



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

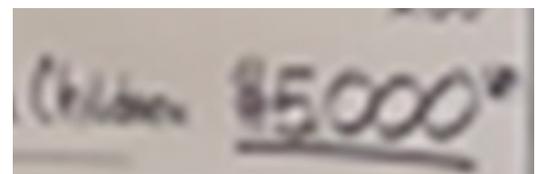
President

Everyone in the club should be proud of our successful car show this year at Baker's. Although not the biggest one we've had, we had a great turnout especially considering the other major shows also happening on that day.

As some of you may know, Ray Golota, our treasurer, and Brian Dougherty, the editor, joined me at the Prestwick Village Golf Club on August 19 for the annual Kocur golf outing to present a check to Joe Kocur for \$5000.00. Standing up with Joe and I, is Chris Baker during the presentation. I wasn't as prepared as I thought because they called me up first thing before the ceremony even started!



As you read this newsletter, I'm sure most of you are putting your babies away for the cold months ahead.



I'm hoping for another decent winter like we had last year. I know November has been unseasonably warm so far. I'm also looking forward to a nice holiday season as I'm sure you all are too. Keep in mind, as of now, our club holiday dinner is on January 11th at Baker's of Milford. Stay tuned for further details as we get closer to that date.

I'm especially hoping that 2025 will be better for Linda and I, health-wise? This last year kicked our butts, if you know what I mean.

I'm not sure everyone has heard, but Mike Cushing has resigned his position as activities coordinator and board member, but will continue to be a member of the club. Consequently, we need someone to take his place in both positions, or at least 2 people to take each of the positions separately. Let me or someone on the board know if you're interested. Keep in mind, this is a very fun club and the current board members are great people to hang out with, lol.



Ramblings of an Irishman

Editor: Brian Dougherty

I have to start my editorial with a question.

Why is it so hard, or such a challenge for hunters to get their quota of deer each year during deer season?

As the picture below will show, I was able to kill one and didn't need a gun or even fire a shot. This is a nice 4 pointer, but a little scrawny.

Since I have no experience in processing a deer though, I had to leave him in the driveway of a taxidermist, where we had our untimely meet.

Unfortunately as the next few pictures will show, I killed the deer with my 1970 Grand Prix on the way home from a late night event at the **Pontiac Transportation Museum** (also known as the **PTM**).

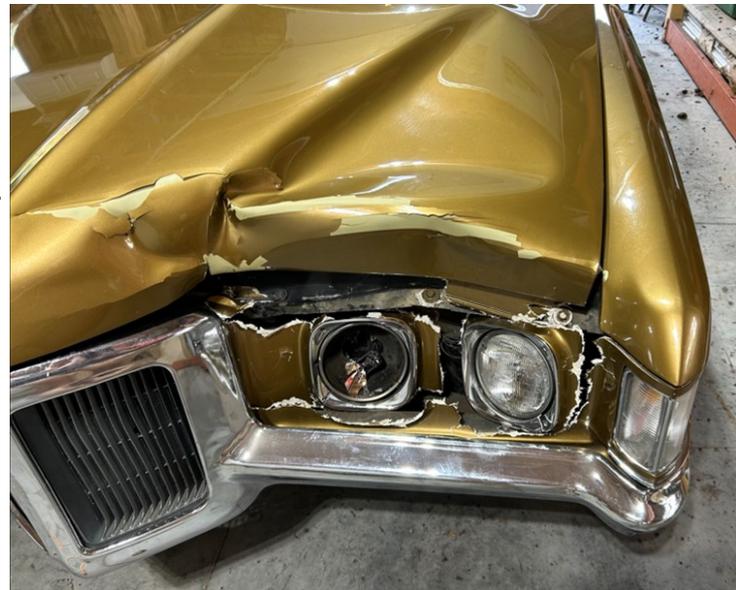




As you can imagine, I'm very disheartened with the whole event, especially as the car is all original and in very good condition. I was able to drive the car home, and in the light of day, it isn't terribly bad, but I do have my concerns, it can be repaired back to the shape it was in.

The accident actually happened the

same day, October 3rd, that Ken and Ray presented checks to the museum (see Ray's page) for an order of bricks and for the matching Losh fund. Mr. Mike Losh, a former Pontiac General Manager at GM and later CFO, has issued a "challenge grant" to all GM employees, current or past. Specifically, he will match up to \$100,000 of contributions made to the PTM by end of 2024 in support of finishing phase 2 and 3. Please take advantage of this generous offer by sending in a check for your support, and simply identify it by putting "Losh Challenge Grant" in the Note section. You can get more details at: <https://www.pontiactransportationmuseum.org/2024-losh-challenge->



Now I'm going to talk about something me and a lot of other people are very passionate about. I think it's been obvious that I want the **PTM** to succeed, since I talk about it all the time.

I think it important to show you how it's doing.



About 500 enthusiastic supporters made it to the PTM Grand Opening event in late July, which delivered the significant boost in prominence we needed for a new museum. The accolades and vision for the **PTM** provided by civic leaders that day was truly inspiring to our hard working volunteer crew. And the associated media coverage has resulted in stronger daily visitation and requests for group events since that time. This is the message I want to build on. The **PTM** is also an event center if you haven't realized it. Since opening we have put on dozens of events from 20-30 people to 150 people quite successfully. We're also geared to do larger events like weddings, bar mitzvah's or reunions. We can also host corporate luncheons, club events and family gatherings. Keep the **PTM** in mind for your next event you have planned. It's a unique venue and the atmosphere is unequalled anywhere in the area.

To the right are some Grand Opening pictures showing the official ribbon cutting ceremony with the mayor of Pontiac and other dignitaries and guests.

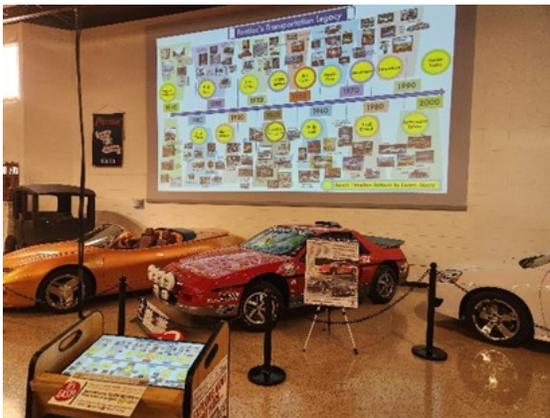


This summer's visitation also has illustrated the breadth of our "reach" - early patrons have included travelers from 11 countries outside the US, in addition to probably 35 of the states! The opportunity for "heritage tourism" in Pontiac is significantly boosted by the museum.



If you've been to the museum and taken a back room tour, you should have seen the 1911 Grabowsky Power Wagon that Mark Thomas has so kindly put on extended display at the PTM? It's the only remaining vehicle known to exist of this historic make. On September 5, it drove from Dearborn to Lansing (and back the

Next day) as part of the Antique Auto Club's annual trek. Pretty remarkable for a 113 yr old riding on hard rubber tires, pump gas and it's original engine! And no, as you can see they did not take the expressway!



I don't like to brag (yes I do), but the kiosk in both pictures is one of the many things I've built there.



