



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

Visit our Website:

www.motorcitypoci.com

Visit our Facebook page:

www.facebook.com/groups/207583652591972



Meetings held at
Bakers of Milford
www.bakersofmilford.com

Around the Hub

Presidents Message	2
Editors Message	3-5
Treasurer's Message	6
Club History	7
Industry News	8
Member Happenings	9-11
Interesting Stuff	12-17
Tech Story	18-22
Retro / Funnies	23-24
Classifieds	26-27
Motor City POCI	28
National POCI	29-30
Club Officers	31



Kenny G's Message

The Holiday party on Jan 11th was well attended by fellow club members and a good time was had by all. We had a great dinner and partied into the night. We had everyone there stand up and tell us all a little bit about themselves afterwards and then Ray and myself talked for a bit about the club's success in 2024 and what to look forward to in the coming year..

We shared how much the club has donated to charities over the years and especially talked about 2024 donations. We explained our vision for the club and the role that the members can play as well as the board of directors responsibilities. Ray was also kind enough to bring left over door prizes from our car show and raffled them off. We had time to socialize and get to know each other while people were arriving beforehand and at the end of the evening as people were leaving. Overall we had a very successful year as a club and a great holiday party. I look forward to 2025 activities and spending time with fellow club members.

It was also wonderful to have Marge Sawruk join us for the party. She looked wonderful and seemed to be doing better. I thank her son John for bringing her and joining us.

Keep in mind, the club is still looking for an activities coordinator to replace Mike after he stepped down.



Ramblings of an Irishman

Editor: Brian Dougherty

I don't know about any of you, but this winter has kicked my butt! Usually I don't have an issue with the cold unless it's extreme, but this winter has seemed like the cold has been endless. Although I try not to let mother nature dictate what I do each day, I've had to put some things on hold due to the cold. Of course there are some things, like car breakdowns, shoveling and stuff that can't be put on hold so I've had to endure.

Just a little side note. I bought a small furnace for my wood shop and rebuilt one for my auto shop maybe 4 years ago and somehow never took the time to install them. I put in new gas lines and prepared a spot, but somehow never finished installing them. Some delay was due to the fact I needed to also complete the insulation and seal the doors and windows better. I've been regretting not finishing things before this winter, but with the help of my son, I finally finished things and installed the furnaces at the end of March, just in time for the warm weather, I hope. Unfortunately, as I finish this newsletter, it's snowing, raining and sleeting but is supposed to get warmer in the coming weeks. After all, this is Michigan and the weather can be quite varied within a 24 hour period.

As Ken mentioned, we had a pretty good turnout at our holiday party in January. It wasn't the biggest turnout, but it was one of our better ones. I also enjoyed having Marge Sawruk there and had the privilege of sitting next to her and her son, John. They added to the enjoyment of the evening along with everyone else. The beer helped too!

Keep in mind, the Pontiac Transportation Museum still needs many volunteers. Not only to help finish the Museum (Phase 2 to open in May) but also as docents on the days it's open. I've thoroughly enjoyed my time being a docent, but unfortunately, it takes away from the time I should be building stuff for Phase 2 and 3.

Remember, the museum is a great spot for events of any kind!



So the POP party at the museum in January was a big hit! There were city dignitaries there, donors, volunteers, local citizens and fellow club members.

Food and drinks were first rate.

It was well attended and the auditorium was full during the presentation by Terry Connolly and Tim Dye showing the phenomenal progress we've made in less than a year, but there is more work to

be done as well as additional fund raising. Keep the museum in mind for the future because daily ticket sales will not keep the doors open.



Donations are necessary as well as hosting big events of any kind. Contact me or Al Houtman if you have an event you'd like to schedule there.





Present at the POP event, but not pictured was Marge. Her son Jeff is in the picture below in the red shirt, The museum's event committee did a first rate job with decorations throughout the museum.



Treasurer's notes:

Ray Golota



Hope everyone is doing well so far in 2025?

We have a big year planned and it'll take hard work by all the members to be a success.

Watch your emails for details as the year progresses. Our first board meeting won't be till April with membership meetings planned accordingly.

Be sure to support the Pontiac Transportation Museum.

Our website, www.motorcitypoci.com

Highlights - Membership

- Have 35 members
- 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. **(See email dated 2-11-2025)**
- There are 2 pdf files:
 1. membership
 2. members' vehicles

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.

