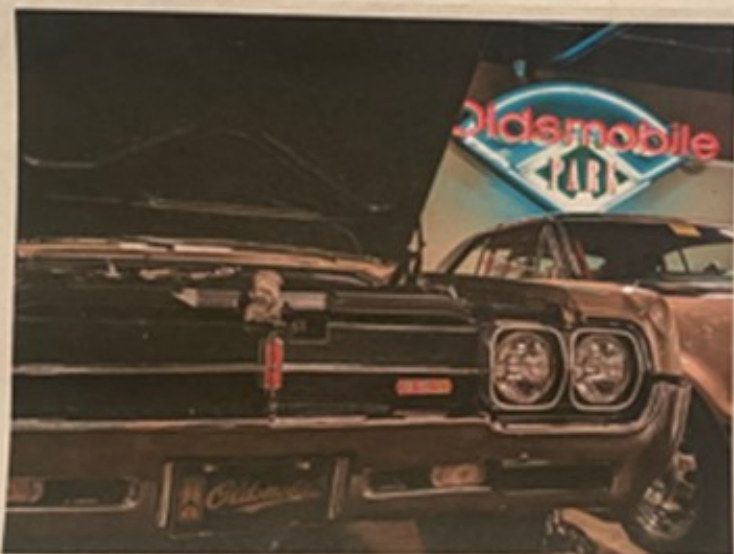
- All Years, Makes, & Models!
- \$100 Top Prize!
- Awards & Plaques!
- Dash Plaques!
- Special Guests!
- Serving Local Food Favorites!
- Music - Live DJ!

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



Motor City Chapter Officers

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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

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Brian.r.dougherty@live.com

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Phil Balmforth

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