



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

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

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

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## Kenny G's Message

I hope everyone had a nice Thanksgiving?

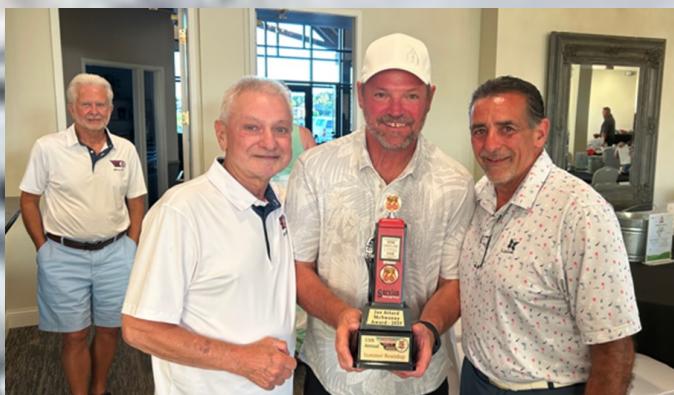
As usual, I've been spending the fall hunting but still had time for a nice Thanksgiving with family.

Back on August 18th, board members, Ray Golota, Brian Dougherty and myself, along with club member Chris Fodell attended the annual Joe Kocur golf outing charity event at the Prestwick Golf and Country club. At the event, I presented Joe Kocur with a check for \$7500 from the club, after we enjoyed a wonderful dinner and drinks.

Below we have a close up of Joe Kocur (center), my buddy Joe Attard, myself and our handsome treasurer, Ray

G.

At the event were also comedians Jeff Daniels and Dave Coulier, who are both Michiganders and friends of Joe Kocur. They helped emcee the event



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

## Ramblings of an Irishman

Editor: Brian Dougherty



As of now, we're in the thick of winter and once the cold temps hit us, they haven't let up. As I'm writing this, the temperature tonight is going to be in the single digits. I never thought of myself as a "Snowbird" before, but this winter may break me if the temps don't let up.

As some of you know, I spent a big part of this last summer in Ireland. I've been doing this most every year for over 40 years now, but what made this trip special is; it's the first time one of my sisters have been able to go and the only time the remaining 3 of my siblings (out of seven) were able to travel there together at the same time. As you can imagine, there were a few tense moments, but overall we had a great time. We could usually be found still playing cards at 2 am and drinking Irish beer, even though we had to get up fairly early the next day to travel. We visited many sites I hadn't been to before, or hadn't been to for many years. We also had our 40th Ireland family reunion with other Dougherty's from around the world. We have these every 5 years and I'm the only living person that's been to all 11. These reunions are something my dad started back in the early 80's in Michigan and it evolved into having

them in Ireland after he moved there in 84'. To the right are my 3 siblings and I, (I'm the tall good looking one if you couldn't tell). To the left is our ancient family crest which has deep historical meaning. My surname is one of the oldest documented ones in the world and as you can tell, I'm very proud of my Irish heritage. As some of you know, my dad lived there for almost 40 years researching the history as well as our family genealogy. He helped thousands of people around the world on their genealogy too, regardless of their last name.





The picture on the left is my ancestral home in Ireland.

Just kidding!

Unfortunately, I have no ancestral home, but the home my dad and I bought is still impressive. We run it as a university research center and can house a hundred or more students/ professors in multiple buildings on site, at a time.



To the right is the flyer announcing my 50th class reunion in early Sept. I know everyone is shocked cause there's no way I'm that old!! We had a formal dinner at a club on Saturday, but the rest of the weekend I hosted my classmates at my house, where we played games, had bonfires, drank and told old stories and relived our glory days.

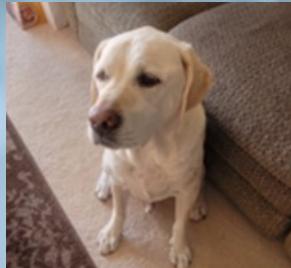
On the bottom right is a picture of most of the classmates that made the trip. It's funny, the people living in other parts of the country came, but the ones living nearby, didn't come. I'm also sad to say that about a quarter of my classmates have already passed on. Some of us have stayed in contact quite regularly, but a lot of classmates I had lost track of. It sure was good to see everyone that came though.



