



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

**Visit our Website:**

**[www.motorcitypoci.com](http://www.motorcitypoci.com)**



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**[www.facebook.com/groups/207583652591972](https://www.facebook.com/groups/207583652591972)**



**Meetings held at  
Bakers of Milford  
[www.bakersofmilford.com](http://www.bakersofmilford.com)**

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## Kenny G's Message

Based on when this newsletter is actually distributed, summer has come and gone and I'll

talk more about our car show in later newsletters for those of you that couldn't make it. Short story is, it was very successful and we received more funds from our wonderful sponsors to give to charity. The editor will also have additional pictures and a story in a later newsletter.

. I've recently learned that Tim Dye is stepping down from being the newsletter editor of Smoke Signals on Dec, 31 to concentrate exclusively on the museum and the 2026 convention, so keep an eye out for messages from Tim Dye after the first of the year, (usually forwarded by Ray or Doug). Because of the great expectations for this convention, Tim will need lots of volunteers and help. Remember, the 2026 national POCI convention is being held in Pontiac on June 23-27th, 2026. It'll take volunteers from all three Michigan clubs along with Museum folks and countless other volunteers to make it a success. The hope is that with this being the 100 year anniversary of the Pontiac brand and it being held in the hometown, that the attendance will be way up. Unfortunately, that also means we'll need lots of volunteers.

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



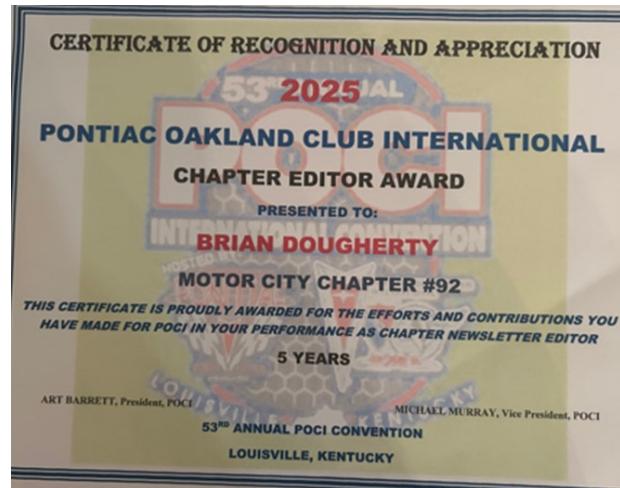
## Ramblings of an Irishman

**Editor: Brian Dougherty**

I apologize to Mike Cushing for the late notice, but I found out Mike had some major health issues earlier this year and I did a crappy job about letting people know so they could pray for him. He's on the mend now and last I heard was doing better.

After the 2025 POCI convention, Marge Sawruk was kind enough to bring back a letter of appreciation for being the newsletter editor of our club for 5 years now. (See right)

Phase 2 of the PTM opened successfully in mid May to a lot of fanfare. It was well attended by members, guests and local celebrities. Opening Phase 2 doubled the exhibition space and allowed us more freedom to do bigger events like weddings and parties. The following pictures show the progress and you'll have to visit the museum to see the final layout. The museum has recently gotten some very rare vehicles and trucks to showcase and we are constantly mixing it up by changing the displays..



The Museum is also doing a membership drive at differing levels depending on your circumstances and I have the distinction of being member #1.

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

## WHEELS OF TIME: EXPLORING PONTIAC'S HISTORY

FIRST THURSDAYS 7 - 8:30 PM  
TALKS ~ TOURS ~ Q & A

Join us as we explore the legacy and impact of Pontiac's historic vehicle manufacturing industry.



To the right, in May, we had Larry Mihalco give a very detailed history of the Pontiac brand, and of course, it wouldn't be complete without a backstory of GM's history too.

June's lecture was given by local historian Carol Egbo. Although not known by many car people, she held the room captive by her in-depth presentation of local history, people and events.

The lower picture to the right is Western Michigan POCI chapter president, Scott Van Tamelen presenting Tim Dye with a Chief Pontiac plaque from the club during their visit on May 4. Scott is a fellow club member, but he is also the Great Lakes Regional POCI director and POCI treasurer as well as the WMPOCI president.

*(Whew, here I thought I was busy!)*



The picture on the left is a reminder about the ongoing lecture series free to visitors.

It's usually the first Thursday of each month, but double check the website because we've had to make some adjustments to the date for various reasons!