A key focus for us after launch has been stabilizing daily operations. Perhaps like any small entity, there are new business systems under development and loose ends! It is too early to fully claim victory . . . but let's just say that our days are way less "eventful" than the first month was! One area of very rewarding feedback involves the "John Middlebrook 170 Years of Pontiac Legacy" interactive wall (See above left). We encourage patrons to browse the touch screen (see above right) and pull up historical pictures, videos, etc, - which display on the "big screen". Many viewers have raved about this as a "groundbreaking" approach to museum curation and presentation! Come try it out!



Meet the newest (and hugest) resident of PTM - it is hard to miss this 1969 "New" Look GMC Coach! No we aren't launching into the transit business; but we are celebrating the fact that Pontiac built something like 80% of all transit buses in the US for decades. This particular coach spent most of it's life moving tour groups around the Grand Canyon and now has returned home, still very street-worthy, to become a mobile mini-museum for PTM. It brings a smile to every visitor's face!

We are anxious to move rapidly with our Phase 2 (and then Phase 3) building renovation. Many great vehicles including the Grabowski, Reliance and GMC trucks deserve display in renovated space. Our near term priority is preparation of another 10,000 sqft. by spring of 2025. Consider we have 8 model years of GTO's in the building right now, but only have one (the '64) in today's renovated space. Rehab of the Phase 2 space appears feasible in 8 or 9 months with careful management of our capital outlook. There are many one of a kind vehicles that need to be displayed for the public as well as some very rare ones. We have several "concept" vehicles donated by GM on site, some great station wagons and vehicles from every decade from the last century.



And also meet this 1967 Grand Prix Convertible which is now on display courtesy of Mark Minbiole - what a refined beauty! FYI, 1967 is the only year Pontiac offered a convertible Grand Prix.



Above is what we call the "Tiger Pit". Come and visit us! Help us by talking about PTM to your friends and associates! Consider an event with us. And we ask for your continued support - monetary, artifact donations, and volunteerism. Especially volunteerism. We need more docent's for Phase one and workers of all skills to work on Phase 2 and 3. The future looks great for PTM by attracting heritage tourism to Pontiac and supporting our favorite hobby.

The editor would also like to put a shout out to fellow member Scott Van

Tamelen and his wife Michelle. Not only are they members of the Western Michigan POCl club, but they are members of The Widetrackers and our club. I have seen them at all of the club activities this summer, which means he has to get up extra early to be on time, since he lives in West Michigan. Kudos to them!

Treasurer's notes:

Ray Golota



Another great turnout for our annual car show. We had a total of 114 paying vehicles and a stellar day, weather-wise. Kudos to Brian's daughter Megan for bringing in a record breaking \$810 dollars for the 50/50 raffle and Stu Jackson for doing a great video of the day's events. I showed a link to his video in a previous email and the editor will also show a link in the newsletter.

Our website, www.motorcitypoci.com

The table to the right shows all of the income from the show as well as the expenses in red. Bottom line is we show a profit of \$10,922.22 that we'll be able to share with our selected charities.

Talking about sharing the profits, below you'll see a picture of us donating to the PTM in 2 ways, One we did a matching fund donation for the Mike Losh fund and the other is the club did a matching fund for the purchase of commemorative bricks at the PTM for 7 active club members. When I put the word out on this board approved initiative, I received overwhelming responses from club members.

2024	
Sponsors (CASH)	11,155.00
Registrations	
Pre-registration 54@\$15	810.00
Registration 60@\$20	1,200.00
Buy It Now	2,949.00
Silent Auction	
"T" shirts	
Book/sign raffle	55.00
50/50	405.00
Show Receipts	5,419.00
Total Receipts	16,574.00
Expenses	5,651.78
Profit	10,922.22





These are pictures of Ken and Ray presenting the check to Terry Connolly from the museum's board in front of the beautiful mural on the side of the museum.

Editor taking the picture!

The Board's original offer was for us to do a matching fund for 5 members, but our sponsor at Northville Lumber donated \$100 allowing us to add 2 more bricks. Here are the winners:

- | | |
|---------------------|-------------------|
| Mike Cushing | John Shook |
| Al Houtman | George Thornton |
| Stu Jackson | Scott Van Tamelen |
| Stewart Oldford Jr. | |



Highlights—Membership

- Have 35 members - (1 Honorary) 34 paying members
- **1 NEW** member joined this month
- o **Pat Turner** has a 1989 Firebird (Was a Top 30 winner in our Car Show this year)
- o A member suggested having a list of vehicles that they own. There are 2 worksheets in this file, one is "Membership" the other "Membership Vehicles". Check it out, if you want your vehicle listed, email me back.
- o There are 2 pdf files:
 1. membership
 2. members' vehicles

Activities Coordinator:

As Ken mentioned in his message, our activities coordinator has decided to resign. Until we get a permanent replacement, I'll at least try to fill his spot in the newsletter. I certainly would never try to replace the job he did as our coordinator. I think he did a wonderful job, over coming many difficulties along the way. He got the club into many great venues in the last few years and got great club participation which included family and friends, His articles were especially great and I looked forward to any he would send me to include in the newsletter.

He will continue to be a club member and will be sorely missed in this capacity.

So, you're stuck with me filling in his spot with some of my side ventures. Lucky you!



Back on August 3rd, the editor was at an annual car show of close to 300 cars that is literally in his back yard, called the Good Times Goodrich show. This is a show for all makes and models and had numerous Pontiac's and GMC's. Above I show 2 GMC's that caught my eye. In the picture on the right, the light blue truck in the background is also a GMC. As you've probably noticed, trucks are coming into favor (just like with our daily drivers) and are stealing the show when it comes to classics.

For this year's Dream Cruise, some of us joined the Widetrackers at their spot at M1 Concourse. I don't mind saying (cause I heard it from many participants and spectators) that the whole affair was very disappointing this year. This was the second year that we showed up there as scheduled and no one knew what to do with us. With that being said, we actually ended up getting a good spot, but the overall show was disappointing in many ways even though they had a 60th anniversary of the GTO. The following pictures are from that show.



Here we are at our newly created spot with several Widetracker's members. As you can see in the left picture below I had my unharmed, all original 70 Grand Prix there on Friday. The event also had the Fiero club there with some great examples of that marque.



A lot of people don't realize the Monkee Mobile started life as a GTO so was very much at home at this event. GM also supplied some other historic vehicles for the inside displays as shown in the background.





As mentioned this was a 60th anniversary of the GTO so they had a vehicle from pretty much every year including the new ones. To the left is a rare, prized example from Tim Dye and his collection at the POMARC museum in Pontiac, Illinois.



On the right you see a great example of another 1970 GTO on display. This year happens to be my favorite year from a styling perspective, even though I don't own one from this year. Alas, I only have a 64 and an 05 GTO, but if I had unlimited funds, I would definitely own a 1970. Actually, if that was the case, I'd own a GTO from every year along with every Trans Am, Bonneville, Catalina and so the list goes on!

Does anyone recognize the balloon display above? This was owned by our club in the past, but was donated to the museum who also had a display there that day.



I'm not sure how pictures of my basement got included in the newsletter, but above you can see my yearly supply of beer, Actually this may only be 6 months worth?

