

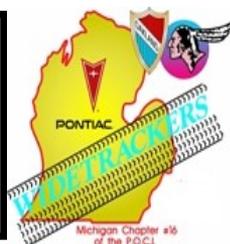


THE TRACKER

JUN

JUL

2015



Cruisin' Time! (Finally!)



Final preparations are underway for the Dust Off! Will you be ready??

Pontiac and the Space Program! (pp. 7-9)

Dust Off Info and Application! (pp. 14-15)

A Rather Impressive Visit (p. 10)



**MICHIGAN WIDETRACKERS
CHAPTER 16 OF POCI**

WWW.WIDETRACKERS.COM

Well, we've been back for over a month, and the Michigan weather has given us a few teaser days of warmth. But Mother Nature slaps us back to reality with cloudy skies, snow, rain and cooler to cold temperatures. It's tough to think about getting the cars out when you have to wear your Carharts.

Mother's Day has come and gone. That means the cruise season for 2015 has already started with Culver's on Tuesday, Mondays in Lapeer, and Sundays at Bakers in Milford. Pick up a copy of *Cruis'News* to find what's happening in and around your area.

If you still don't have enough to do, check out the Widetrackers website and look under our social calendar. There you'll find many more listings that I feel the members should come out for to help make the Michigan Widetrackers name known: Meadowbrook, Bakers, Sloan's Auto Fair are just a few.

In the coming months, look for information concerning a Widetrackers stampede. This will be a local event where we will get as many club members with their cars to invade a local cruise night and see if the club can fill the place.

By the time you get this issue of *The Tracker*, there will only be a few days before the Dust-Off, so get those items in for the goody bags! At the last Dust-Off update, I was surprised when Chuck told me that we only had nineteen pre-registered vehicles. I would think with the club members alone we would have a lot more than that. This is our time to show off our rides, so let's get them registered. I'd hate to hear a week before the show that we only have enough cars to fill a small parking lot. If history repeats itself, the chance for "iffy" weather will be slim to none.

See you at the next club meeting on June 6th. And if not there, then I'll see you at the Dust-Off the following Saturday, June 13th.

Until then, happy cruising.

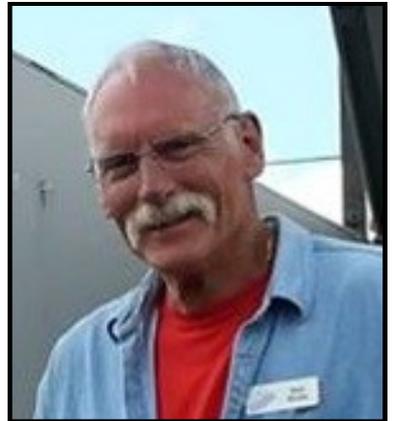
Rick Blome
President

Hey Trackers!

Check out pp 14 and 15 for more info about the Dust-Off, contact names, and even the early registration form! (You can save \$5—wooooo!!!)

It's going to be awesome! And you'll get to see us, too! Win!!

~Eds.



Road Trippin'

Cool Places for Car People

3



Back in the day, going to the parts store used to be an epic adventure for any Saturday morning. With a coffee in hand, you'd proceed to shoot the poop with the guys behind the counter about the projects you can see out in the

parking lot. Next, there's a little bench racing with the employees, and two hours later you finally leave with that 15 cent fuse that you originally went in for. The only saving grace for us Canuckistanians is that one of our major parts stores (Canadian Tire) has a florist attached to the store, so in theory you should never miss an anniversary.

Now, you go to the parts store and the kid behind the counter looks at you like you have two heads when you tell him that your car has the rock crusher transmission, or your old truck has the stovebolt straight six. Do you really need to give your engine size to pick up a tail light bulb? And does it matter if it's two wheel drive or four? And really, how much stick on crap can one place put on the shelves? Sorry, but fender vents only belong on Buicks, not on the Toyota Celica with the soup can sticking out from behind the bumper by ten inches. I've gotta say, some of the magic and has been lost from the 'good old days'.

Then, there is National Parts Depot in Canton, Michigan. These guys have grease under their fingernails and transmission fluid in their coffee cups. They're an example of what the parts store used to be! Now, if you walk in there and ask them for an alternator for your Neon, you can expect to be lynched and burned at the stake. But, if you drive a Le Mans, Firebird, GMC truck (or, even a *cough* Ford Mustang) then this place is for you. Most of the parts are in stock, so there's no waiting for something as simple as a battery tray. The parts counter there is as long as a Widetracker buffet, and there has been a 1978 Trans Am on display in there for the past several months - unfortunately, Burt Reynolds aka 'The Bandit' isn't included. And, just in case you drank too much coffee on the drive down, the bathrooms are to the left.

So, go cash in your 401K, go get your parts, and get that project on the road.

If you want to go: National Parts Depot, 2435 Haggerty Rd, Canton MI.

(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!)

We've Been Framed!