**All up dates are on the website:**

[pontiactransportationmuseum.org](http://pontiactransportationmuseum.org)



## Treasurer's notes:

**Ray Golota**

Hope everyone had a great summer?

Our yearly car show was a great success. More on that in another issue.

I attended the grand opening of Phase 2 at the museum and was very impressed. As usual, the volunteers there did a great job on the restoration and creating the exhibits. The opening party had great food, drinks and the people in attendance were fabulous, as well as the weather.



### Highlights—Financial- End of May 2025

- ♦ Motor City POCI bank balance = \$7701.85
- ♦ Chad Tough balance = \$665.67
- ♦ Total bank balance = \$8367.52

**Our website,**

**[www.motorcitypoci.com](http://www.motorcitypoci.com)**

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

The Widetrackers dust off ended up being a decent show, but due to the weather, attendance was down. In fact, I was not able to make it either.

**Time to start working on sponsors for next years Motor City show. Donations have been down recently, so we need to all do our part in getting additional ones.**

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

Ray

Treasurer - Motor City POCI

For more car shows: <https://motorcitypoci.com/2025-events/>

## Member Happenings::

Chad Tough donation

*On April 24, Motor City POCI presented its annual check to the ChadTough/Defeat DIPG Foundation based in Saline, Michigan.*

*Established upon the death of five year old Chad Carr in 2015, the Foundation strives to identify both a treatment and cure for DIPG. DIPG is the most lethal of pediatric brain cancers, as the survival rate is 0%.*

*But recent research has yielded great progress, where patients now enjoy longer post-diagnosis survival rates. The effective treatment and cure, both of which once thought impossible, are now felt to be achievable within twenty years.*

*In the photo, Motor City Coordinator Mike Cushing presents a check to Jason Carr, son of former Michigan Head Coach Lloyd Carr, and Chad's father.*

*In the five years since the establishment of the ChadTough sponsorship, Mike has worked through two POCI chapters to raise and donate a substantial contribution each year.*

*More information is available at [chadtough.org](http://chadtough.org).*



On Saturday, May 24, I joined the Monday Night Cruisers along with past member John Berzenyi on their annual spring cruise event. We cruised from Linden to Homer Michigan and had a great meal at Cascarelli's, which is a local popular restaurant. Here I am with my truck at the staging area at Clover Beach, north of Linden.



The Monday Night cruisers are based out of Fenton and meet at the Fireplace Grille and bar on you guessed it, Monday nights.

The group does not cater to any specific brand of automobiles or to one company. All are welcome to join. Over the years, I've come to know a lot of these people and you'll not find a friendlier and funner bunch. As a side note, more Pontiac's tend to show up at each event than any other brand though.



Here the group is making a "pit stop" partway through the trip, because most of us are in the "mature" category. To the left is John's firebird, to help remind any of you who he is.



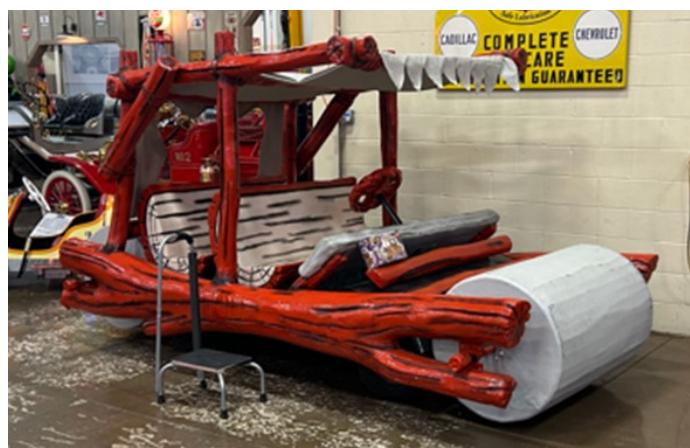
In previous newsletters about my visits to Stahl's, I've shown their broad array of historical musical instruments including lots of "player" pianos, violins and trumpets. Every time I go though, I can't get over the majesty of the organs they have, especially the one on the right.

On April 13th, we all received an email from the West Michigan chapter inviting us and the Widetrackers to join them in visiting the Stahl's museum and the Jack Frost museum on May 3rd. Since I had never been to Jack Frost's, I made a point of joining the group along with several Widetrackers. Pictures of this event are on the next 4 pages. I've included some of the quirkier items on display.