## Treasurer's notes:

**Ray Golota**

Unfortunately, the other day, I lost my best bud and constant companion after almost 13 years of being there for me. This loss has been an extremely hard journey for me and to top it off, it was the day before my birthday. Sometimes, life just sucks!



## Highlights—Financial- End of August 2025

- ♦ Motor City POCI bank balance = \$12,818.89
- ♦ Chad Tough balance = \$109.67
- ♦ Total bank balance = \$12,628.56

Our website,

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

At the end of August, we had 36 pre-registered for our show and 12 of 31 members registered.

We had received \$12,686.00 from sponsors and \$1758.00 from “Buy-it-now” Items.

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).

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 a location to be determined.

Ray

Treasurer - Motor City POCI

## Member Happenings:

Chad Tough donation

*As mentioned in the last newsletter, back on April 24, Mike Cushing, representing the Motor City POCI, presented its annual check to the ChadTough/Defeat DIPG Foundation based in Saline, Michigan.*

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

*Because of donations such as this, recent research has yielded great progress, where patients now enjoy longer post-diagnosis survival rates. In fact, Mike received word back in early August that the first major hurdle to treating and maybe curing the disease has been reached. For someone that has worked so hard and diligently, the news almost brought him to tears. The following pages is the article he is referring to.*



## Jazz Pharmaceuticals Announces U.S. FDA Approval of Modevso™ (dordaviprone), Formerly ONC201, as the First and Only Treatment for Recurrent H3 K27M-mutant Diffuse Midline Glioma

In a historic milestone, the FDA has granted approval to ONC201 (now named Modevso™) for the treatment of recurrent H3 K27M-mutant diffuse midline glioma (DMG) — a category that includes diffuse intrinsic pontine glioma (DIPG). This marks the first-ever approved therapy for this devastating disease, offering real hope to families who have been told for generations, "There's nothing we can do."

For decades, a diagnosis of DIPG meant only one thing: heartbreak. Found in the brainstem and most often affecting children between ages 4 and 11, DIPG robs children of their ability to walk, talk, eat, and breathe while leaving their minds fully intact. It has been an inoperable, mostly fatal brain tumor with no FDA-approved treatments. Even today, the median survival remains less than one year, and the five-year survival rate is less than 1%.

Now, thanks in large part to the early and ongoing support of the ChadTough Defeat DIPG Foundation and its partners, patients will now have access to an FDA-approved drug for recurrent H3 K27M-mutant DMG/DIPG. To date, the foundation has invested nearly \$6 million in ONC201-related efforts.

[LEARN ABOUT OUR INVOLVEMENT](#)

### **Understanding the Science**

The breakthrough came with the discovery of a mutation in the histone H3 protein — a single-letter change known as H3 K27M. Found in more than 80% of DIPG/DMG tumors, this mutation disrupts gene regulation and drives aggressive tumor growth. Crucially, it also creates a vulnerability that ONC201 uniquely targets.

In preclinical studies and studies from human tissue, ONC201 restored key biologic features of H3K27M-DMG tumor cells to make them less proliferative and more like normal brain cells. Its promise led to early expanded access programs and clinical trials that eventually paved the way for FDA approval.

### The Power of Families and Foundations

ONC201 did not follow the typical pharmaceutical playbook. Its journey to approval was fueled not by industry alone, but by grieving parents, grassroots donors, and nonprofit foundations that refused to let DMG/DIPG continue to be ignored.

In 2018, Mark and Jenny Mosier, through the Michael Mosier Defeat DIPG Foundation, recognized the promise of ONC201 and partnered with two other foundations to fund the first expanded access program for children who couldn't enroll in clinical trials. That same year, they began co-funding research with The ChadTough Foundation, led by Tammi and Jason Carr.

In 2020, the two families, along with other partners, funded a second round of expanded access. The following year, they merged their efforts to form the ChadTough Defeat DIPG Foundation, just as ONC201 research activity was surging. The newly unified foundation was well-positioned to respond, becoming a leading funder of studies exploring how the drug works, how to combine it with other therapies, and how to track its effects.

Behind the scenes, the Mosiers were instrumental in building the infrastructure that made access possible. From negotiating with the drug company to advocating at the FDA, their strategic leadership ensured that ONC201 reached the children who needed it most and that the data gathered could help push the science forward.