No seriously, on September 18th, my best friend of 55 years (I know it's hard to believe I have friends, but isn't that what you guys are?) took me, my daughter and her husband Paul on a tour of the brewery he works at as head of sales and marketing, called North Peak Brewing at their location in Dexter, MI. To the left, you see a picture of my beautiful daughter (who some of you met at this year's car show) and her husband on the tour. I'm especially excited because she has lived the last 15 years down south and I haven't been able to do this kind of thing with her in forever.



Anyways, let's stay focused on the important stuff. Back in Oct, the businesses in Pontiac, MI put on an annual event called the Hauntiac and the Museum was one of the stops. There was a whole collection of Hearst's that showed up at the PTM but only one of them was an actual Pontiac, as shown.



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

Club History: Editorial note from Nov-Dec 2014 Spokes

Editor John Berzsenyi



It's been almost 3-1/2 months since our first car show, Pontiac Summer Roundup. In the days, weeks and now months since, there have not been too many weeks where a discussion has not been had concerning the show. The momentum generated by this one show has been fantastic. I have talked to so many folks that either attended or talked to someone that attended the show with glowing remarks. We worked hard and it showed. I cannot remember the last show that I talked about with such passion. Of course it's our show and we have pride in the fact that we put it on but for so many to approach and hardily give praise for the show is uncommon if you ask me.

We go into the second show with great groundwork laid down. Hopefully some of the pain of the first show is behind us and we can focus on other aspect of the show that we would like to improve on. One of these areas is group participation. We have some new members and would hope that they see involvement as being part of their new club. We will be glad to find a spot for you in the organization of the show. While it's true that too many hands in the kitchen can muck things up, we can and need all hands on deck for the show. We will shortly be passing around the sign-up sheet for the various duties that need to be handled before, during and after the show. Each job has importance, so wherever you feel your contributions would be of value...please sign-up.

Speaking of Momentum...

I would like to take a moment to welcome new members to our family. They are as follows:

- ♦ James & Sandra DeRemer
- ♦ Raymond & Joyce Santo
- ♦ Dennis & Mary Koss (Best of Show winners of the Pontiac Summer Roundup)
- ♦ Michael & Mary Kay Marsico (Long distant club members form Cleveland, Ohio)
- ♦ Kenny & Linda Galdes
- ♦ Mark Egerer
- ♦ Jessica Egerer
- ♦ Ray & Kathy Golota

Glad to have you with us and look forward to your participation!

Notice the names of the 4 new members? I knew the minute I met them, they were gonna change the direction of the club in a positive way going forward.

GM / Industry news:

Hagerty.com

- The 2025 C8 ZR1 corvette has hit a record top speed of 222 mph with Mark Reuss at the wheel. It has 1064 hp and 828 Ft Pds of torque. There are only 5 cars in the world faster (excluding race cars) and they all cost 5 to 10 times more.
- The Lincoln Nautilus is Motor Trend's SUV of the year.
- GM to reach variable positive profit **(huh?. Is this a form of double speak?)** with EV's in Q4, 2024.
- Ford Maverick pickup (MT truck of the year in 2023) listed as cheapest pickup you can buy in 2025 with a list price of \$27,890.
- GM trucks in the top 10 list of cheapest trucks are:
 - # 3. Chevy Colorado WT 2 Wheel drive at \$24,000.
 - # 7. GMC Canyon Elevation 2 wheel drive at \$38,595
 - # 8. Chevy Silverado 1500 WT 2 wheel drive at \$38,995.
 - # 9. GMC Sierra 1500 White Pro 2 WD at \$39,200.
- GM's **On Star** planned to be their e-commerce platform.
- GM expects to save 6k per EV by using their 2nd generation LFP battery packs.
(These will be made with Lithium Iron Phosphate instead of Nickel Cobalt Manganese-Aluminum) **Anyone out there a chemist?**
- *GM ditches "Ultium" EV branding. See reason above.*
- GM increasing efficiency and profits by eliminating 2700 parts across their product line using their new strategy of "Winning with Simplicity".
- US Senate candidate Mike Rogers was stated as saying that GM shouldn't get \$500m grant for LGR EV conversion. Was this the reason he lost out to Elissa Slotkin?
- GM's Energy Powerbank home installation charging station for EV's now available nationwide.

- GM to open battery cell development center in Warren Tech center.
- EV's market share in 2024 hits 10% with GM producing 200k total.
- GM expects to make 380k vehicles equipped with Super Cruise technology in 2024.
- GM to end the production of the Chevy Malibu on Nov. 15, 2024.
- Chevy Equinox EV tops Tesla in Canadian sales and ZEV rebate requests in August.
- GM gets a patent for a two-tier loading system for pickup truck beds that is designed to provide more flexible storage options. The system consists of two primary panel sections that can be mounted to the interior side walls of the truck bed. The first panel is fixed to the truck bed, while the second panel is pivotable, allowing for different configurations depending on the needs of the user.

- The idea behind this system is to maximize the storage space for different size items. For example, the pivoting panel can be raised or lowered to create two distinct storage zones, allowing the user to carry items like plywood or construction materials on one level, while still having space for smaller items on another level.

GMAuthority.COM
BY MOTROLIX

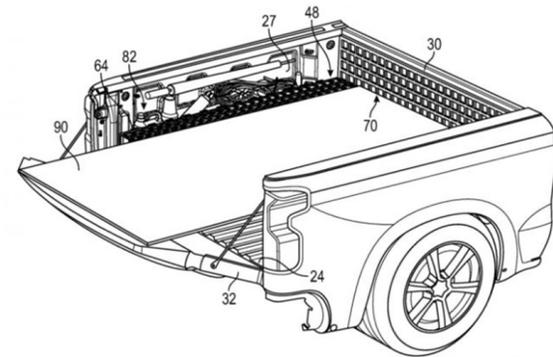


FIG. 6

- This GM design integrates directly into the truck bed's structure. It also aims to provide better organization and prevent damage. The panels include multiple mounting elements and are designed to support heavy loads, ensuring durability and practicality.

- Although there are lots of aftermarket solutions, this system seeks to provide options without sacrificing any of the usability. The ability to pivot the second panel also means that users can adjust the system based on the specific size and type of cargo they are hauling, making it more versatile for a wide range of uses.

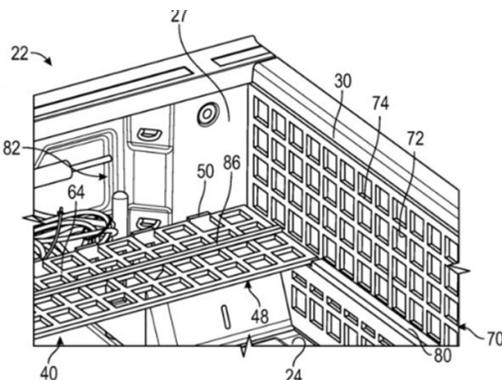


FIG. 4

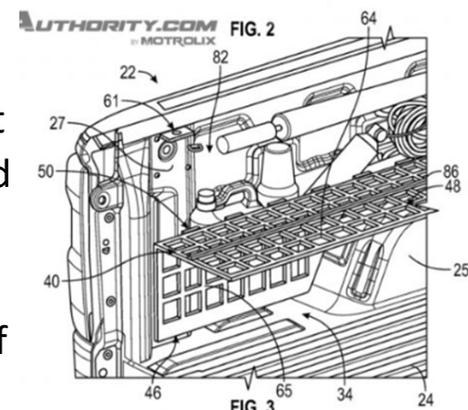


FIG. 3

Member Happenings: 2024 Motor City POCI car show!