Below right is the 1962 Mysterion designed by "Big Daddy" Roth. The original model was parted out in the past and this one was recreated by Jeff Jones, who was a huge admirer of Roth. Since no drawings survived, he used a toy Revell scale model and various magazine articles for reference.





Talk about a wide variety of displays. The famous Flint-stonemobile near a capsule that was used by the Apollo 13 astronauts.





Above is a picture of the entire group that toured that day outside of Stahl's. From there we drove to the Jack Frost Museum which was about 20 minutes away. I had never been there before and was looking forward to visiting it. The day started out cool, but a very strange phenomena happened while travelling from one place to the other. I guess Jack Frost gets it's name honestly, because the temperature continued to drop and the wind picked up. so by the time we got to the museum, it was downright cold. Now keep in mind, there was an outdoor car show happening that day as well as outside food vendors, plus you have to walk outside to go to different buildings on the site. Needless to say, the severe temperature drop made it less enjoyable.

I also had the privilege of giving this same group a private tour of the Pontiac Transportation Museum the next day showing off Phase 2 as well as a sneak peak of Phase 3.





Quite a diverse collection.

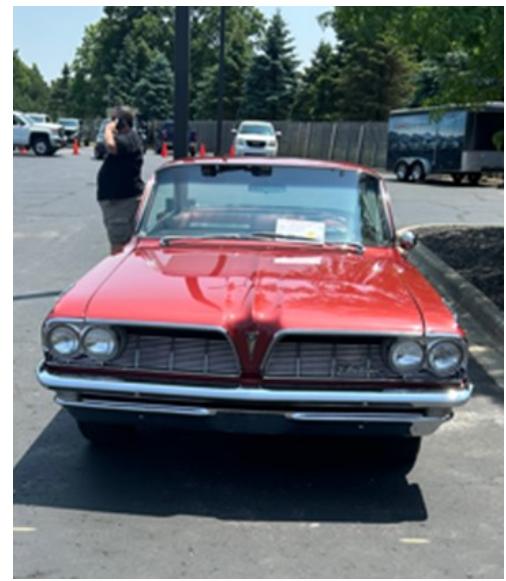


On the weekend of May 30th, I volunteered at the Detroit Grand Prix for the third year in a row and with the credentials I got as a volunteer, I could go anywhere on the track, even the pits!



On June 14th, the Widetracker's had their annual "Spring Dustoff". Although the weather was okay, it was not good enough for a record showing. About a dozen people who pre-registered didn't show and they think the threat of rain kept other people home. The rain did stay away during the actual show but I did get wet going home (got rained on half mile from my house). I've tried to show cars you may have never seen before in the following pictures.





## Interesting Stuff:



If the guy (or girl) wanted a real truck, why didn't they just buy a real GMC instead of faking it!

Probably would've been cheaper too?

Did you see the race of the century at the Indy 500 this year where the first ever **MEAT**-up of all 6 Wienermobiles happened? I pulled these off the internet but if you want to see the whole thing, there are tons of videos out there.



Here they all are at the starting line before the flag was dropped waiting for the **sausage party** to begin. I wonder if the drivers were **stiff** with anticipation?

Here we have all 6 **weenies** barreling down the canal, er I mean the racetrack trying to be the first **willy** there. I wonder if they felt like Jimmie Johnson behind the wheel?



This is one long **schlong** stretched out on the track like a bunch of **sausage links**. I wonder if their **buns** got tired sitting in those **hard** seats during the race?



And the **wiener** is....?  
Number C3 by a **head**.  
C3 **mustard** stomped on it at the last second to win after it **ketchupped** and passed C1.  
I don't **relish** the driver of C1 after losing at the last second.

This guy proves there were **weenies** everywhere, not just on the track! He also seems happy about number 3 winning since C1 was leading the race the whole way.



In the early 1960s, General Motors had a strict rule: no big engines in midsize cars. But a group of rebellious engineers at Pontiac had other plans—and what they built would go on to spark a revolution in American car culture.

A young engineer named John DeLorean, along with Russ Gee and Bill Collins, secretly started work on a passion project they dubbed the GTO—short for Gran Turismo Omologato, a bold name borrowed from Ferrari. They took the modest Pontiac Tempest and dropped in a massive 389-cubic-inch V8, an engine usually reserved for full-size sedans. Technically, this violated GM policy... but the team found a loophole: instead of releasing the GTO as a new model, they offered it as an optional performance package for the Tempest. It was just under the radar enough to avoid immediate corporate blowback.