*"It wasn't just about the drug," Mark said. "It was about giving families hope. Real hope."*

## What Comes Next: From Approval to Acceleration

ONC201's approval by the FDA is not the end of the road — it's the beginning of a new chapter. With the drug now officially approved for patients with recurrent H3 K27M-mutant DMG, it can now be prescribed across the U.S., removing a major barrier for families who previously had to travel to access it through limited expanded access programs. For patients facing a recurrence, this marks a profound shift, bringing new hope directly into their communities.

Every newly approved treatment opens the door to more innovation. With ONC201 now established for recurrent H3K27M-DMG, future clinical trials can build on this progress, exploring combination therapies and new treatment strategies.

The foundation's work continues with the same urgency and strategic vision that brought ONC201 to this point. From investing in cutting-edge CAR-T research to funding clinical fellowships and translational studies, ~~ChadTough~~ Defeat DIPG is helping build a future where children diagnosed with this disease finally have a real chance.

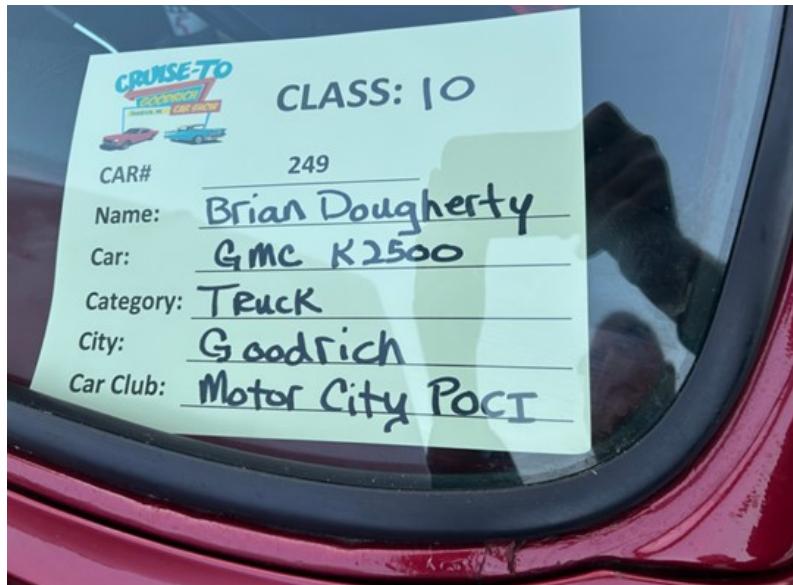
*"We finally have something that works," said Tammi Carr. "Now everything changes."*

## Why Your Support Matters

This historic milestone proves what's possible when families, researchers, and foundations work together with purpose and urgency. But continued progress depends on continued support.

Your donations help fund the next wave of research, expand access to life-saving therapies, and train the next generation of doctors and scientists. They ensure that DMG/DIPG families today don't face the same hopeless reality as those who came before.

With ONC201, we took the first step. With your help, we'll keep going — until there's a cure.



The morning after getting back from my Ireland trip, my home town had their annual car show and music festival. I had to show up with the 69 GMC truck dusty and dirty with just enough jet-lag that I didn't care. It was a beautiful day and I had a great time anyways!

This is the 4th or 5th year I've gone to this show and I see cars I don't normally see at other shows and the attendance is usually around 450-500 cars. All makes. It takes most of the day to see them all, especially when I stop to talk to people I know and don't know. Ray G. has come to this show before but it's pretty far from his home, so I didn't see him this year. I usually see more Widetrackers members than MCPOCI members, since this is more in their neck of the woods.



At the event there are things for kids to do, family activities, misc. vendor tents and lots of food vendors. After the show, they have a beer tent with different musical acts who play till around midnight. Needless to say, I had a great time as usual and drank my share of beer. The beer was cold, but not as good as the Irish beer I just spent a month drinking!





I've tried to show some Pontiacs you may not have seen at the shows most of you go to on the west side of town. This is one of the reasons I like to go to shows in different areas. This way, you see cars you don't normally see. Of course, any car people are the best people to hang out with, no matter where you're at.

To the right is a 2006 GTO done up with retro striping and badging.



On the Wednesday before Dream Cruise, the Pontiac Transportation Museum had a cruise-in party. Attendance was very good with about 100 members and 30-40 locals

as well as out of towners. 16 people

bought new memberships while at this event. At the party, Terry Connoly and Tim Dye updated everyone on how the first year of the Museum was going as well as the upcoming 2026 POCI Convention. Since I had been out of the country for some time, even I was surprised by the reveal of a K.I.T.T. car the museum had acquired as well as a 58' fully restored GMC truck. 2 people also loaned us a 73' Catalina 2 door and a 68 Firebird convertible. The

weather was perfect and we had 4 BBQ's grilling up some burgers, dogs and brats along with salad and chips.