The editor is not even going to try to overshadow the hard work fellow club member Stu Jackson did on documenting, through pictures, this year's car show. You should have gotten an email from treasurer Ray Golota a while back showing the 2 links to Stu's videos of the show. Here they are again if you missed it: Awards Video <https://vimeo.com/1002954983?share=copy> . Car Video <https://vimeo.com/1002946935?share=copy> .

Instead, I'll just show some individual pictures of things that caught my attention..



I know a lot of members didn't believe that I had a real wife, since she can never find time to do car stuff with me. Well, to the left is proof (no, she's not a blow up doll)! Somehow I was able to talk her into manning (womaning?) the PTM booth during the show, since I knew I would be busy. Here she is as beautiful and radiant as can be.

Behind my lovely wife is my 1969 GMC K2500 full size pickup that I finally got back on the road after replacing the entire drivetrain with a more modern setup. Fuel injected motor and 4 speed tranny and a shift on the fly transfer case. At 70, my engine rpm's are only around 1700 now, instead of 4500. Don't worry, it didn't have the original drivetrain when I bought it.

To the right is the handsome Al Houtman in front of his beautiful Firebird. Al was a big help that day as well as being a big help at the PTM on many occasions.



I just had to show the “Bandit” Trans Am that was there as well as the Buford T. Justice Police car that came with him. I saw these fellows at the Bandit Run at the PTM and the guys dressed up as the Sheriff and son, are actually a father-son duo.

The following 4 pictures are the guy who stole the show. We’re so fortunate he



used our show to premier his creation.

I wasn’t able to talk directly to him, but from what I understand, he took a station wagon chassis and some body panels and created this beautiful car/truck. He apparently owns his own custom shop and did the entire conversion there, building



ing sheet metal panels and painting it himself. Absolutely, outstanding and deserved to win all the awards he did.



Interesting Stuff:

The following is the continuation of the letters a young John Sawruk wrote to his future bride, Marjorie V. Wetmore.

July 29, 1967 con't

The first '68 1/2 Ram Air will be running this week in the dyno room and I will get to be there to observe it. I have also found out that the GTO engines are conservatively rated—and the present Ram-Air is super conservative at 360 HP in the GTO and 325 in the F-car, although each uses the same engine. It actually puts out CENSORED HP!

August 1, 1967

I got to design my own piece today. It was simple, but it worked! It replaced a piece all the engineers at the Tech Center designed, which didn't work.

Their Piece:

Pictures censored

My piece (roughly)

Its purpose was to block exhaust crossover heat on a special intake manifold. I also came up with the idea of where to get the special gaskets we needed for the manifold. They wanted to make special ones at a considerable expense. I suggested we get ones from Royal Pontiac, which uses a blocked heat riser. Needless to say, I was sent off to Royal Pontiac in a '67 Sprint, with a '68 engine and a 4 speed. Nice Car! I found Milt Schornak, nationally known performance advisor for Royal, and I conned him out of 6 gaskets for free. He is alright. We talked about cars (Pontiacs) for a while, and discussed our division's plans for CENSORED and the reasons for turning back to CENSORED, no matter how slowly.

We got back a shop "Irregularity Report" from the proving grounds today. It read: "Driver noticed increase in engine noise during a 90 mph lap—drove car 1 mile to turnoff road, pulled off track, opened hood and casually observed 5 connecting rods protruding through oil pan. "Sounds unusual, huh"? We thought so too—the engine is a total mess.

August 3, 1967

See the man from Lime Rock, Conn. Standing next to PFST. His name is John Fitch. He makes Corvair Sprints and Toronado Phantoms. Could it be he will make Firebird PFST's? It could be. I got to do some interesting and surprising work on the PFST.

Don't forget when I talk about engine problems they arise under conditions the ordinary motorist would never encounter. We create trouble. Such things as intentionally missed shifts, shifts from 4th to 1st at 90 mph, etc., do wonders for engine life. We expect every experimental engine we have to fail. If they don't, our tests are not considered to be hard enough. I have also been working in areas about which little or nothing is known. These areas include unusual rough engine idles and valve guide wear. I have been given a relatively free hand to discover what I can. I can try the ideas I come up with, since nobody knows what is going on anyways—we can only go forward—well with me it may be we can go backward.

With a little research, I found out PFST stands for "Pontiac Firebird Sprint Turismo". This was to be a Z-28 killer pushed by DeLorean and the precursor to the 1969 Trans Am .

August 5, 1967

By the way, I got to show Arnie "The Farmer" Beswick around the engineering building and I took him for a ride in a '68 GTO and a PFST. He is a famous drag racer who uses only Pontiacs. I hear on the radio that this is Pontiac weekend at the Motor City Dragway, with special prizes for Pontiac owners who run. Where could all this extra prize money have come from? Why is it we are giving away so many Ram-Air engines? Are we suddenly generous or do I know more than I am telling?

Speaking of Ram-Air engines, I had an interesting experience yesterday in a '68 GTO. Myself and Paul McVicar (age 24), head cooling system man in experimental, went out to listen to a "mystery moan". I drove and Paul sat under the dash to listen for this noise—sounds like we're nit-picking, huh? At any rate, it was a silver blue 2 dr HDTP with Ram-Air, hoodscoops and all. We got onto I-75 and cruised along at 70. See the two funny couples in the SS 396 have their eyes fall out. See them try to keep up with us. See us slaughter them. See us laugh. Could it be that our 435 HP (actual-not corrected) engine had something to do with it? By the way, we are go-

Ing to rate this engine at 360 HP for the GTO and 325 HP for the Firebird. We are getting new heads which should be worth 10 HP. By the way, this is a '68 1/2 Ram-Air I am discussing.

Motor Trend has a pretty good painting of the new Vette. Unfortunately, Pontiac does not have a 448 Cu. In. engine. We do have a CENSORED program, however, but could use more time, money and men on it.

P.S, The '68 GTO has to be the tuffest (sic) looking car ever made. It has a plastic front bumper too!

August 8, 1967

What do you mean I didn't tell you about the plastic bumper? I told you before I even left. It is made of Hyperlon or Hyupalon (preferred). It is rather strong. In a staged head on between a car with this bumper and one with a steel bumper, the steel bumper lost.

Our assistant chief engineer, Mr Kaiser, is (was) skeptical about this bumper. As a matter of fact, when I was showing the '68 GTO to Beswick the other day, he came up with a 2" cast iron pipe and beat the devil out of the bumper. It wasn't damaged. It is also lighter and cheaper than steal. It is really a new type of foam.

