



# THE TRACKER

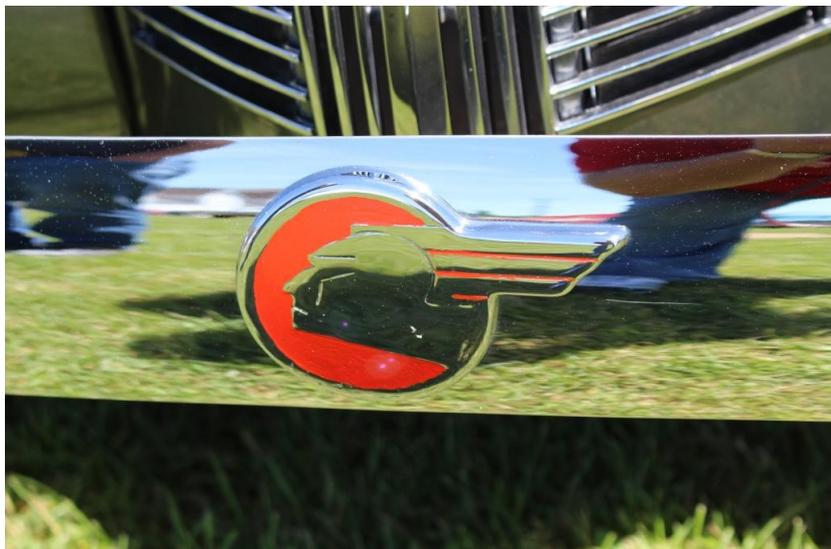
JUN

JUL

2014



# Cruising Time!



**Dusted off and Looking Fine!**

**Improving Your Handling! (pp. 8-10)**

**Spring Dust-Off Pictures! (pp. 12-13)**

**Painting Plastic! (pp. 4-7)**



**MICHIGAN WIDETRACKERS  
CHAPTER 16 OF POCI**

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Spring has sprung. The grass is green, the flowers are blooming or starting to bloom, so you know that means cruising.

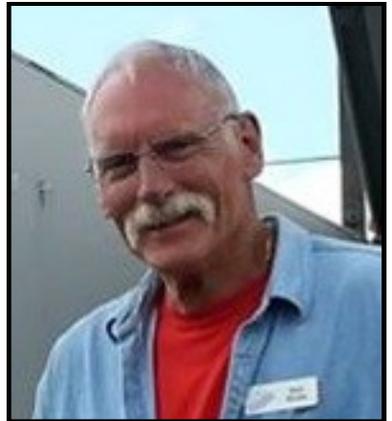
Memorial Day has come and gone which means that the weekly cruise season is now in full swing. I was lucky this Spring that no major repairs had to be completed to get our cars ready for the season. I hope the members of the Widetrackers found themselves in the same situation.

May was a pretty busy month for our social calendar: Baker's in Milford, Meadowbrook in Rochester, Golling's first Cruise-In of 2014, and of course, the Spring Dust-Off committee meetings.

The Spring Dust-Off, which was held on June 14th, is the club's biggest and ONLY fund raiser of the year. I'm glad to see how many of the club members stepped up and volunteered to work on the day of the show. This is what makes the Michigan Widetrackers the club that we are. It also makes my job easier as President: I don't have to brow-beat the members to come help out!

June is shaping up to be another busy month with many things going on. Check the Tracker web-site for all the events and make plans to attend. Sorry we missed the June 7th meeting but we heard everything came together for preparing the Dust-Off packets, and it was great seeing you all at the Dust-Off.

Respectfully,  
Rick Blome  
President



Hey Trackers!

Check out pp 12 and 13 to see some fabulous pictures from the Dust-Off, in case you missed it!

It was a great day—turn out was fabulous, weather was perfect, and there were a lot of gorgeous cars. Doesn't get much better than that.

~Eds.

# Road Trippin'

Cool Places for Car People

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(Thanks to Rich Gabriel for sending on the original article)



If you find yourself in Hadley, MI, there is a museum there that, for the summer, is housing a very special item! If you head to the turbine room, you'll meet the museum's latest guest - a black and red 1907 Pontiac.