The museum hired a vendor to serve cocktails and a DJ was playing our kind of music. We were also giving free rides in the Museum's 35' and 42' Pontiac's as well as Terry Connoly's GTO and Al

<sup>11</sup> Houtman's 67' Firebird.





To the right, I'm standing with my twin for a photo shoot. What a couple of handsome dudes, right! They both should be movie stars! I don't know how women can resist!

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This KITT car was not officially in the TV show, but it was made by the same person who did the show cars, so it had all the authentic lights and gadgets. We're still learning how to operate it though and we'd like to make some updates/improvements to it in the future to show it off better.

At the event, Al Houtman and his beautiful wife Holly were also in attendance. They both have had some major life events recently though. Unfortunately, Al lost his father several weeks ago and within hours, their first Grandchild was born.





Since I believe everyone has been to at least one Dream Cruise (if not all of them), I won't include any of the pictures I took during the event. Instead of cruising in my cars, like I usually do, I took a shift Friday and Saturday driving up and down Woodward in Al Houtman's Jimmy pulling an advertising sign for the museum. Of course, I had to make a stop at the GM retired Pontiac engineering site to take advantage of the good people, good food and adult beverages. Of course, I had to behave myself since I was driving Al's truck.

I took a picture of the Goodyear blimp in case anyone else didn't see it. It's been a staple there every year for as long as I can remember. As usual, there was some spotty rain, but overall, the weather cooperated and everyone had a good time as far as I know. The cops had a good time too with anyone who went a little too far laying rubber or getting a little crazy. I always feel bad for the locals during this time of year.



## Interesting Stuff:



XPENG Aeroht X2



Am I the only one who remembers being promised flying cars long before now? Well there's a company called XPENG that promises to have flying cars available to the public in 2026.

Although it would've been nice to have one when I commuted to work, I'm actually glad it's taken a while, cause I love driving my old cars and trucks.

## 9 Questions About Motor Oil Answered by a Mobil 1 Expert

[Cameron Neveu](#)

15 August 2025

Hagerty Drivers Club

In a recent episode of the [Never Stop Driving podcast](#), Larry Webster chatted with Cliff Salvesen, Mobil 1's Motorsports Technical Advisor for North America. The two discussed everything you've ever wanted to know about the slippery stuff. We compiled some of our favorite questions, from oil maintenance basics to complex formulations.

### 1. Every 3000 miles?

LW: Do I really have to change my oil every 3000 miles?

CS: I'd say it used to be true. I'm going to use the classic engineer's cop out, though, and say, "It depends."

For example, if you look at cars in the Eighties—a [third-gen Camaro](#), [Fox-body Mustang](#), or a Miata—most of the time the oil sump size was smaller. You'd have a three- to five-quart sump. Now, if you look at a Lexus IS F, a three-series BMW, or even a Golf, the sump sizes are at least five or six quarts. In some cases, with dry sums, you'll have 10 or 12 quarts of oil.



More oil means there's a longer service interval before that oil starts to degrade. I would say on a newer car with a larger sump, you can absolutely go further than an older car with a smaller sump. If you're running a real high-quality synthetic, you can certainly go 5,000 miles. You may want to change it a little bit sooner, just because of that smaller sump size. Or, if you're pushing the car hard, like using it at a race track, you might want to change it sooner.

## 2. Why do I need to change my oil at all?

LW: Oil sits on a shelf forever in a plastic container, but then you put it in a car, and suddenly it's dead in a year or some thousands of miles. Why?

CS: A couple of things are going on here. Over time, your additives get used up. Not the base oil, the slippery part, but you've got detergents, friction modifiers—all of these small molecules that are doing a certain job within the oil and your engine—and as those get used up, you want to replenish them.

You're also getting some foreign contaminants in the oil over time. It's not just metal. If you look at a used oil report from Blackstone, you'll see some copper and iron buildup, and you'll also get fuel dilution. You get exhaust gas byproducts either making their way past the rings or coming through the crank case ventilation system, and those foreign contaminants can react with water that you just get in your oil from condensation. Those ingredients come together to form acids. Those acids age the oil, and they can also start to break down seals, bearings, or anything else in the bottom of your oil. So, by changing it once a year, whether you're putting the miles on or not, you're flushing those foreign contaminants out.