You seem to think my little ideas are better than they are. I run into an obstacle in that I am a little man. I showed the big boys my idea when we first ran into trouble, but we had to waste 2 days on their ideas (actually several people liked my idea, but the guy at the top didn't) he wanted to use a three piece gasket. This was a goofy idea, since the only way to get a good seal is to have a one piece gasket. My idea has worked and has gone quite a way in road tests and is still working. I got good compliments today when I suddenly appeared with parts we needed for a '68— eight parts we did not have in stock. I merely consulted my secret supplier, and all the parts appeared.

I'm still working on cold driveway tests for '68 carbs, and some camshaft problems, and cruise control trouble. I'm also working on some cooling system problems,

Such as a mystery moan, which looked like a serious problem until I found it was the natural frequency of the heater core which was causing the noise.

What is a CamaroBird? It is a car which looks like a Camaro, but is a Firebird underneath. You should have seen us put down stock Camaros. There was a small bulge in the hood to clear OHC 6, otherwise it looked the same as a Camaro.

Don Gay, another famous drag racer was here today. Why are all these people coming to PMD?

Hey, what is this thing? It looks like an OHC V-8 with 3 valves per cylinder. (Can you imagine the look in my eyes?)

August 12, 1967

The overhead-cam V-8 will live yet. Ask your brother how a 0-60 time of 4.39 seconds sounds in a 2+2 which was heavily loaded with instrumentation. Now if it would only stay in reasonable shape for more than 25 miles. Our motto is "50 miles or bust", and if we don't make 50 miles it will be busted. Also tell him about our Ram-Air for a '68 1/2, which went through 2 four speeds in two hours. It is simply producing too much torque for the trans. I will be installing the first '68 1/2 Ram-Air engine in a car this week. It is going into the '67 GTO I blew the motor in.

You can also tell your brother that I get to work with Malcolm McKellar. Ask him if he remembers anything called the McKellar nine or the McKellar ten, etc.?

I had to determine what compression ratios the engines will have for '68. It involves gathering quite a bit of data and feeding it into a computer.

What do you mean, your brother says magazines say there's a possibility of Pontiac in racing? You would not believe what we are supposed to do—I still feel it is impossible for us to do it—no time, no money or manpower. What do I mean by this? I mean the CENSORED program. Oh, another famous drag racer, Don Gay, was here the other day with his funny car GTO.

See the car with only 2 seats. What is it? What could it be? Since it is not a Corvette (or a 57 T-Bird)? See it perform unbelievably. See it look better than a Riviera Gran Sport. See us not allowed to sell it.

Could this have been the 2 seat Banshee XP833 Delorean tried to bring to market?

We are ready to begin testing the '69 cars. '69 engines are already being tested.

August 14, 1967

Now that the CENSORED program is underway, lots of goodies have come out of the engine museum. I have driven a car which had the originally intended for '64 engine. It is a 421 with fuel injection. All of the original engineering cars had this engine—they were forced to lower it at the last minute. We also have superchargers, turbo-superchargers, tube headers etc. It looks like a regular speed shop.

August 15, 1967

Does your brother get Car and Driver? If he does, have him read the article on street racing. It talks about Woodward Ave., GM's Woodward Proving Ground. If it goes there, it sells. The car talked about in the story, the "Cheater" is a PMD car, registered in the name of Jim Wangers, Vice President in charge of advertising for Pontiac. When I get home I'll have some interesting stories to tell you about WPG (GM's Woodward Proving Ground).

Did your brother get Goodyear Wide Boots? We are no longer putting them on our cars because we found they have zero coefficient of friction in the lateral direction when it rains.

You should see some of the special engines we have. I can't wait for the '68 1/2 Ram-Air to get in the car.

August 18, 1967

I had to run some performance tests on the '67 Ram-Air today.

JZD wanted 300-400 more rpm by the weekend. It turns 5700 now and by tomorrow should turn at least 6000. This is with hydraulic lifters. The '67 (same as the '68) Ram-Air engine has a peculiarity not evident in the '68 1/2; namely, when you get 4000 rpm it suddenly feels like a truck smashed you in the back. It is down on power from the '68 1/2, as it only has 385 HP. It is a real competition engine, however it idles at 1200 RPM and if it has to idle for more than 1 sec, it stalls; it has no choke, so it runs horribly when it's cold; it is all around sharp.

Of course, we have something even better than the Ram-Air, namely, the infamous CENSORED or the even more infamous CENSORED. Interesting huh?

August 19, 1967

I drove another one of the original GTO engine proposals. It is a 395 Cu. In. engine with side draft carbs and turbo-superchargers.

I've had an unbelievable amount of work to do in the last nine days—and not because I let it all slide either—because if you let work slide here you get buried alive.

The '68 GTO must soon be believed. I had a '68 dark metallic green Ram-Air to do some testing on, and do people ever notice that car. It has almost no chrome on it.

August 20, 1967

I'm trying to figure out how to get a '68 GTO for free to bring home. It is absolutely wild.

You can tell Joe I saw the '68 T-Birds. Arrgh! The AMC Javelin is pretty nice, however the big Chevy and Chevy II are pretty nice too.

Boy, the talent we have of breaking things is amazing. We, for example, have a test that ruins a set of cylinder heads, and crankshaft and valve trains in 20 miles. The same test ruins the entire engine in 80 miles. Nice, huh? We throw away cars with 2000 miles on them, etc. Disgusting!

August 21, 1967

Hear the sound Rumpa, rumpa, rumpa-rumpa, rumpa, rumpa, vroom-vroom, rumpa, rumpa, vroom-vroom. See us fly. Boy, the Ram-Air is nice, even if it idles at 1200 RPM, doesn't last past 25,000 miles, has no choke and takes 15 minutes to start in the morning when it's cold. Combined with a close ratio 4 speed and 4.33 rear axle, it flies. This is a meager 385 HP '67 1/2. By the end of the week I will have a '68 1/2 with 445 HP in a similar car. Ho-ho-ho-ho. We are designing the wings now!

We almost have a '69 GP prototype built. I will tell you more about this when I come home.

August 23, 1967

I had a '68 GTO to play with. It is that dark metallic green. I had a blue printed Ram-Air (1968) put in. It had no mufflers or tailpipes—the tube headers dumped under the doors. It attracted quite a bit of attention on the street! It will be used by a car magazine for a road test after it receives a few finishing touches.

August 24, 1967

The clowns ruined our lovely blue printed engine by using wrong gas. We told them to use only Sunoco 260, but they put cheaper gas in, and combined with the 11.5 to 1 compression ratio, it ruined the pistons, heads and block. We are slightly annoyed with this.

August 26, 1967

I was up till 1:30 this morning. We were down at Royal Pontiac with Milt Schornak, Sid Warren, Dave Warren, Jim Wangers and George DeLorean. I am a name dropper. We were working on that '68 GTO that blew since it has to be ready for Sunday. It is now an outright race car—open hood scoops, headers, etc.

The new engine runs even better than the old one. I think, however we woke up the entire neighborhood when we loaded it on the truck (it still has no mufflers or tailpipe). I'm going out to the Motor City Dragway Sunday, when we will break it in.

August 28, 1967

See the old nasty Tri-power set up. Why have we brought it out of the cellar?

This concludes the letters that Marge Sawruk has so kindly shared with me from John's first summer working as an intern for PMD. Obviously, he was later hired by PMD and had a very storied career working for them. As a 43 year veteran of GM and a life long lover of Pontiac's. I got a huge kick out of John's letters. Especially when they dumped so much work and responsibility on him from day one.