This car was built during that transitional period between horse drawn carriage and automobiles, and to look at this car, you can see there are design elements for both. It weighs in at a svelte one thousand pounds, and boasts a water-cooled horizontally

opposed twin cylinder engine with a continuous drive gearless transmission. Putting out an impressive twelve horsepower, this speed demon of the day could reach a blazing fast twenty-five miles per hour, and take you about one hundred and fifty miles on eight and a half gallons of fuel. That's about seventeen and a half miles per gallon - and considering some of the vehicles of today, that's not that objectionable! Rolling on bicycle thin three-foot wheels to get through the terrible ruts in the roads (apparently, that's something that *hasn't* changed in a hundred years in Michigan), it came standard with leather seats, was offered in red, green, or black, and cost about \$650 to buy.



Historians can't seem to agree on the number of these that were manufactured - some say between thirty and forty, some say between one and two hundred - but one thing is certain: in this day and age, they're exceptionally rare. The Pontiac currently on display is one of only four known to exist, and since the Hadley Mill Museum is practically in our backyards, it's a perfect opportunity to take a look at a piece of automotive history - at least until August 19 when it returns to its home at the Sloan Museum in Flint. Whether or not it will be put on display there isn't known - it's spent the last eight years in storage - so unless you want to drive to Ohio, New York, or Montreal to see one of the other three, it might be worth a trip to Hadley.



(Original article was "Hadley Museum Scores Rare Pontiac Car" in June 1 edition of the Lapeer County Press, written by Phil Foley.)

(If there's a cool place you've been to, please send us pictures and maybe a few words about it! Let's bring these *hidden gems* out into the open!)

# Why Is My Engine Bay So Boring?

By Mike Bartley

Most cars over the past 10 years have had their engines covered up with black ABS plastic. While at the dealership these look nice, but drive 20 miles down the road and they usually turn a dull grey-brown. There are few options when dealing with these wonders of plastic. You can take them off and expose an octopus of wiring, or you can make your engine your own. Most people prefer to paint these to make the engine stand out. Even if it is just your daily driver, it can be customized for under \$20.00 and a couple hours of work. If you want to go even further, and have some talent, you can even air brush anything from flames and skulls to a nice Pontiac logo right in the centre of the cover.

The basic tools for this job are: shop towels, degreaser (I used Simple Green), Scotchbrite green pad, self-etching primer, and engine enamel paint. This list is just as I preferred, not necessarily the bible on painting plastic. Finally, for you sensitive types, you may want some rubber gloves.

When doing this, you do want to do it in a clean dry area, with good ventilation and temperatures warmer than 70 F. This will help the paint cure so it won't take all week for it to dry.

The first step is to clean the cover.



Cleaning was done with the Simple Green and the shop towels. This may need three or four cleanings in order to get the cover completely degreased.



One last cleaning was done with the Scotchbrite pad. This also scuffed the cover to allow for the primer to properly adhere to the surface.

Let the engine cover dry in the sun. This could take about an hour, so while you're

# Why Is My Engine Bay So Boring?

(Continued)

waiting, maybe cut the lawn, run down to the flower store for the better half, go for lunch... When dry, prime with the self-etching primer.



The Dupli-Color self-etching primer is sold at O'Reilly Auto parts. So kinda like a 7-11, they are on every corner.



The first coat of primer is just fogged over to give an extremely light coat on the cover. This is a time to look for fish eyes that may pop up due to insufficient cleaning.



Once the first coat has been inspected and is dry to the touch, a couple more coats are applied and left to dry.

## Why Is My Engine Bay So Boring? (Continued)

Once the primer is completely dry, it's time for the colour coating.



Dupli-Color engine enamel was used for painting. It's a good choice because it is a ceramic paint that can withstand 500 F of heat, and also, it was what I had in the garage.



Like the primer, the first coat was applied as a fogging coat to inspect for fish eyes.



The final two coats were applied to completely cover the primer. Just be cautious that you maintain your spray 6 to 12 inches away from the cover. This will help prevent runs in the paint.

Let the cover dry for a couple hours before installing it. Take it easy as you can chip the paint easily until you run the engine to heat it up and cure the paint.