By Mike Bartley

How many people have friends who live down south and ask, "Why do you live where cars rust?" Well, you can always answer with, "I don't have to deal with:"

- ▽ Severe flooding
- ▽ Hurricanes
- ▽ Mud slides
- ▽ Raging wild fires
- ▽ Typhoons (not the GMC kind)
- ▽ Large scale tornadoes
- ▽ Massive earthquakes
- ▽ Insane Heat
- ▽ California

Unfortunately, our 1970 A-body's frame did suffer at the hands of the evil Sifto Salt Corporation and the white death they help spread out all over the roads during the winter (no, not snow). Inspection showed that the rear section had been compromised by rust, and at some point, a tow rope had cracked the rear cross member. And, over time, the body bushings had retained just enough water to rot out the holes around them. But, all is not lost. You can fix this with some help from your Mastercard, National Parts Depot and your local swap meet. And, you can complete this over a weekend with a Harrison P20 plasma cutter, a Lincoln HD5600 welder, a pneumatic die grinder, and a ball-peen hammer.



The 1970 GM A-body frame in all its glory. (1st) The mount holes (2nd) in this particular frame have seen better days, and 44 years of service have them pretty worn out. Finally, notice that the rear frame section has thinned from salt exposure, and has a crack in the rearmost cross member. (3rd)

The frame mount repair kit (C-9022-101K) was sourced from NPD in Canton, Michigan. I only used six feet to repair this one, so there should be more than enough to do your convertible frame if you have one. The second part was the rear cross member and back two feet of the frame itself. Thanks to a local swap meet, this was picked up for under \$40.00. (At this time, let's take a moment to remember the 1971 Buick that gave its life for this project. It was a good car that was taken out by a vicious pick-up truck driver and died way too young. We can all blame Ford for its demise.)

The frame was measured and marked for its first cuts. Take your time here and make sure that you are square for everything.



Quick tip: measure, measure, measure, measure, and measure. Mark the cut carefully. Did I mention measure?

After marking the frame, the first cut was made. The inner structure of the frame was still in good shape, so it was left in place to help position the new rear section of the frame.

(Continued on P.5)

We've Been Framed!

(Continued)



The cuts were made, but the inner frame structure was left to help with alignment and give strength.

The same measurements were used to cut the new section of the frame in preparation for welding it in.



Thanks to a Buick for bravely donating a part of itself after death. Use your measurements from above, and repeat on the donor part of the frame.

The new frame piece was test fitted and measured, then measured again, then after a break, it was measured again to verify the proper placement. These measurements were taken off the cross member that lived above the axle. Once all of the measurements were verified, the new piece was tack welded into place.



After it was measured (and re-measured) the new rear frame section was tacked into place.

The measurements were checked one final time, and once confirmed, the seams were welded together. At that time, the frame was also seam welded to the outer frame piece. This will add strength to the new section, and for future projects on the frame, it will match some of the original look.



The new section was seam welded into place, and welds were placed along the length attaching the inner frame to the outer frame.

The next repair was to take care of the body mounts in the frame. These tend to trap road salt and rust out. First, get some repair washers and accurately mark their locations. Fortunately, there was enough of the original holes remaining that it was easy to line them up. Since talent using the grinder is limited at best, a plasma cutter was used to cut out the holes for the new mounts.

We've Been Framed!

(Continued)



Next, the frame mount holes were addressed. Holes were cut out to accommodate the new mount washers from NPD.

The holes must be cut large enough so that the new pieces will sit flat and level with the frame. You can make them sit on top of the frame, as they will only add 1/8" to the height of the frame, but some people like personal abuse and doing extra work. Using magnets, the new mounts were placed flush with the frame and tack welded into place.



The new mounts were tack welded in flush with the rest of the frame.

Now the fun starts. The old part of the frame around the holes was ground down with a die grinder and the new mounts were welded in place one quarter at a time to prevent overheating any part of the frame. Since there were six that had to be repaired, moving around the frame was easy and allowed ample cool-down time in between. This was repeated until all of the new mounts had been welded into place.



The new mount holes were welded into place one quarter at a time. This was to make sure that heat did not build up in one place and cause warping. First is one quarter done, second is half way there and third is completely welded in place.

Once everything was welded into place, a grinder was used to flatten out the welds and make things look seamless. Then, the frame was cleaned with a wire brush, primed and painted to protect it from the elements - what happens next will be covered in a future article.



(Temporary) Victory!!!

The Flying Bathtub and the Convertible

By Dennis Carol

7

1963 was a traumatic year for the National Aeronautic and Space Administration (NASA). Just a year and half earlier, on May 25, 1961, President John F. Kennedy had stood before Congress and given his famous "***This nation should commit itself to achieving the goal, before the decade is out, of landing a man on the moon and returning him safely to the earth***" speech. Most Americans already felt that America was losing the space race to the Russians with the launch of Sputnik, the world's first satellite, four years earlier. Things didn't get better for NASA when, on April 12, 1962, the Russians successfully launched Yuri Gagarin into space and returned him safely to earth. This led to President Kennedy giving his famous "***We choose to go to the moon***" speech on September 12, 1962 at Rice University's football stadium.