2025 Pontiac convention will be held on June 8 - 12, in Louisville, Kentucky.

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

2025 Summer Roundup will take place on Saturday, September 13th at Bakers in Milford. Registration will open up in April.

2026 POCI convention will be held on June 21 - 28, in Pontiac, MI at M1 Concourse.

Ray

Treasurer - Motor City POCI

Thanks to Marge Sawruk for sharing

Feature Car of the Month

Our 1967 Pontiac Firebird
(Al and Holly Houtman)



In April of 1992, we bought our 1967 Pontiac Firebird 400 convertible with 111,000 miles and the expected dings, scratches and faded paint. The car was mostly original except for a few missing badges, the substitution of a 1968 GTO 'WT' motor and the Parchment interior had been painted black. Fortunately, the key California emissions parts (air cleaner, distributor and carburetor) had been retained. The car is Coronado Gold, which was a California promotional Spring Special that year and was intended to be a 1968 color as well, but was canceled. This same color was previously known as GTO "Tiger Gold."

We decided to restore the Firebird to its original condition. Working with Scott Tiemann of Supercar Specialties, we did a complete (i.e. every nut and bolt) restoration which was a great learning experience! We really enjoyed researching the car's history and tracking down the parts. We pieced together a correct 1967 Firebird 'YT' engine and rebuilt the Turbo 400 automatic transmission. While the car was apart, we replaced all the normal wear items so that when we were done the car was like new. We also took the opportunity to add a set of factory gauges.

We finished our restoration in 1996, just in time to move to Milford from the Lansing area. Since that time the car has logged about 500 miles and spent some time in Floyd Garrett's Muscle Car Museum in Pigeon Forge, TN while we were adjusting to life with our first son, Will. We have now more or less finished our workshop (and have mechanic #2, Jake, on staff) so we are ready to tackle our 1967 GTO hardtop one of these days.

Industry News:

- GM to Patent a cable free tailgate.
- GM closes plant in China.
- GM Super Cruise wins Motor Trend tech award.
- GM full size trucks outsold Ford in 2024.
- Chevy is the fastest growing EV brand currently. Equinox EV fastest model in lineup.
- Buick launches “Exceptional by Design” line of condoms. Be sure to get you some.
(I hope they come in Extra Large!)

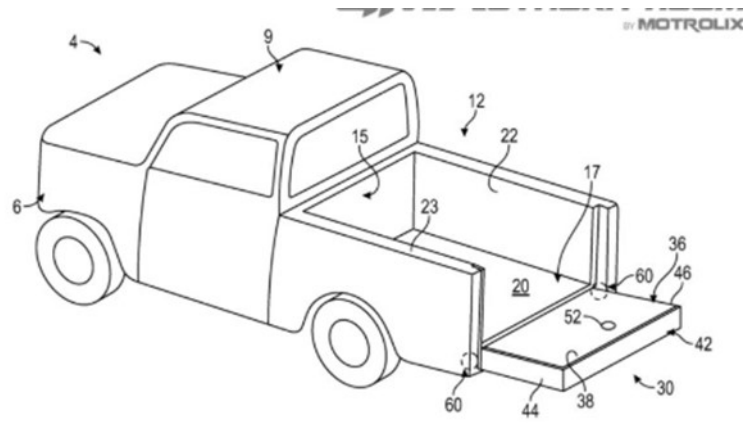
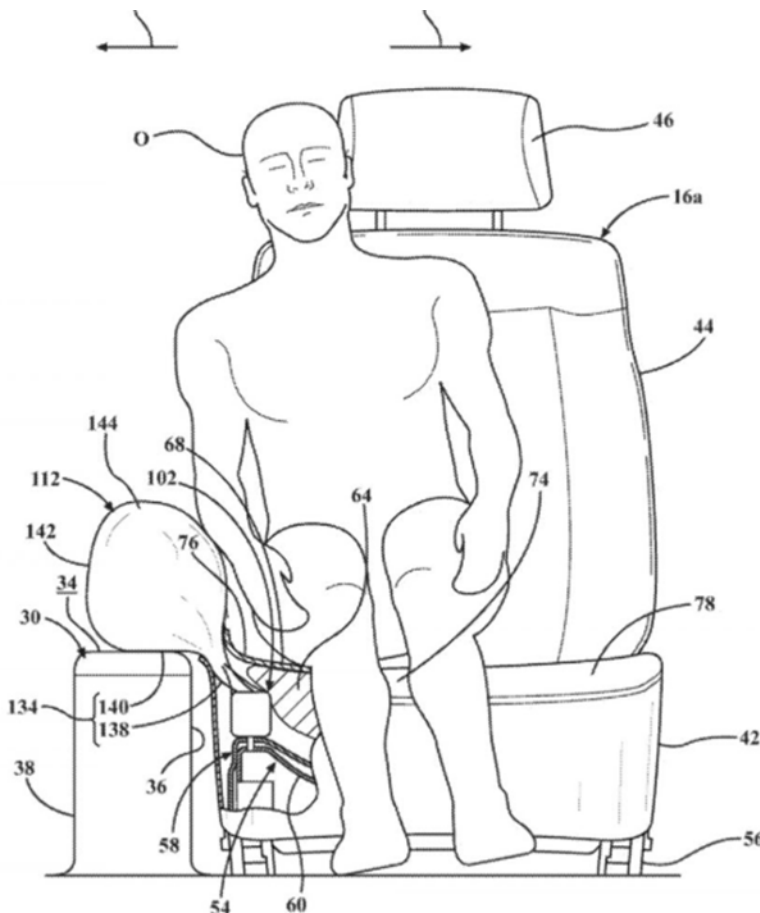