# Why Is My Engine Bay So Boring?

(Continued)

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Old, dirty, and not very appealing.



Well, at least the engine cover is clean and looking good.

Once everything is painted and installed, start the engine and bring it up to temperature. The heat will allow the ceramic to bake to the cover so it will last a long time. The only downside is that now you have to do any other plastic pieces in the engine compartment. But for now, step back and know that you have done a job right.



VICTORY!!

## Making Your A-Body Handle on the Cheap Part II

By Dennis Carol

In the previous issue of *The Tracker*, we talked about body bushings and steering boxes. In this issue, we'll cover sway bars, control arms and ball joints.

### SWAY BARS AND CONTROL ARMS

Next up is sway bars, or rather, anti-roll bars. A lot of cars came with a front sway bar, but to save money, many GM factory cars didn't have a rear sway bar. It is amazing how dramatically a car's handling improves by adding a rear sway bar.

In order to add a rear sway bar, a set of boxed or reinforced rear lower control arms is required. The stock control arms are U-channeled and must be reinforced or "boxed" in order for the control arm to take the load from the sway bar. The lower control arms have mounting holes drilled into them in order to bolt the rear sway bar to them. The factory sway bar is a 7/8" bar. The largest A-body factory rear sway bar was for a Chevelle SS – it was 1" in diameter. The boxed lower control arms and rear sway bar from a Chevelle/Malibu, Skylark/GS/GSX, GTO/Tempest/Lemans, and Cutlass/F-85/442 are interchangeable. Mike Bartley has already shown you how you can modify a pair of stock lower control arms with a welder and some stock steel plate to make your own for much less money.

If you prefer, you can purchase reproduction lower control arms and a sway bar, as a set, for around \$350 (or more) from the popular OER catalogs. Aftermarket 1" rear sway bars cost around \$150. A set of reproduction lower control arms with new rubber or polyurethane bushings are another \$250, if purchased separately. Alternatively, you can search eBay or Craigslist, or troll swap meets for used A-body boxed lower control arms and sway bars for a lot less – which I recommend. If you find used lower control arms, be sure to inspect and replace the bushings with new rubber or polyurethane ones for the same reasons discussed with the body bushings. Also, be sure to replace the original bushings for your original rear upper control arms and differential as well.



A pair of stock boxed rear lower control arms with mounting holes for the sway bar to bolt into.

Today's high-end front sway bar kits offer sway bars that are 1-¼ to 1-½ inch in diameter and will cost around \$300-500 from the likes of Hotchkis or Global West. A cheaper alternative is to go back to eBay, Craigslist, or your local junk yard. Look for a late model 2nd gen Trans Am with a WS6 package. I purchased a 1-½ inch front sway bar on Craigslist for \$50 (that included shipping) from a parted out 1980 Trans Am. I had to buy new, larger diameter sway-bar-to-chassis bushings from Autozone (Energy Suspension brand for \$14) which also included grease fittings (the original factory bushing have no grease fittings) and I re-used all the factory sway bar hardware including end link nuts and bolts. The F-body sub-frame has the same dimensions as the front half of the A-body frame. So the suspension pickup points are same between the F-body and A-body. That is why so many A and F body front suspension components interchange. Make sure that you install the new

# Making Your A-Body Handle on the Cheap Part II (Continued)

sway bar in the correct position and not upside down. If you mount it upside down, it will come close to hitting your harmonic balancer. I know this from personal experience.



Compare the size difference between the two front sway bars.



Difference between factory and WS6 bushings.



Sway bar was mounted upside down. Don't do this!

Replacing the bushings on all the upper and lower front and rear control arms will improve the firmness of the suspension and force the control arms to move in their intended arc. Again, the use of rubber bushings in all control arms is the cheapest solution. However, rubber will break down again over time, just like the originals did. Polyurethane and polygraphite bushings are hard plastic alternatives that don't break down like rubber does. These are more expensive, but they will remain solid. If you are doing a concours restoration, then rubber would be your only choice.

# Making Your A-Body Handle on the Cheap Part II

By Dennis Carol



Worn out bushings on a lower front control A-arm.