I want to again thank Marge for sharing these letters with us. I hope I didn't make too many blunders in transferring them to the newsletter.

Tech Story:

How long do tires last?

Story by: Jared Gall Writer-Manufacturer-Photographer Sep 25, 2024

The simple answer: longer than you may think. The complex answer: Their fate is in your hands.

Tires are one of those wear items on your car that require minimal attention—but if overlooked too long, they'll demand your full attention in an instant. Barring an ugly encounter with a pothole or a bit of debris in the road, your tires should give you many years and thousands of miles of fuss-free service. As with cars themselves, there are two aspects to consider regarding tire life: **mileage/wear and age.**

Mileage and Wear

We'll focus on all-season tires here, as they're the most common, and [winter](#) and [high-performance tires](#) tend to wear out more quickly. According to [Consumer Reports](#), a typical all-season tire will last between 50,000 and 85,000 miles, regardless of the type of vehicle it's mounted on. That's a broad range, but it establishes a baseline.

Tire treadwear or mileage warranties can help narrow the window of expectations. They tend to come with [myriad terms](#) and conditions that [reduce their usefulness to vehicle owners](#), but in general a tire with a longer warranty [can be expected to last longer](#) than one with a shorter warranty.

Sharp-eyed owners may have noticed the word "Treadwear" followed by a three-digit number molded into the sidewall of their tires. This is called the [Uniform Tire Quality Grade](#) treadwear rating. It's mostly an outdated distraction, based on a short road test after which the tire's wear is compared to that of a reference tire.

A treadwear rating of 100 means the test tire is expected to last as long as the reference tire; 200 means twice as long, and so on. But the [relatively short duration of the test and other variables](#) make the UTQG relatively unreliable. The experts at online tire retailer Tire Rack advise, "[It is generally only](#) somewhat helpful to compare treadwear grades on tires from the same manufacturer, and we don't recommend comparing grades between different brands."

Measuring Tire Wear

To know when your tires have worn out, check the wear bars. These are small ridges molded into low spots of the tire tread. They run perpendicular to the tread pattern, across the tire from sidewall to sidewall. When the tires are worn down so far that the main tread is level with the wear bars, it's time for new rubber.



If you live in a rainy climate, you may not want to wait that long. The wear bars indicate [when the tire has 2/32 inch of tread remaining](#), but you will likely experience reduced wet traction and need a greater distance to stop in the rain before your tires get to the wear bars. Tire Rack recommends replacing tires at 4/32 inch of tread to maintain traction in wet conditions. To measure such a small figure, use [a tire tread depth gauge, which costs less than \\$2](#), or use the change in your cupholder as a gauge. [Insert a penny in a tread groove](#) with Abraham Lincoln's head pointing down toward the center of the wheel. If you can see the top of Lincoln's head, the tires have less than 2/32 inch of tread and need to be replaced. Doing the same thing with a quarter reveals if there's less than 4/32 inch remaining.

Tire Age

The age half of the tire life question is much easier to answer. You should not drive on tires that are [more than 10 years old, or drive on the same set of tires longer than six years](#), regardless of the amount of tread remaining. This



is the [recommendation agreed on](#) by [many](#) tire manufacturers, as well as Tire Rack. This is because the rubber in the tire [degrades over time, increasing the risk](#) of worst-case scenarios such as a sudden blowout or tread separation.

It's easy to figure out how old your tires are. [Every tire is required](#) to have a Tire Identification Number (TIN) molded into the sidewall, and the TIN tells you how old a tire is. They all start with the letters DOT, followed by 11 or 12 letters and numbers. An 11-digit TIN means a tire was [manufactured before the year 2000](#). So, if your tires have an 11-digit TIN, pitch them. Regulations allow tire manufacturers to only print a partial TIN on one sidewall, though, so if you only see four letters and numbers after the "DOT" on your tires, you'll have to crawl under the car to see the full number on the inside sidewall.

We'll use one of this author's winter tires as an example: DOT HC3V 01DX 3819. [That last four-digit grouping](#) is the date code. The first two digits of the date code, 38, tell us what week of the year the tire was manufactured, and the last two digits, 19, tell us the year. So, 3819 means this tire was born in the 38th week of 2019. A date code of 2022 would mean the 20th week of 2022, 4318 the 43rd week of 2018.

How to Prolong Tire Life

Taking good care of your tires is more about habit and vigilance than labor and busted knuckles. First, check your tire pressures often—at least monthly. The proper pressures will be noted in the owner’s manual and on a sticker in the driver’s side door jamb. Under- or overinflated tires will wear faster.

Many modern vehicles make it easy to monitor tire pressures through digital dashboard readouts that tell the driver each individual tire’s current pressure. If your vehicle isn’t that high-tech, [a pencil-type tire-pressure gauge](#) will do and only costs a few bucks. Don’t rely on the tire-pressure warning light. They typically only illuminate when the pressure in a tire drops [25 percent lower](#) than the manufacturer’s recommendation, which means you could be running well below the recommended pressure for a while without a warning.

Tire rotation is a less frequent but equally important part of tire maintenance. Rotating the vehicle’s tires means switching them from the front axle to the back and/or from side to side. Not every vehicle’s tires can be rotated the same. Directional tires can only be mounted on one side of the vehicle, and if your vehicle has staggered tires, where the front and rear tires are different sizes, you obviously don’t want to swap those.

Check your owner’s manual for how often the vehicle manufacturer recommends rotating your tires. The interval is generally between every [5,000 and 8,000 miles](#). Rotating your tires at every oil change is a good way to make it a regular habit. A tire rotation usually costs less than \$100 but may even be free.

Many national chains provide free lifetime rotations when you buy tires from them, including those purchased from Tire Rack and installed by Discount Tire.

Even if you track your tire pressures and rotate them regularly, a bad alignment can cause excessive tire wear. When you’re checking your tire pressures, take a quick look at the tread. It should be worn evenly from side to side. If the inside or outside tread is wearing faster than the other side, or if the leading edge of the individual tread blocks is wearing faster than the rear (leading to a feathered look), your vehicle needs an alignment.

You might also be able to tell you’re due for an alignment from behind the wheel. [Common signs](#) that your vehicle needs an alignment include pulling to one side, the steering wheel needing to be slightly turned to drive straight, or vibrations in the steering wheel.

Funnies: This edition of the funnies brought to you by the inter-

Q: Why did the monster go inside the bar?

A: For the boos.

Q: What do you call an annoying pumpkin who does stupid stuff?

A: A jack-ass-o-lantern.

Q: What health insurance do Halloween creatures use?

A: Medi-scare.

Q: What's a skeleton's favorite board game?

A: Tibial Pursuit.

Q: What happened to the cannibal who showed up late to Halloween dinner?

A: They gave him the cold shoulder.

Q: Why do we carve pumpkins at Halloween?

A: Because they have less blood and aren't as messy as animals.

Q: What is the witch's favorite crime show?

A: America's Most Haunted.