FIG. 1B



- GM to patent center console side bolsters as seen to the left.
- California has 51% more EV chargers than gasoline nozzles.
- Amazon wants to start selling used cars.
- GM working on MyApp connectivity issues with Apple Watch.
- Trump considering auto loan interest tax deduction for US built vehicles.
- GM put Renaissance Center Tower 6 up for auction in mid March.

Member Happenings:

Holiday party in January



Club President, Ken and Treasurer Ray kicked off the meeting part of the evening and the remaining pictures have us standing up and telling everyone a little bit about us, our cars, and work experience.





To the right, Ray gave a presentation showing pictures of us presenting money to Joe Kocur and some other highlights of the year.



After the formal part of the evening was over, several of us stayed after and socialized over drinks, telling stories and laughing. Even Chris Baker was able to hang with us for a while too!



The fun went on till the early morning light, not really.

Chris kicked us out before midnight, although most everyone was long gone. I think our days of all night parties are long gone.

Below Ken gives Chris what I believe is a sponsor award.



To the left is the only picture I took of the Chrome and Ice show in Flint on Feb 7-9. I was there with a buddy and forgot to take more pictures, especially after I run into other people I knew, like Tim Mays, president of the Wide-trackers, a cousin and past acquaintance's.

Interesting Stuff:

Last newsletter I featured a “Push me, Pull me” chevy truck. Below is another interesting configuration of a Chevy pickup truck.

A new viral video has hit social media showcasing a highly unusual (yet incredibly functional) [Chevy](#) pickup. The Chevy has been modified with no rear bed, and at first glance, looks to be absolutely ridiculous.



However, despite its stripped-down appearance, this bedless machine serves one very specific purpose. Indeed, as this truck proves, sometimes less is more. Sometimes referred to as “half trucks”, these modified pickups are used to move seaplanes around. The trucks specialize in maneuvering planes on and off boat ramps – by attaching an extended frame to the front, the driver can position a plane in and out of the water with greater precision thanks to the “rear-mounted” steering.

To achieve this specialized functionality, the Chevy pickup is modified so that the rear portion of the truck behind the cabin is removed and the rear driveshaft is eliminated. The gas tank and exhaust system are repositioned as well. Interestingly, some applications even invert the steering system, making it more intuitive to control when pushing a plane around.

While a traditional tow truck setup might struggle to move aircraft efficiently on steep or wet ramps, a half truck with a front-mounted frame has a clearer line of sight and better control over the aircraft’s movement, especially when dealing with limited traction or tight spaces.

It just goes to show – sometimes, the weirdest-looking vehicles have the coolest jobs:



9 Old Tools Almost Nobody Uses Anymore (Unless you own old cars)

Kyle Smith

Feb 23, 2023

The nuts and bolts that make up our beloved automobiles have not changed that much over the last 150 years. But the tools needed to maintain them? Those have changed a lot. Software has cemented itself as part of a service technician's day-to-day regimen, relegating a handful of tools to the history books. (Or, perhaps, to niche shops or private garages that keep many aging cars alive and on the road.)

How many of these now-obsolete tools do you have in your garage? More to the point, which are you still regularly using?