## BALL JOINTS

Since you have removed your front upper and lower control arms to remove and replace the bushings, now is the time to replace the front upper and lower ball joints. The original ball joints were riveted into the upper and lower control arms. The rivet heads have to be ground or chiseled off in order to remove them. Once the old ball joint is removed, the new ball joints come with screws and nuts to secure them to the control arm. Sometimes this new hardware requires drilling out the rivet holes to enlarge them for the new bolts to pass through. Replacing the ball joints in conjunction with the bushings will help improve your steering and alignment.



Riveted original ball joint.



This Impala's ball joint is completely gone.



New ball joint.

(To be concluded in the next issue of *The Tracker*)

# Got Plans For July 4th?

A Canadian Perspective on the Hadley Parade

By Mike and Jenn Bartley

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Last year, it was the first time we'd been able to attend the 4th of July parade in Hadley. With our own Canada Day recently passed on the 1st, we rolled into town expecting the same sort of thing we'd find at home: you know, fire trucks, civic officials, maybe a float or two, and someone dressed up as a beaver (it's a Canadian thing, don't ask.) Imagine our surprise when we saw the quaint little town, and found the streets *packed* with spectators! We joked to each other that they had to have bussed in people from neighbouring communities,

as the sleepy little town didn't look like it could hold that many! It was like the California Gold Rush in the mid-1800's, only instead of gold, prospectors were on the hunt for a far sweeter prize. Literally.

We'd been told that the Widetrackers handed out candy on the parade route, and were given the instruction to—quote/unquote: *Bring lots*. Silly Canadians. We went to our local store, and bought ten pounds of suckers, candies, and assorted confections, and as we checked out and hauled our booty to the car, we grinned like idiots. "Hey, we might even have leftovers!" (Okay, I admit it. I have a candy problem) So, we pulled into the field and lined up with the rest of the club, and on looking around, we were amazed! There were so many floats and groups and cars and tractors—enough to put some of the Christmas parades we'd seen to shame. It was a little bit warm in the sun, but we popped the sunroof on the Fiero and hung out our Canadian flag, reminiscent of the Lake Freighters, and waited eagerly to get going. Smugly, we rolled out, Mike driving, Jenn in the passenger seat with all this candy, and we were ready for this! Our first foray into American celebration!

We went up the first street, and our hearts started to beat a little faster when we saw all the kids there. But, we were armed with *ten pounds* of sugar. It would be enough. We cruised around the corner, and even more kids were there! We started to panic. Not even a full block, and we were starting to see a dent in our stores. The second corner came, and now it was getting close to panic time. We were nearly out! Surely this was some sort of anomaly! There couldn't *possibly* be this many kids in this small town, could there?! Ohhhh, how wrong we were! We went up the next street, and that's when disaster struck. We were completely tapped. Shamefaced, we rolled down the last street with nothing to offer but a sheepish smile and a wave before slinking back down below the window ledges to complete our drive.

And yet, no one really seemed to hold it against us. With a bit of embarrassment, we related our tale of woe to some of the club members, and in return, they laughed at us, as if to say *Yeah, we've been there too, man*, and we knew that the next time, if we thought we had enough, we would bring *one more bag* because for the Hadley parade, it's like some sort of giant candy vortex. There is *never* enough!

That said, we have plans to attend the parade again this year, and we're taking past advice to heart: *bring lots*. We won't be beaten by the Tootsie Roll. Look out, for we seek vengeance, lollipop! Still, despite our chagrinned humour over it all, we do know that in the end, it's all about celebrating freedom and family and being together, and these two Canadians were grateful for a chance to be a part of that!

Happy 4th of July, our American friends. And thanks for teaching us that a parade is more than just a celebration. It's a full-blown event!

# DOING THE

The 26th Annual Spring Dust-Off was held on June 14 at Springfield Oaks County Park in Davisburg.

It was a beautiful day, made even more so with all the gorgeous Pontiacs and GMCs on display. Lots of Widetrackers were there lending a hand, and a good time was had by all in attendance!

Thanks to everyone who let us use some pictures so everyone could have a peek!