## 3. What is oil?

LW: What exactly is in oil? You pump this stuff out of the ground, and then it goes through some process, and then when we pour in our engines, right?

CS: I work for Mobil 1 on what we would say is the downstream side. The upstream side is pumping it up out of the ground. We also have a midstream side, which would be refining and turning that crude oil into components and parts that you can actually use.

So, we take those components that come out of the refineries and turn them into fully finished oil, gasoline, diesel, and some of the lighter end products with uses in manufacturing and pharmaceuticals.

First, at a refinery, you basically boil the crude oil to get to other products. You heat it up, and you have a distillation column—those really tall stacks that you see at a refinery. As you heat the crude, you have valves and piping that pull components out at various levels. Down at the base, you're going to have things like heating oils. In the middle, you're going to have gasoline, jet fuel, and kerosene. Then, as you get higher, you'll get some of the solvents or some of the more expensive chemicals in smaller quantities.

LW: Ok, so in the middle somewhere are different grades of motor oil. Then you take that and we just put it in the car, right?

CS: No, that's the base oil. I always like to use the example, making a fully formulated oil is kind of building your own vehicle. The base oil is 85% of what goes in the bottle, so that's like the chassis that everything else bolts to. If you were disassembling a car and you take the engine out and take the suspension off, and everything else off, you're just left with a structure. That's like the base oil and then everything else, including detergents and viscous modifiers, that's what we're "bolting" in.

Those viscous modifiers are what take you from having just like a straight 30-weight oil to a 5W-30, or a 10W-30, or a 0W-40. A higher number means it flows slower than a lower number. If you have a zero-weight oil that's going to pour very easily. If you have a 90-weight oil that's going to pour much thicker.

#### 4. What else is in my oil?

LW: What are detergents? I've heard about those. I'm picturing those commercials with the little scrubbing bubbles.

CS: Haha, exactly. Detergents clean the previous oil. If you buy a car with 100,000 miles on the odometer, and the person was using a very low-quality oil, you might have some sludge, varnish, or carbon buildup. The detergents can help break that up and clean all of that junk out of your engine.

## 5. How do I know this oil is good oil?

LW: What is high-quality oil? You go to Autozone, stand in front of the oil wall, and it all looks the same. What are the things that will signal to people that an oil is high quality?

CS: The biggest giveaway is going to be if it says “synthetic” on the container.

Synthetic means it is a lab-made molecule. It’s coming from natural sources, but the difference between a synthetic and a natural oil is that a natural oil is going to kind of average out to like a 30-weight. Picture a bunch of balls in a room or in a ball pit, and you’ve got small little bouncy balls, you’ve got basketballs, you’ve got everything in between. These balls will have an average size, but they’re all varying in individual size. This is natural oil. With synthetic, you’re basically synthetically chopping or cutting those molecules to make sure that everything is much closer to the same size. All the balls in the pit are closer to the same size.

In the grand scheme of maintenance on a car, when you look at battery prices or tire cost, a synthetic oil is very, very cheap protection for what you’re spending. The synthetic option might be an extra five or ten bucks. I think it’s well worth the protection.

## 6. What are those numbers on the bottle?

LW: Back to the oil aisle in a store. You’re standing at the rack and see all these numbers. 10W this or that. What are those?

We touched on it briefly, so let’s use the example 10W 30. The W doesn’t mean “weight.” It means “winter.” That number is saying this is a 10-weight winter oil, and it’s a 30-weight regular oil. So, if you look in the owner’s manual and that’s what it tells you to call for, you look at your oil shelf, you say there’s a 10W-30, I’m good to go.

The one thing that’s changed with a lot of the older cars from the Fifties or Sixties—old enough to have just straight weight oil recommendations—is that they had different metallurgies and different valve train technology. That’s where a lot of people ask about zinc and phosphorus additives (ZDDP).

## 7. What about Zinc?

LW: I've heard as a rule of thumb that anything built before like 1985, you should be cognizant of the zinc percentage parts per million in the oil you use. Is that true? Why?

CS: Let's take General Motors, for example. I think it was 1987 when they went to the roller cams. Basically, if you have those older technology engines (pre-1980s), you probably want to use a higher ZDDP oil. That's a case though, where I would search it online, and I would make sure I'm getting the information off of the manufacturer's website.