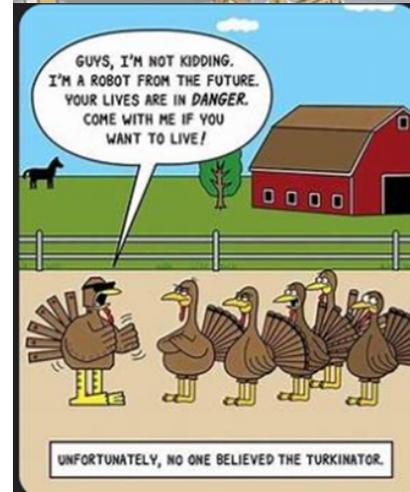
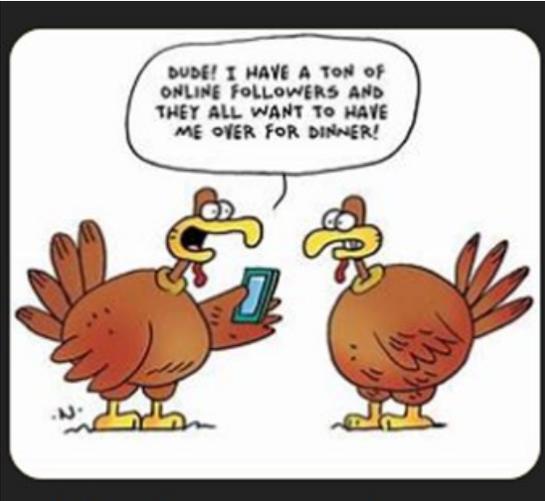
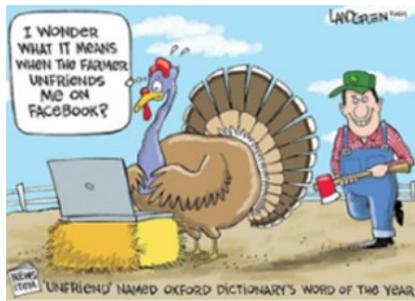
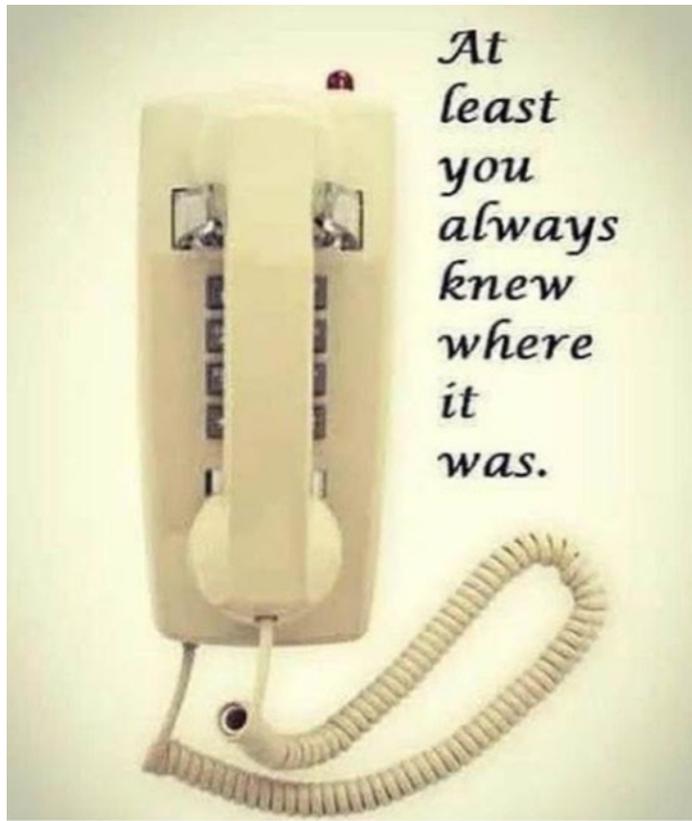
Q: What do you call it when a vampire has a serious problem in his home?

A: It's a Grave problem.

Q: Why do skeletons make good comedians?

A: They are two humerus.





Pontiac Astre Advertising

The Pontiac Astre is a subcompact automobile that was marketed by the Pontiac division of General Motors as a rebadged variant of the Chevrolet Vega. Initially marketed in Canada for model years 1973-1974, the Astre debuted in the U.S. for the 1975 model year, competing with other domestic and foreign subcompacts that included the Mercury Bobcat and Toyota Corolla.



1975 Astre
Pontiac's new subcompact.



Red leather seats. The optional leather-trimmed Astre S1. Cloth and vinyl-trimmed seats shown on separately. See dealer for trim availability.



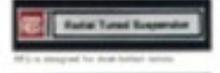
See dealer for details. The hatchback is the new storage device you've got to see to feel appreciate.

There are lots of solid reasons for buying a subcompact these days. The way they seem to scamper through heavy traffic. Zap into the tightest parking spots. Hold a lot of gear in a little space. And waste most important, the way they manage to get all those miles out of a gallon of gas.

But until now, you couldn't get a Pontiac subcompact. Until now, you couldn't get a Pontiac Astre.



See how the look of almost every instrument.



It's a suspension for more control, more.



Aster for fun for only subcompact.

Astre S1. Now, everybody knows a subcompact can't be a luxury car. But our new Astre S1 might be cause for some new thinking.

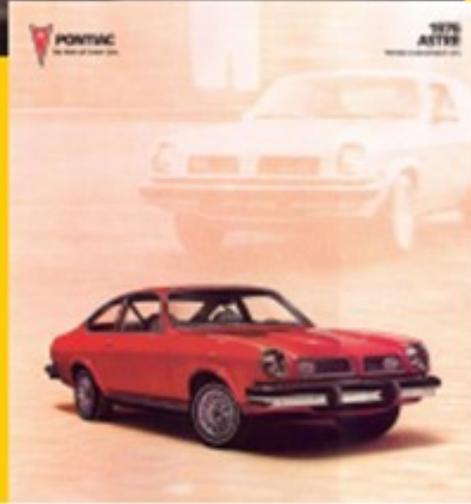
Hard-back or Sabari wagon, it borders on being elegant. The bucket seats are a special design exclusive to Astre S1.

They're covered in a rich cloth and Microdye combination that's usually reserved for much more expensive cars.

The car-side carpeting is as fine as anything Pontiac puts in an automobile.

There's even thick acoustic insulation for a quiet ride.

See dealer for details. The hatchback is the new storage device you've got to see to feel appreciate.



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

tws4@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.

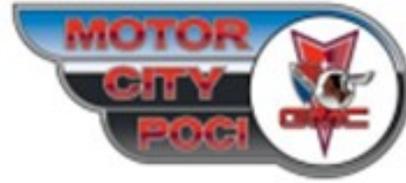
1962 4bolt 389 block, \$800; Much More,

Kevin Yash 248 470 4040

MOTOR CITY POCI

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.



POCI'S 2025 Convention:

Online registration for the event is now available. Sign in to the website and use the "2025 Convention Registration" link on your dashboard page.

Please note: the convention registration fee is non-refundable. The registration fee includes member, spouse and children. Sign in as a member to access the link for the host hotel reservations.