# DUST-OFF!



# Pontiac Rally II Wheels

By Terry McGean (Feb/10 Hemmings Motor News)

Thanks to Dennis Carol for providing this article for publication.



The birth of the "mag" wheel seemed to coincide with the dawning of the muscle car era, though the cast wheels being produced by Halibrand and American Racing had more to do with race cars from ovals and drag strips than production cars. Yet wheels like the Torq Thrust provided the perfect accessory touch to a brand-new Corvette or GTO, a fact apparently not lost on the automakers, as it wasn't long

before the factories were offering their own styled wheels.

The big difference between what the aftermarket was producing and what Detroit offered was the material: Cast wheels, be they magnesium or aluminum, were still fairly exotic in the mid-'60s, and guaranteeing their durability on an OE level posed other issues. The solution was to produce attractive mag-styled wheels that were actually made from stamped steel, just like standard production wheels.

Pontiac's first styled steel wheel was an attractive six-slot design that debuted for 1965, but buyers interested in a mag-style wheel would have to wait until the '67 models were introduced, featuring the new Rally II. The five-spoke design appeared to take cues from popular aftermarket mags like the Torq-Thrust and Cragar S/S, using a two-tone finish of argent and gray metallic paint that seemed to evoke the finishes of magnesium wheels.

The wheels were dressed out with a bright trim ring and a chrome center cap containing a black plastic disc with a red "PMD" logo across the center. "Competition-style" lug nuts with closed ends fastened the new Rally II, which was initially produced in 14x6-inch dimensions for Firebird and GTO/Le Mans models.

For 1969, V-8-powered Firebirds ordered with the optional Rally II received a new 14x7-inch version that used a correspondingly deeper trim-ring. For some reason, the GTO did not make use of the new, wider Rally II, sticking with the 14x6-inch version, even on the new Judge, though that model ran its Rally II wheels sans trim rings.

When the second generation Trans Am was unveiled, it wore a set of 15x7-inch Rally II wheels, though these were also lacking trim rings. Lesser Firebirds maintained the 14x7 version, while the GTO continued to use the 14x6. All Rally II wheels for 1970 used a revised center cap, identical to the previous design but with black PMD lettering on a red background. By this time, a 15x6-inch Rally II was also available, though it used a 5-inch bolt circle for use on full-size models.

# Pontiac Rally II Wheels

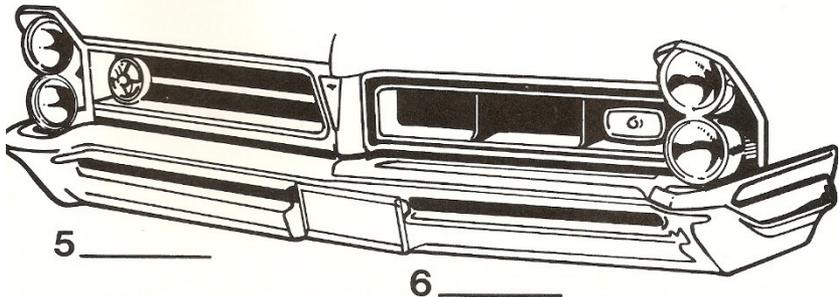
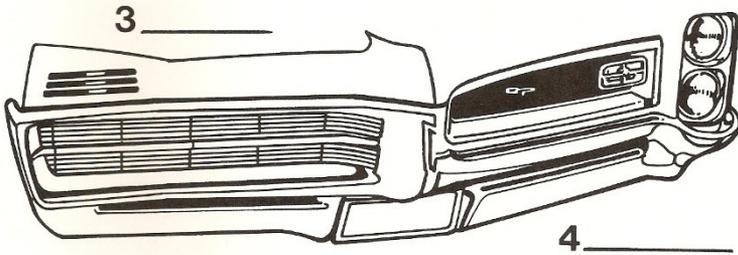
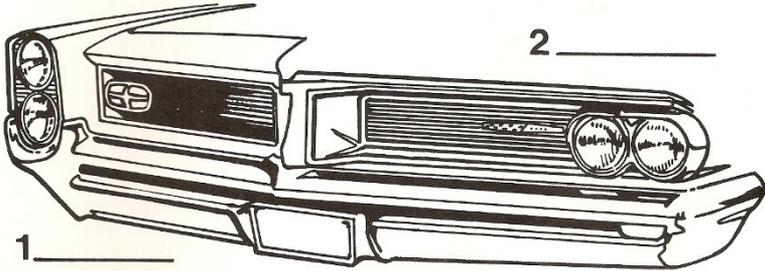
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As the 1970s wore on, Pontiac continued to use a variety of sizes for the Rally II, and use of 15-inch variations became increasingly common. Another trim restyling was made for 1973, featuring center caps displaying a brushed metal appearance with a recessed Pontiac arrowhead logo, complemented by brushed trim rings. This design would last into the early '80s.