Spark-plug gap tool

Though [spark-plug gap tools](#) can still be found in the “impulse buy” section of your favorite parts store, these have been all but eliminated from regular use by the growing popularity of [iridium and platinum plugs](#).

These rare-earth metals are extremely resistant to degradation but, when it comes time to set the proper gap between the ground strap and electrode, they are very delicate. That's why the factory sets the gap when the plug is produced.

These modern plugs often work well in older engines, meaning that gapping plugs is left for luddites—those who like doing things the

old way just because. Nothing wrong with that; but don't be surprised if dedicated plug-gapping tools fade from common usage fairly quickly.

Verdict: Keep. Takes up no real space.



Dwell meter

50 years ago, a tuneup of an engine centered on the ignition system. The breaker points are critical to a properly functioning ignition system, and timing how long those points are closed (the “dwell”) determines how much charge is built up in the ignition coil and thus discharged through the spark plug. Poorly timed ignition discharge is wasted energy, but points-based ignition systems disappeared from factory floors decades ago, and drop-in electronic ignition setups have never been more reliable (or [polarizing](#)—but we’ll leave that verdict up to you.) Setting the point gap properly is usually enough to keep an engine running well, and modern multifunction timing lights can include a dwell meter for those who really need it. A dedicated dwell meter is an outdated tool for a modern mechanic, and thus most of the vintage ones are left to estate sales and [online auction sites](#).



Verdict: Toss once it stops working. Modern versions are affordable and multifunctional.

Distributor wrench

When mechanics did a lot of regular timing adjustments and tune-up, a purposely bent distributor wrench made their lives much easier. However, points, distributors have all but disappeared. Thanks to coil-



systems and computer-controlled timing, the distributor is little more than a messenger: It simply tells the computer where the engine is at in its rotation.

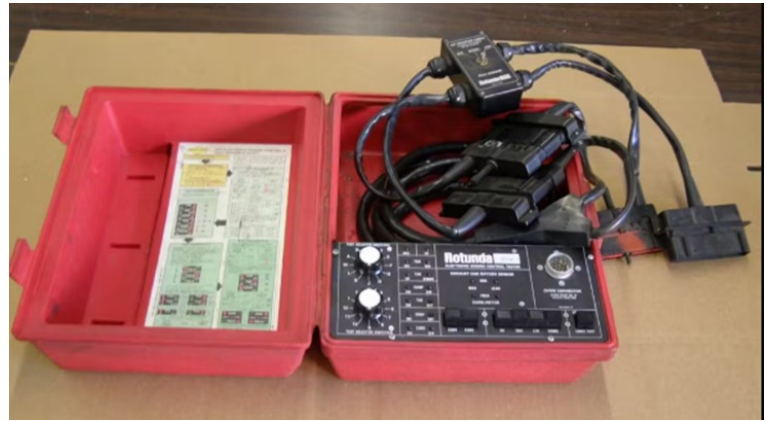
Timing adjustments have become so uncommon that a job-specific tool is likely a waste of space. If you’ve got room in your tool chest, keep yours around; but know that a standard box-end wrench can usually get the job done and is only fractionally less convenient than the specialized version.

Timing adjustments have become so uncommon that a job-specific tool is likely a waste of space. If you’ve got room in your tool chest, keep yours around; but know that a standard box-end wrench can usually get the job done and is only fractionally less convenient than the specialized version.

Verdict: Keep if you have them. No need to buy if you don’t.

Pre-OBDII diagnostic scan tools

Prior to the required standardization of on-board diagnostic computers by the U.S. in 1996, a single car could host a wild mix of analog and digital diagnostic methods. OBDII, which stands for On-Board Diagnostic II, wasn't the first time that a small computer was used to pull information from the vehicle via an electronic connection; it merely standardized the language.



Throughout the 1980s and early 1990s each OEM had its own version of a scan tool. Now those tools can be reverse-engineered and functionally spoofed by a modern computer, allowing access to diagnostic info tools that, at the time, were only available to dealers. Since many pre-OBDII cars are now treated as classics or antiques and driven far less frequently, the need for period-correct diagnostic tools is dropping.

Verdict: Keep. These will only get harder to find with time, and working versions will be even rarer.

Distributor machine

A distributor is simple in concept. Trying to balance the performance and economy of the ignition system, with the distributor attached to a running engine, and achieving proper operation starts to get pretty complicated. That's where a distributor machine comes in.