ZDDP (Zinc Dialkyldithiophosphate, for long) is an anti-wear additive. It's not the only anti-wear additive out there. We make some oils these days that have zero zinc in them and test them on pushrod V-8 engines and have pretty good results. ZDDP has been around forever. It's well known. It's relatively cheap. It works really well.

Basically, you're looking for an anti-wear component. Those are what we would call a polar molecule. So they're going to attach to the metal surfaces in your engine and that acts as almost like a sacrificial wear layer where if you get momentary metal to metal contact on your engine bearings, on your piston skirts, or wherever else, the hope is it scrapes away the layer of anti-wear rather than actually damaging your engine or causing any issues. And in a case where you have a flat tappet camshaft with no rollers, you're having kind of that sliding friction without a whole lot of friction reduction.

## 8. What is classic car motor oil?

LW: I see the term "classic car" thrown around a lot in motor oil. Would that have that zinc in there, or is that something else entirely?

CS: Typically, yes. We introduced classic car oil that says "high zinc" on the bottle, and that comes in a 10W-30, which is probably a little closer to what those cars would've taken for the street back in the day. This Mobil 1 oil is going to have higher anti-wear for those older engines. It's going to have a slight additive pack change

## 9. Where can people learn more?

CS: Check out our [website](#). There's a product page that has a data sheet. On the right side, the page has a couple of common questions. "What about Zinc?" is one of them. If you click on that, for example, it will open a PDF that has the ZDDP levels for all of our formulations.

If you have questions about a specific car, modification, or use case, we also have contact line items. There's an email address for our technical help desk, or there's a phone number if you want to talk to



somebody on the phone. If there's something that's not on the website, or if you're having trouble navigating the website, we try to do as many call-outs as we can so that you can get more info. We want people to have all of the information. It's not a secret. The actual recipe might be, but the test data and which product to use for which car is something that we want to get that information into as many hands as possible.



**Funnies:** Brought to you by the internet

Last night I dreamed I was a muffler. I woke up exhausted!

What do you call a Ford Fiesta that ran out of gas?

*A Ford Siesta!*

Why was the car always tired?

*It never took any brakes!*

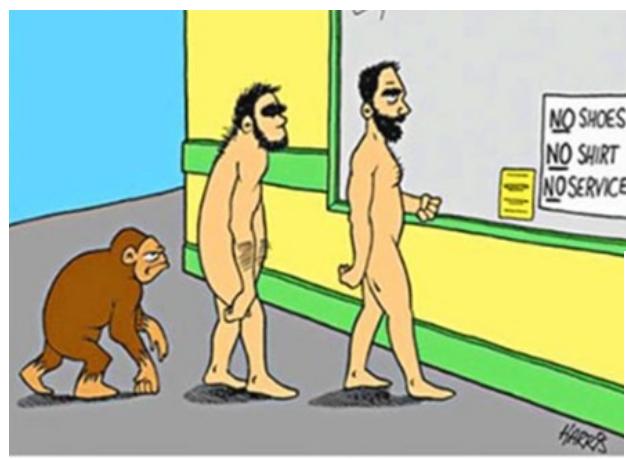
- . What kind of car does a chicken farmer drive? A coupe! ↪ 1
- . Why did the man throw his spare tire into the woods when he got lost? Because where there's a wheel, there's a way! ↪ 1
- . What did the car say to the stop light? You've changed, man! ↪ 1
- . Why does it cost so much to put air in a tire? Because of inflation! ↪ 1
- . What kind of car does Yoda drive? A Toy-Yoda! ↪ 1
- . What did the spider do when he got a new car? Took it out for a spin! ↪ 1
- . Why did the car have a belly ache? Because it had gas! ↪ 1
- . What do you call a man with a car on his head? Jack! ↪ 1



"You'll have to get behind me and push."



*J. di Chiavro*  
"Please hold while we bring you the complete works of Johann Sebastian Bach."



"After we came all this way."