With so many examples of the Rally II produced over the years, plenty are still out there, and they're simple to refurbish, though restorers often look for the proper two-letter code stamping unique to particular applications. Brand-new reproduction Rally II wheels are also offered by several aftermarket sources. Larger sizes never offered by GM are also available, and even an aluminum Rally II, bringing its design full circle.

## The Great Grand Prix Grills Game!

Thanks to Jim Larson for this one! Identify the six years of Grand Prix grills shown below. First person to email Mike and Jenn ([jbartley24@cogeco.ca](mailto:jbartley24@cogeco.ca)) with all six correct will win a prize at the next meeting! How fun!! (Sorry, Jim, but you can't play...)



# Editors' Two Cents

Winter is finally over for all of us and the bitter cold should start becoming a faint memory. Now we can start complaining about the heat, and we can come full circle. But, with the nicer weather here, Jenn had the Fiero out, though I am still working on my car. Please do not be mad, but it is not a Pontiac. At least it's a GM, right?

I would like to thank all of you who contribute to this newsletter with jokes and other content. We are still looking for one-of-a-kind articles for *The Tracker*. If you are a member of another Pontiac, Oakland or GMC club, drop us a line about it and we can add a write up showcasing it here as well. Happy cruising during the summer months and hopefully Mother Nature will not be as mean with the heat as she was with the cold this year.



As always, keep it between the ditches.

~Mike and Jenn ♥

[jbartley24@cogeco.ca](mailto:jbartley24@cogeco.ca)

## New Members—Welcome!

Bob & Debbie Cicinelli—Clarkston  
 Ernie Combs—Clarkston  
 John & Katherine Graham—Ortonville  
 EC & Jackie Green—Auburn Hills  
 Mike & Deb Hill—Grand Blanc  
 Raymond Howard—Sterling Heights  
 Stu & Linda Jackson—Perry  
 William & Theresa Jahn—Chesterfield  
 Kollin Nash—Lake Orion  
 Jim Kowalski & Nanci Sanders—Dimondale  
 Randy & Janine Stetson—Oakland

### TRACKER DISCLAIMER

*The Tracker* is a bi-monthly publication of the Michigan Widetrackers Chapter 16 of Pontiac Oakland Club International (POCI). The articles, editorials and information contained in *The Tracker* come from a variety of sources and represent the views and opinions of the individual authors and are not necessarily those of the Widetrackers or any of its officers. While we attempt to print material that is accurate, we do not assume any responsibility for errors, omissions, inaccuracies or contrary interpretation of the subject matter herein.

# For Sale

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## 1958 Pontiac 2-Door Post Car



**455 Tri Power**

**Nice interior**

**Chrome wire wheels**

**Automatic**

**\$25,000**

**Contact:**

**Tomas Arenas**

**248-563-2952**



**Do you have something you'd like to sell? Is it a completed car? Awesome. Is it some obscure resto part that you don't need anymore? Cool! No matter how big or small, all Widetracker members are allowed to advertise free in *The Tracker*.**

**All you have to do is drop a line to Mike or Jenn Bartley either by email at [jbartley24@cogeco.ca](mailto:jbartley24@cogeco.ca) or by phone at (519) 337-8070 (we have voice mail) with the details (and pictures if you've got 'em!), and we'll make sure it gets put up for you!**

**We're here to help. Use us!**

# The Last Laugh

## 5 OLD LADIES

Sitting on the side of the highway waiting to catch speeding drivers, a Police Officer sees a car puttering along at 22 KPH. He says to himself, This driver is just as dangerous as a speeder! So, he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies inside, two in the front seat and three in the back, wide eyed and white as ghosts. The driver, obviously confused, says to him, "Officer, I don't understand, I was doing exactly the speed limit. What seems to be the problem?"