A distributor is attached to the apparatus and spun at engine speed by an electric motor. This allows you to literally see how the points are opening and closing. You can also evaluate the function of vacuum or mechanical advance systems. These machines are still great but the frequency that this service is needed these days is few and far between, especially when trying to justify keeping a large tool around and properly calibrated.

Verdict: Keep, if you are a specialty shop or tool collector.

Engine analyzer

Even a casual enthusiast can see there is a lot more information that can be gleaned from a running engine than whatever readouts might be on the dash. Enter the engine analyzer, a rolling cabinet of sensors and processors designed to fill in the data gaps between everything that is happening in a car and what its gauges report.

An engine analyzer is essentially a handful of additional instruments packaged into a small box hanging around the bottom of your tool drawers. It can also house a lot of sensors in a giant cabinet, which was likely wheeled into the corner of the shop in 1989 and left to gather dust. Now engine analyzers can be [found listed online](#) for as cheap as \$200.

The funny thing is that many of the sensors in these engine analyzers are often the same systems that come built into modern [dynamometer tuning systems](#). In a dyno, the sensors allow the operator to see more than max power; they also show how changes to an engine's tune affect emissions. Maybe engine analyzers didn't disappear so much as change clothes.

Verdict: Toss. The opportunity cost of the space these take up can be tough for most home garages. Sensors went out of calibration decades ago so the information you might get from one is dubious at best.

Most pneumatic tools (for home shops)

Air tools hold an odd place in the hearts of many gearheads. For many years the high-pitched zzzzz and chugging hammers of air-driven die grinders and impact drills were the marks of a pro. Or, at least, of someone who decided that plumbing high-pressure air lines around the shop was easier than installing outlets and maintaining corded tools. Air tools are fantastic for heavy use, as they are much easier to maintain and can be rebuilt and serviced.



Those tools can really suffer in lack of use, though, since pneumatic tools rely on seals and valves, neither of which deal well with dry storage. Battery tools have caught up to air tools for most DIY folk. No more air lines or compressors taking up space in the shop—and requiring additional maintenance—and, in return, a similarly sized yet more agile tool.

Verdict: Keep, if you already have the compressor. Don't have one? Invest in battery tools.

Babbitt bearing molds/machining jigs

Every engine rebuild has to have bearings made for it in some fashion. Today's cars use insert bearings that are mass-produced to surgical tolerances for a multitude of applications. If you wanted—or more accurately needed—new bearings in your [Model T](#) circa 1920, you needed to produce your own ... in place ... inside the engine. Welcome to [Babbitt bearings](#).

The process is a true art form, from the setup of the jigs to the chemistry of pouring molten metal and machining the resulting orbs to actually fit the crankshaft and connecting rods. Now there are newly cast blocks for your T that replace the Babbitt with insert bearings. Since those antique Ford engines just don't get abused the way they used to, and lead fairly pampered lives, they need rebuilding far less often than they did in-period. Modern oils also do a better job of protecting these delicate bearings. Since they are less and less in demand, the tooling and knowledge to make Babbitt bearings are difficult to find, and precious when you do.

Verdict: Keep. It's literally critical to keeping a generation of cars alive.

Split-rim tire tools

Among the realm of scary-looking tools that have earned their infamy, split-rim tools hold court. The concept is simple: The rim is sectioned, allowing it to contort into a slight spiral that can be “screwed” into a tire. (This is almost the reverse of a modern tire machine, which stretches the tire around a solid wheel rim.) When tires needed tubes, both tire and rim were relatively fragile, and the roads were rough, split rims were popular—and for good reason. Now the tooling for **drop-center** wheels is ubiquitous and shops often won't take on split-rim work. Success is hard to guarantee, even if techs are familiar with split rims—and they rarely are.

Verdict: Keep. No substitute for the right tools with this job.

***These tools might not make much sense in a dealership technician's work bay, but that doesn't mean they should disappear forever. Knowing how to service antiquated technology is as important as ever, whether using old tools or new ones. If you've got any of these items, consider it your responsibility to document what the tool does and how to safely use it. Keeping alive the knowledge of where our modern tools came from is powerful.

Just last week you would've seen me traipsing around junkyards with an identical bag of tools as I was in search of parts to fix my S-10 truck that my wife smashed up a couple months ago. Even the bag was identical! I had a very successful day and found what I needed and it's back on the road.