When the 1964 Pontiac GTO hit showroom floors, it caught the industry off guard. GM execs laughed it off—“Who would want 300+ horsepower in a midsize body?” they scoffed. They expected maybe 500 units to sell. Instead, over 32,000 GTO's flew off dealer lots that first year.

The GTO was an instant hit with young drivers: it growled at stoplights, smoked tires at drag strips, and rocketed off the line like nothing else in its class. And just like that, the muscle car era was born—midsize cars with massive engines built for straight-line speed and raw attitude.

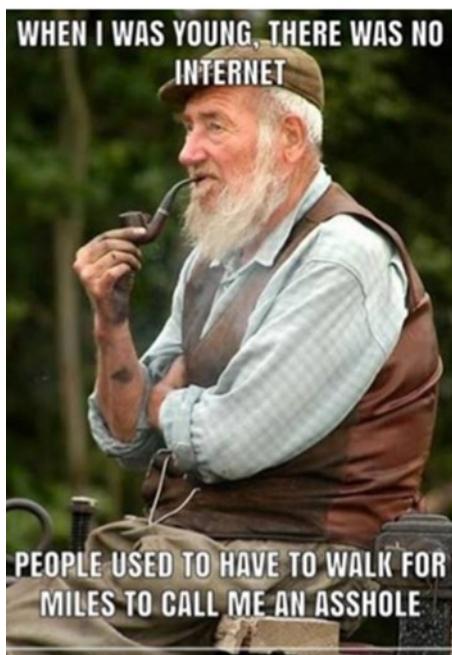
The '64 GTO wasn't just a car—it was a statement, a middle finger to corporate red tape and a love letter to speed. It proved that young Americans didn't want quiet, practical sedans—they wanted power, adrenaline, and something to brag about at the drive-in. Soon, every Detroit automaker scrambled to catch up, launching their own high-horsepower models.

But it all started with that one rogue project at Pontiac—a rule-breaking masterpiece that turned into a legend on wheels. You can still picture it: the rumble of the V8, the green light flashing, and a GTO vanishing in the rearview of anything foolish enough to line up next to it.

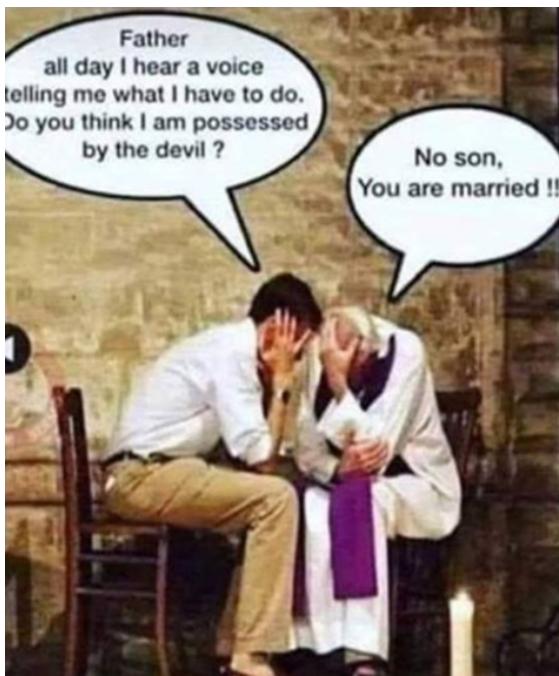
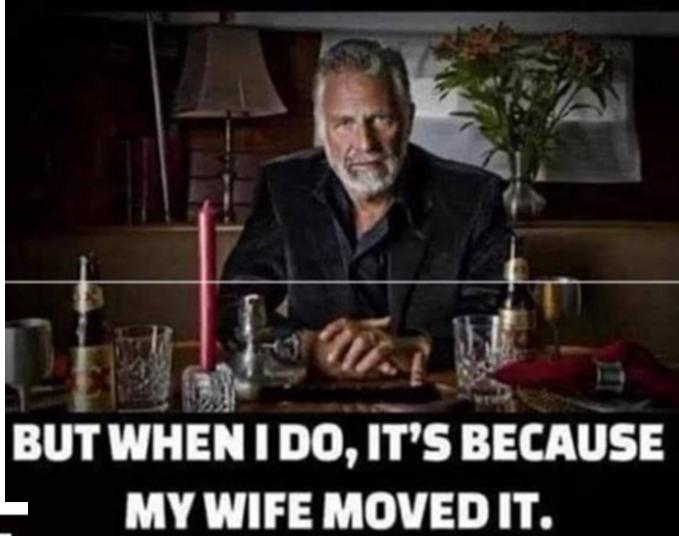