"Ma'am," the officer replies. "You weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No, sir! I was doing the speed limit exactly. Twenty-two kilometres an hour," the old woman says a bit proudly.

The police officer, trying to contain a chuckle, explains to her that 22 is the highway number, not the speed limit. A bit embarrassed, the woman grins and thanks the officer for pointing out her error. "But before I let you go, ma'am, I have to ask - is everyone in this car okay? These women seem awfully shaken, and they haven't made a peep this whole time."

"Oh, they'll be all right in a minute, Officer. We just got off Highway 189."

You can tell a lot about a woman's  
mood just by her hands.

For instance, if they are holding  
a gun, she's probably angry.

Morris Schwartz is on his deathbed and with his nurse, his wife, his daughter and two sons standing by, he knows the end is near. He says to them, "Bernie, I want you to take the Beverly Hills houses. Sybil, take the apartments over in Los Angeles Plaza. Hymie, I want you to take the offices over in City Center. And Sarah, my dear wife, please take all the residential buildings downtown."

The nurse is just blown away by all this, and as Morris slips away, she says, "Mrs. Schwartz, your husband must have been such a hardworking man to have accumulated so much property".

Sarah replies, "Property? The old fool has a paper route!"

# The Last Laugh

## Johns Hopkins Study

The National Institutes of Health has just released the results of a \$200 million research study completed under a grant to Johns Hopkins.

The new study has found that women who carry a little extra weight live longer than the men who mention it.

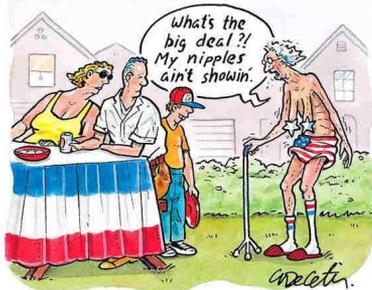


Just a reminder that fireworks look even more amazing when you're not constantly checking your iPhone.

©Marty Bucella www.martybucella.com



The annual Fourth of July block party takes an ugly turn when former Rockette Alma "Pixie" Pitzer arrives.



It has already started at Gander Mountain Sporting Goods.

When I was ready to pay for my purchases of gun powder and bullets, the cashier said,

"Strip down, facing me."

Making a mental note to complain to the NRA about the gun control wackos running amok, I did just as she had instructed. When the hysterical shrieking and alarms finally subsided, I found out that she was referring to how I should place my credit card in the card-reader.

I have been asked to shop elsewhere in the future.

They need to make their instructions to us seniors a little clearer. I still don't think I looked that bad.!

# Club Products for Sale



Robyn & Larry Marsh

**Contact Robyn Marsh**

**(810) 348-4619**

**or**

**horsesitter1@yahoo.com**

Finally! The winter that wouldn't die has finally released its icy grasp! The warmer weather is here, and as we pull out our summer clothes, why not add to that with a Widetracker jacket or shirt? Just see Robyn to get one ordered, or bring in your own items to get the club logo put on them. It's a great way to advertise our club and bring in new members. They even have pretty pink shirts for the ladies. If you're going to get a farmer's tan, might as well do it as you're bragging up the club!

## You've Gotta Eat Here!



What is the best thing after a hard day's work? If you said a slab of beef and a cold beer, then you have come to the right place. Located in the small town of Kimball, Michigan (right across from the KOA Campground, for those of you who enjoy RV'ing as well as cruising!) it is one of the best places to have a good steak. The Bourbon Swiss Steak and The Outlaw Steak are so good, they'll make

you think about selling certain family members to get a second.

If you're not in the mood for that, they also have pizza, burgers, sandwiches, soups, and a ton of appetizers. And, if you wear your stretchy pants, you can even have something for dessert. They also have the Crystal Garden, which is a large room for events such as weddings, meetings, car club events (hint hint!) and family reunions.