How to Build the Perfect Junkyard Tool Kit

Andrew Ganz

26 March 2025

Your toolkit needs to strike a fine balance between luggable and overkill.

Just about every gearhead has been to a pull-a-part [junkyard](#). The (mostly) American phenomenon of a self-service automotive dismantler has been around for generations, and they generally all look the same: rows and rows of decrepit donor cars begging to provide you with that one part you absolutely need to complete a restoration, get your car back on the road, or upgrade it to way cooler spec.

Junkyards can be intimidating. They're hidden behind big fences, which are

often topped with barbed wire that's sometimes electrified.

They're filthy.

And they're full

of cars (and, unfortunately, sometimes patrons) that are ready to slice into you if you cross them the wrong way.

They are, however, the best—and sometimes the only—place to find parts for many cars.

Here's what you need to know about building a toolkit for a junkyard.



Consider What Kind of Cars You Want to Pull Apart

Cars are held together with a staggering number of fasteners. Dismantling them can be easy—if you're brutal, that is. We could argue for days about what's easier to work on: an old car with relatively simple construction, or a new one designed with serviceability in mind but many layers of panels and wiring to work through.

Before you even start to pack up your toolbag, think about what you're after—and what you'll need to get there. If you're planning to dig through an '80s Mercedes-Benz, you can leave your SAE sockets at home. The inverse is true, despite its misleading name, if you're after International Harvester parts. Japanese cars use a special type of screw that looks like a Phillips but is shaped a bit differently. The best way to get into one without stripping the screw is to do so with a [Japanese](#)

[Industrial \(JIS\) screw-](#)

you've used never go may also be how long brands have screws, particularly trim or Cheap Torx round out easy-worth spend-stuff.

If you've been through your car a number of times, you probably know what type of screws you're bound to encounter. If not, flip through the service manual and see what tools it commonly calls for.

Newer cars—and by that, I mean cars from the last 50 or so years—tend to use a lot of plastic clips, which are astoundingly strong right up until they snap. And then they're incredibly sharp, always in the way, and likely not quite broken enough to allow you to remove whatever they were holding together. Plan accordingly.



[Standard driver.](#) (Once one, you'll back.) You surprised at some auto used Torx ularly for in-body panels. bits will ily, so it's ing on good

Find the Right Carrying Case

You may wind up doing a lot of walking in a junkyard, which means you probably don't need an enormous toolkit. Personally, I prefer a relatively lightweight, low-frill, fabric bag with a zipper at the top. My current junkyard toolbag came with a set of power tools I bought at a big-box store. I've used it for about two years, and it shows little wear thanks to its durable construction. It might be my favorite bag yet. Others may prefer a hard plastic or metal toolbox. If you're a junkyard regular, you've certainly seen people lug wheeled tool chests around. To each their own, but this seems like a gigantic pain.

Here's why I like a [simple fabric bag](#): For one, they're inexpensive. You'll inevitably snag the bag on something, and a tool bag with a hole in it is pretty much useless. Fewer pockets mean fewer places to accidentally leave a part in the bag from your last trip, which will irritate the folks at the entrance counter. A zipper on top means that your tools won't inadvertently fall out. One with fairly large handles can double as a carrier for some of your freshly snagged parts, too.



Now Fill the Bag With the Right Tools

Critically, your junkyard tools should be of good—but not heirloom—quality. A cheap screwdriver will bend, which renders your trip to the junkyard pointless. Conversely, your family might disown you if you let on that you accidentally left Great-Grandpa's favorite Snap-On screwdriver in the trunk of a Buick at the local Pick-n-Pull.

The best junkyard tools are, generally, older ones. They're the brand-name ones you find at estate sales or garage sales. You likely didn't pay much for them, and they're probably a little beat up, but they will do the job for generations. Perhaps most importantly, you have no attachment to them. Also, watch for sales at your local hardware store, particularly around summer or winter holidays. You might be able to snag a brand-name ratchet set for \$9.99. (And, if so, you should buy a couple!).

By no means is this an exhaustive list, but it can serve as a starting point—or a checklist as you’re preparing to walk out the door.