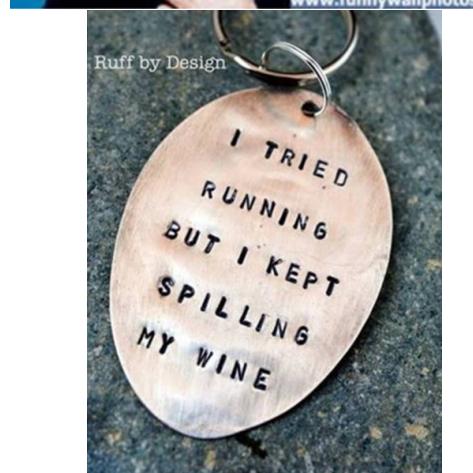
## Funnies: Brought to you by Ray Santo

Apparently there's a third option between burial and cremation.



## I DON'T ALWAYS LOSE STUFF





## Classified Ads

## **Advertisements free to current members**

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

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Type of Ad:

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Parts Wanted

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Information Wanted  See  
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Vendor

## 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](mailto: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](http://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.

# 54th Annual **POCI** International Convention

**PONTIAC, MICHIGAN**  
**JUNE 22-27, 2026**

**"Home for the Hundredth"**  
CELEBRATING THE 100TH ANNIVERSARY  
OF PONTIAC MOTOR DIVISION

CONVENTION UPDATES AT [WWW.POCI.ORG](http://WWW.POCI.ORG)  
FOR MORE INFO CALL THE CLUB OFFICE 734-479-2111  
—REGISTRATION FORM ON REVERSE—

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(YES, IT'S A PONTIAC!)
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MUSEUM FOR REGISTRANTS
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## 2026 POCI CONVENTION REGISTRATION FORM



### 54th Annual Pontiac Oakland Club International Convention June 22-27, 2026

#### Host Hotel: Marriott Centerpoint

(Auburn Hills Marriott)  
3600 Centerpoint Parkway  
Pontiac, Michigan 48341  
(248) 253-9800

REGISTRATION IS REQUIRED FOR ALL MEMBERS, EVEN IF NOT ENTERING A VEHICLE.

**MEMBER REGISTRATION FEE: \$65.00 - AFTER MAY 15, 2026: \$85.00**  
(REGISTRATION FEE INCLUDES MEMBER, SPOUSE AND CHILDREN)



MAIL THIS FORM TO:

POCI 2026 CONVENTION  
PO BOX 421  
LONG LAKE, MN 55356

CONVENTION UPDATES ARE POSTED AT [WWW.POCI.ORG](http://WWW.POCI.ORG)  
FOR CONVENTION QUESTIONS, CALL THE POCI CLUB OFFICE (763) 479-2111

Convention Coordinators: Art Barrett (417) 737-1469 [artbarrett@centurytel.net](mailto:artbarrett@centurytel.net)  
Larry Crider (918) 798-2765 [pontiacfun@gmail.com](mailto:pontiacfun@gmail.com)

Host Chapter Contact: Tim Dye (815) 510-8950 Penny Dye (815) 822-5259

THE CONVENTION REGISTRATION FEE IS NON-REFUNDABLE.

PAY BY CREDIT CARD, CHECK OR MONEY ORDER MADE PAYABLE TO:  
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CREDIT CARD # \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

(VISA, MC OR DISCOVER) EXP. DATE \_\_\_\_\_ / \_\_\_\_\_ SECURITY CODE: \_\_\_\_\_

## 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*  
 \$45.00..... U.S. Membership (Includes 2 Associates) (NO *Smoke Signals* magazine is mailed)  
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VEHICLES (no longer owned): \_\_\_\_\_

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Pontiac  Oakland  GMC

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YEAR      STYLE NAME / NUMBER      Number of CYLINDERS

YEAR      STYLE NAME / NUMBER      Number of CYLINDERS

NAME: \_\_\_\_\_

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\$25.00..... Worldwide E-Membership  
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Make checks payable to: POCI • Mail to: POCI World HQ, PO Box 421, Long Lake, MN 55356

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