The place definitely has a unique look to it: it's a mash-up of country, rodeo denim, and Harley Davidson leather mixed with a sports bar, but you don't have to fit in with any of those to enjoy it. It's very casual, and the waitstaff are super friendly. Next time you're out cruising the thumb, why not stop by and sink your teeth into their famous prime rib and fall in love with beef?

If you go: The Angry Bull Steakhouse, 5078 Lapeer Road, Kimball MI

(Got a favourite place? Tell us about it and we'll post about it! After all, we are an eating club with a car habit!)

Jun 19	Golling Cruise-In, 4:00 to 8:00 p.m.	Golling GMC
Jun 28/29	Sloan Auto Fair Sat 9-5, Sun 9-3	Sloan Museum, Flint MI (www.sloanautofair.com)
Jul 4	Hadley 4th of July Parade Muster @ 11:00 a.m., Parade @ 12:00 p.m.	Ball field, Hadley Rd, Hadley MI
Jul 12	Meeting, 5:30 p.m.	Golling GMC
Jul 17	MS Cruise, 4:00 to 8:00 p.m.	Central United Methodist Church, Waterford MI
Jul 24	Golling Cruise-In, 4:00 to 8:00 p.m.	Golling GMC
Aug 2	Golling Kops and Kids Charity Car Show, 8:00 a.m. to 1:00 p.m.	Golling GMC
Aug 9	Meeting, 5:30 p.m.— Officer and Board nominations	Golling GMC

## A Final Smile For Those Who Drive Real Cars



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### Memberships

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248-320-2609  
rblome2609@charter.net

### Web Master

Rich Dabrowski  
810-667-8766  
rdbrow648@charter.net

### Activities Committee

Keeley, Larson, Long,  
Armstrong, O'Rourke, Humphrey  
Shinouskis & Swan families

# MEMBERSHIP APPLICATION

## MICHIGAN WIDETRACKERS

### PONTIAC OAKLAND CLUB INTERNATIONAL CHAPTER 16

#### Benefits of Membership:

Local, National & International contacts, *Smoke Signals*, POCI monthly magazine with tech restoration info & free Advertising. *Tracker* Newsletter published bimonthly with events & meetings.

Today's Date: \_\_\_\_\_

Primary Member \_\_\_\_\_ Birth date: \_\_\_\_\_

Spouse/Associate Member: \_\_\_\_\_ Birth date: \_\_\_\_\_

Children: \_\_\_\_\_ Birth date: \_\_\_\_\_

\_\_\_\_\_ Birth date: \_\_\_\_\_

Address \_\_\_\_\_ Phone: \_\_\_\_\_

City, State, Zip \_\_\_\_\_ E-mail: \_\_\_\_\_

**THE MICHIGAN WIDETRACKERS ENCOURAGE ALL MEMBERS TO JOIN THE PONTIAC OAKLAND CLUB INTERNATIONAL (POCI). APPLICATIONS ARE AVAILABLE ONLINE AT POCI.ORG - POCI # \_\_\_\_\_**

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

Classic of Collector Car(s)	Year	Make	Model	#of Cylinders
1. _____	_____	_____	_____	_____
2. _____	_____	_____	_____	_____
3. _____	_____	_____	_____	_____

Widetracker club dues are \$18.00 per year paid each May 1st. If joining for the first time, dues will be prorated at \$1.50 per month. Please pay by cash or check made out to:

#### MICHIGAN WIDETRACKERS.

Return this application and dues to:

MICHIGAN WIDETRACKER CHAPTER 16 OF POCI  
c/o Nancy Blome  
1750 Deer Path Trail, Oxford MI, 48371

New member \_\_\_\_\_

Renewal \_\_\_\_\_

Payment: Cash \_\_\_\_\_ Check # \_\_\_\_\_

Contact the Widetrackers for a POCI application if needed



J&M Bartley, Edds  
Michigan Widetrackers  
2014 Holland Ave, #225  
Port Huron, MI 48060



Happy 4th of July!

In God We Trust