First, the basics, which don’t need much explanation:

- Short and long flathead and Phillips (or JIS) screwdrivers
- SAE or metric sockets in commonly used sizes
- Ratchet
- Ratchet extensions
- SAE or metric wrenches in commonly used sizes



Sharp utility knife

- Folding Torx tools
- Various pliers capable of cutting wires or locking onto a particularly fussy bolt

Durable but not disposable or especially thick gloves

Some specialty tools, which may or may not apply to your specific needs:

Radio removal tools

Steering wheel puller

Penetrating fluid

Telescoping magnet

Penlight



And here are some tools that you might not have thought of:

A long and very skinny flathead screwdriver can come in handy for myriad uses, including unlatching tiny electrical connectors buried deep in the dashboard. Interior trim removal tools will help prevent the destruction of interior panels. If you plan to attack parts that are hard to reach or need more torque, grab either a [breaker bar](#) or an **18-inch ratchet**. Many junkyards will also allow you to bring in an **electric power impact driver**, which should be accompanied by the correct **impact sockets**. Pack **safety glasses** if you plan on crawling underneath the vehicle. (Actually, just keep a set in your go-bag—you never know when you might need them, and eyes

are important.) If you want to retain the small screws, nuts, and bolts that held the part into the donor car, pack some **sealable plastic bags** and perhaps a **permanent marker** so you don't forget what goes where. A **small bottle of hand sanitizer** is useful if the junkyard doesn't have clean bathrooms.

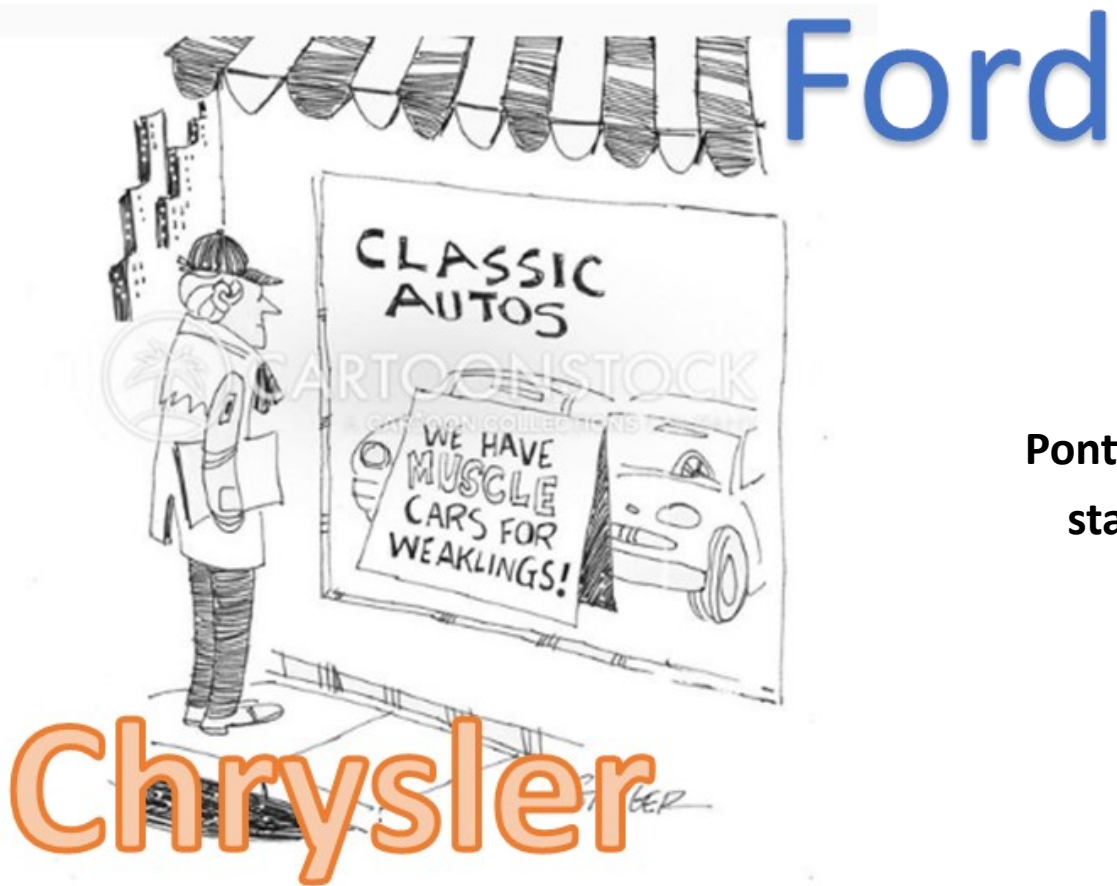
Don't despair if you've forgotten a tool or if one breaks while you're extracting a part. Some junkyards sell the used tools that their employees find. Who knows—you may be able to buy back the 13 mm socket you left in the yard the last time you were there.