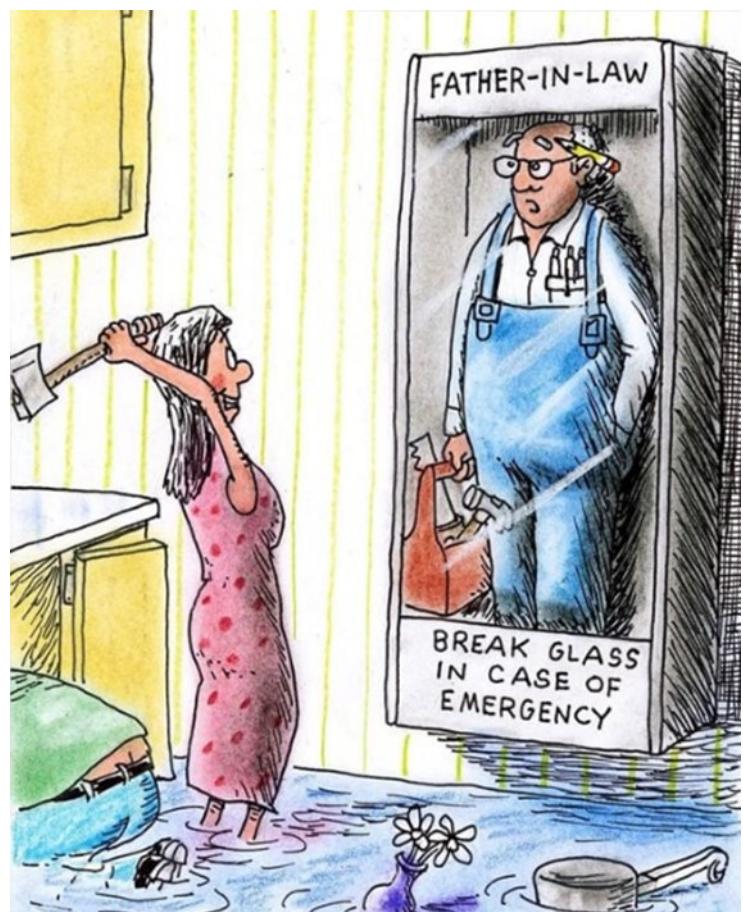
"I hope this is the right wine for reading and ignoring each other."



*Paul Wieth*  
"Guess which one I made with a 3-D printer."

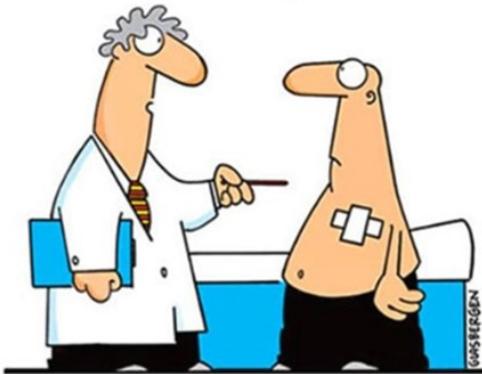
## INSOMNIA JEOPARDY

WAYS IN WHICH PEOPLE HAVE WRONGED ME	STRANGE NOISES	DISEASES I PROBABLY HAVE	MONEY TROUBLES	WHY DID I SAY/DO THAT?	IDEAS FOR A SCREENPLAY
\$10	\$10	\$10	\$10	\$10	\$10
\$20	\$20	\$20	\$20	\$20	\$20
\$30	\$30	\$30	\$30	\$30	\$30
\$40	\$40	\$40	\$40	\$40	\$40
\$50	\$50	\$50	\$50	\$50	\$50



**Respect old people. They graduated school without Google or WIKIPEDIA**

The Journey Home



"It's a pacemaker for your heart. Plus, you can download apps for your liver kidneys, lungs, and pancreas!"



"Have you tried opening the back and emptying the pencil shavings?"



"I'm working from home today."



## 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)  
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—REGISTRATION FORM ON REVERSE—

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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:  
"2026 POCI CONVENTION". YOU MAY REGISTER ON LINE AT: [WWW.POCI.ORG](http://WWW.POCI.ORG)

NAME \_\_\_\_\_ POCI # \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

HOME PHONE \_\_\_\_\_ CELL # \_\_\_\_\_

E-MAIL: \_\_\_\_\_

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)  
 \$74.00..... (U.S. Funds) Canadian Membership (Includes 2 Associates)  
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1 Year  2 Years  3 Years

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

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## 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: \_\_\_\_\_

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CITY / STATE / ZIP + 4: \_\_\_\_\_

Signature: \_\_\_\_\_

COUNTRY: \_\_\_\_\_ EMAIL ADDRESS: \_\_\_\_\_

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

## **Motor City Chapter Officers**

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