[Play Louisville, KY video](#)

POCI Membership RENEWAL Form

Your subscription to *Smoke Signals* magazine and membership in the Pontiac-Oakland Club International may be due. If the renewal date on your mailing label (which is to the right of your membership number) is between **Feb. 1, 2020 and Mar. 31, 2020**, please complete this form and return it immediately with payment (photocopies are acceptable). We don't want you to miss a single issue of *Smoke Signals* or any other important information about POCI.

- \$25.00..... Worldwide E-Membership: Web Site access & downloadable version of *Smoke Signals* (NO *Smoke Signals* magazine is mailed)
 \$45.00 U.S. Membership (Includes 2 Associates)
 \$74.00 (U.S. Funds) Canadian Membership (Includes 2 Associates)
 \$74.00 (U.S. Funds) Foreign Membership (Includes 2 Associates)
 1 Year 2 Years 3 Years

NAME: _____ POCI MEMBERSHIP NUMBER: _____

RENEW! Online: www.poci.org • (763) 479-2111 • Mail: POCI World HQ, PO Box 421, Long Lake, MN 55356

Visa MasterCard Discover Please provide any UPDATES to your information below:

Credit Card Number: _____ NAME: _____

Expiration Date: _____ ADDRESS: _____

Security Code (Mandatory): _____ ASSOCIATES: _____

Name as it appears on card: _____ VEHICLES (additional): _____

Signature: _____ VEHICLES (no longer owned): _____

Join POCI Now! NEW MEMBERSHIP Form

Pontiac Oakland GMC

YEAR STYLE NAME / NUMBER Number of CYLINDERS

YEAR STYLE NAME / NUMBER Number of CYLINDERS

YEAR STYLE NAME / NUMBER Number of CYLINDERS

NAME: _____

ASSOCIATE MEMBER(s): _____

ADDRESS: _____

CITY / STATE / ZIP + 4: _____

COUNTRY: _____ EMAIL ADDRESS: _____

PHONE: () _____ REFERRED BY (Name & Member #): _____

Annual Membership

- \$25.00..... Worldwide E-Membership
 \$45.00 U.S. (Includes 2 Associates)
 \$74.00... Canada (Includes 2 Associates)
 \$74.00... Foreign (Includes 2 Associates)

Visa Mastercard Discover

Number _____

Expiration _____ Security Code _____

Signature _____

Make checks payable to: POCI • Mail to: POCI World HQ, PO Box 421, Long Lake, MN 55356

Motor City POCI Meeting Minutes

THURSDAY, September 19, 2024

Club board members met at Bakers of Milford restaurant at 4:00pm.

In attendance; Kenny Galdes, Ray Golota, Brian Dougherty, Phil Balmforth, Kevin Yash, and Doug Cook.

Kenny kicked off the meeting at 4:10pm.

This was the final meeting for 2024. The schedule for 2025 board and board/membership meetings will be sent out at a later date. All meetings will be held at Bakers of Milford.

Treasurer report-Finances/Expenses

Ray Golota reported on the health of the club finances, detailing current account activity, showing a bank balance of \$13,675.21 Ray requested reimbursement for expenses incurred for the show, \$334.00, motion to approve reimbursement made by Phil Balmforth and seconded by Brian Dougherty, all voted, motion passed.

2024 10th Annual Pontiac Summer Roundup

- We had a very successful show with great weather to top it off.

Ray reported pre-registrations for the car show topped out at 54. We had total attendance of 114, with 39 being first time attendees. Other than Pontiac's, there were 10 Oldsmobile's, 6 Buick's and 5 Cadillac's.

- We may look at changing the date of the 2025 show due to the Trans-Am Nationals in Ohio being held the same weekend as our show in August, Kevin Yash feels that may have affected this year's attendance.

Ray offered the following numbers for the past three shows;

2022, 121 cars, 29 were Trans Am's/Firebirds
2023, 126 cars, 33 were Trans Am's/Firebirds
2024, 114 cars, 14 were Trans Am's/Firebirds

An informal poll was taken at the show as to whether the show should be a 'ballot/class' show where attendee's vote for the winners or a 'judged' show, where independent judges select the winners. Of the 106 responses, 56 favored the judged show concept. Therefore, no change is needed, our show will use independent judges as we have in the past.

Pontiac Transportation Museum (PTM)

Brian reported that there has been a great deal of activity lately at the PTM.

The museum is located at 250 W. Pike Street in Pontiac. This is about 4 blocks west of Woodward in Pontiac.

Regular Open Hours are as follows:

- Thursday / Friday / Saturday 10 AM to 6 PM
- Sunday 12 PM to 5 PM
- PTM will likely expand to additional hours late in 2024
- Contact admin@pontiactransportationmuseum.org if you have a large group inquiring about a visit outside the hours shown

Phase one of the museum is now open, phases 2 and 3 will open in the future as funding permits.

In an effort to fund phase 2 and 3, Mike Losh, now retired, contributed an enormous amount to GM in many roles. One of those roles that he particularly loved was as General Manager of Pontiac. He also later had responsibilities that included GM Truck – so he feels a wonderful attachment to GM's overall operations in Pontiac.

Mike has generously committed to matching the contributions of GM people this year all the way up to \$100,000! This is a great opportunity for the museum!

See attachments for more information on how to contribute.

Charitable donations

Ray reported that 2024 donations to the various charities totaled \$14,750 and since 2013 the club donated \$88,086. Ken suggested, in addition to Joe Kocur Foundation and ChadTough we continue our donations in 2025 to the following;

- Joe Kocur Foundation \$6,000
- ChadTough \$5,000
- Pontiac Transportation Museum \$2,000 (w/fund matching=\$4,000)
- Blue Star Service Dogs \$500
- Fallen and Wounded Soldiers Fund \$500
- The Hero's Operation \$500
- Leader Dogs for the Blind \$250 (w/fund matching=\$500)

Motion to approve donation list made by Ken Galdes and seconded by Ray Golota, all voted, motion passed.

New business

At the suggestion by Ray Golota, the Board discussed and agreed to a matching \$50 donation from 5 members towards a \$100 engraved paver brick for the Pontiac Transportation Museum entry walkway. Ray will be sending out an email in the next few days with the details. Motion to approve matching brick donation made by Ken Galdes and seconded by Ray Golota, all voted, motion passed.

We have a new club member, Pat Turner from Fenton, he owns a 1989 Firebird.

Mike Cushing has stepped down from the Board and his role a Director/Event Coordinator; however he will continue to work with the ChadTough Foundation.

A motion made to adjourn was made by Kenny Galdes and seconded by Phil Balmforth, all voted, motion passed, meeting concluded around 5:50pm.

This concludes the meeting minutes.

Respectively submitted by,

Doug Cook

Secretary

<https://motorcitypoci.com/about-us/>



Motor City Chapter Officers

President

Kenny Galdes

kengaldes@gmail.com

Vice President and Treasurer

Ray Golota

raygolota@gmail.com

Secretary

Doug Cook

cook.doug@sbcglobal.net

Director and Newsletter Editor

Brian Dougherty

Brian.r.dougherty@live.com

Director and Activity Coordinator

Director

Phil Balmforth

Philip.balmforth@sbcglobal.net

Director

Kevin Yash

pontiacpowered@yahoo.com

Director

Marge Sawruk

Margepontiacgt37@comcast.net