Generally, junkyards will let you take just about any tool you want inside, but some can be picky about power tools. Most won't let you bring a jack, a torch, or a grinding tool. A surprising number of the places I've visited allow gas generators, though you may not be able to bring a separate fuel container. You can often bring a battery jumper box, which can be useful to power up a car's electronics to confirm their operation before removal. Just be very careful when you do this, as you have to assume the vehicle has been doused in flammable fluids and that its wiring harness has been hacked apart.

Junkyards typically provide wheelbarrows or carts so you can haul large, heavy items. Many sell water, but you shouldn't count on it. If it's a hot day, be sure to bring in a bottle to stay hydrated.

One last thing: Be sure to empty your toolbag out periodically. Receipts, screws, and small bits you completely forgot you tossed in there can and will accumulate.

As I said earlier, self-service junkyards are mostly found in the U.S. and Canada, though they can also be found in a few other largely English-speaking locales. If you happen to be heading to New Zealand or Scotland, you'll find a few yards that are strikingly similar to ours. You'll follow the same TSA rules whether you're heading to Auckland or Abilene, but the carry-on and checked-bag requirements may be different on the way back home. Consult local government security websites for their rules unless you want to leave your screwdrivers at Heathrow. As for that super-rare part you found abroad, if you can't check it, shipping can be surprisingly reasonable if you don't mind it taking the slow boat.



**Pontiac people
stay away!**

Classic Autos: We have muscle cars for weaklings!
John Stinger



"AWWW...YOU GOT YOUR CLASSIC CAR PAINTED RED FOR VALENTINES DAY...REALLY, YOU SHOULDN'T HAVE."



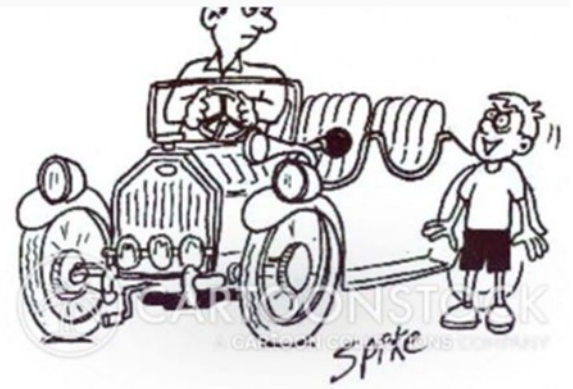
"I'D LIKE TO TRADE IN THIS CLASSIC. THE ONLY WOMEN I PICK UP IN IT ARE CLASSICS TOO."



"WELL, SINCE YOU ALL WANT TO KNOW ABOUT MY CAR, I'LL TELL YOU..."



"I know I wanted you to stop going to those summer classic car shows so you could spend more time at home, well, I changed my mind."



"That's a nice car, Mister....
Did you have it from new?"



"IN FIFTY YEARS, THIS CAR WILL BE A CLASSIC AND YOU'LL GET BACK FIVE TIMES WHAT YOU PAID FOR IT!"



"WHEN I SAID 'IF YOU LOVE YOUR CAR SO MUCH, WHY DON'T YOU MARRY IT?'...I WAS BEING SARCASTIC."

The Original Sport Utility Vehicle



The '53 Pontiac Wagon

Boy, I'd love to have one of these as my daily driver with an LS motor, 6 speed and air conditioning. Some nice tires and modern brakes would be great also along with a nice leather interior and carpeted rear luggage area. While I'm dreaming, maybe a cute blonde in the passenger seat. I'll be all set if my wife joins me!

Classifieds:

Wanted:

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

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

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

Tom Sidlik

586-665-4214

tw54@comcast.net

For Sale:

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

1968 WS Block, \$450

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

1967 HO/RA Exhaust Manifolds, \$400

62 Casting Rebuilt Heads, \$600

1965-79 Performer Intake, \$200

1961-64 Aluminum Intake, \$500,

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

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

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

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

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

Kevin Yash 248 470 4040

MOTOR CITY POCI

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 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

Kevin Yash

pontiacpowered@yahoo.com

Director

Phil Balmforth

Philip.balmforth@sbcglobal.net

Director

Marge Sawruk

Margepontiacgt37@comcast.net