NASA engineers were working on multiple fronts to achieve the President's goal of going to the moon and back. The most common solution involved a using capsule and parachuting the astronaut(s) back to Earth. However, other ideas were also being explored. One idea was to use a lifting body - an aircraft without wings which, by its shape, would create lift. This spacecraft could be launched into space and land on a runway like an airplane. (The lifting body was the predecessor to the space shuttle.)

It was an idea that was met with skepticism among NASA engineers. R. Dale Reed of the NASA Flight Research Center – now the Dryden Flight Research Center in San Jose California – was the exception. Reed was successful in raising interest in the lifting body concept, and center director Paul Bikle approved some discretionary funding to construct a 'homebuilt' lifting body, called the M2-F1 (for Manned 2, Flight 1).



The M2-F1 (aka 'The Flying Bathtub')

M2-F1 was an unpowered craft that was dubbed 'The Flying Bathtub' by the media because of its strong resemblance to a large bathtub with a single pilot cockpit and fixed landing gear. Because the M2-F1 was a thousand pound, unpowered vehicle, a tow vehicle with great power and speed was needed. Wind tunnel tests showed that the tow vehicle needed to pull the M2-F1 at least 100 mph to get it airborne. Secondly, at that speed, the tow vehicle would also need to handle the 400-pound pull required to keep the lifting body airborne. Walter "Whitey" Whiteside, a retired Air Force mechanic and hot-rodder, was given the task of getting a tow vehicle for the project.

Whitey made a special order from the factory for a Pontiac Catalina ragtop convertible with the largest available engine (at the time, the 421), a four-barrel carburetor, and a four-speed manual transmission. NASA engineers then equipped the Catalina with its special tow rig and airspeed measuring equipment.

Next, Whitey took the Catalina to Bill Straup's renowned hot-rod shop near Long Beach, where the Catalina was modified to run at a consistent 140 miles per hour. Bill and his



The infamous Pontiac Catalina convertible

(Continued on page 8)

The Flying Bathtub and the Convertible (Continued)

team further applied their hot-rod wizardry to the Catalina, ensuring it produced its maximum torque at 100 miles per hour (as measured on a dynamometer). They added a special gearbox, and changed the transmission gear ratios significantly from those the Catalina had run with, and won, at the Bonneville Salt Flats in Utah the year before. Once drag slicks were installed, the Pontiac was able to tow the half-ton M2-F1 to 110 miles per hour in 30 seconds. The downside was that the souped-up engine got about four miles to the gallon.

For the safety of the driver and two onboard observers, Whitey had roll bars added to the NASA muscle car, and radios and intercoms were installed. The front passenger bucket seat was reversed, and after the back seat was removed, another side-facing bucket seat was added for a second observer. Of course, the Catalina was required to have government plates, the NASA logo on both sides, and racing stripes. And just so no one would think the car was someone's personal toy paid for with government funds, the hood and trunk of the Catalina were spray-painted with a high-visibility yellow so that the convertible looked just like any other flight-line vehicle.

When the car was finished at the hot-rod shop, Whitey drove it back to the NASA Flight Research Center. A bit of a speed-freak, Whitey found it difficult to hold back once he got the Catalina outside Los Angeles and on the highway to cross the desert. He knew he would get his chance later to open up on the dry lakebed, so he was being particularly careful to hold the Catalina's speed to the posted speed limit. However, it wasn't long before he saw in the rear view mirror the red lights of a California Highway Patrol vehicle closely tailing the Catalina. Pulling over on the side of the highway, Whitey wondered what he'd done wrong. It turned out that the officer was merely curious, having never before seen a government-owned convertible - especially one with a souped-up 421 engine. After a careful up-close look and hearing Whitey's explanation of how the car would be used, the officer drove away, shaking his head in amazement.



The convertible (sporting a set of racing slicks on the rear) and the M2-F1 sitting on the flight line in California

Reed and the engineers at the Flight Research Center didn't have 'official' NASA approval to perform the flight tests, but Paul Bikle simply said, "Go for it, but be careful." Before the first run could be made, a problem was identified with the M2-F1's rudders and had to be addressed, but before testing resumed, Whitey had gone to Mickey Thompson's hot-rod shop in Long Beach to replace the Catalina's stock rear tires with drag slicks - a change that increased the car's towing speed from 100 to 110 miles per hour.

Normally, drag racers use the wide, high-traction, threadless tires generally known

as 'slicks' because torque from the drivetrain to the lower gears is greatest at the start of the race when tire slippage is most likely to occur. NASA's experience was exactly the opposite, with the greatest drag happening at the high-speed end of a tow. At about 90 miles per hour, the stock tires on the Catalina would start slipping. Adding the drag slicks on the rear wheels increased the towing speed enough to

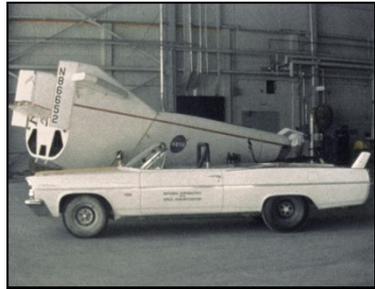
(Continued on page 9)

The Flying Bathtub and the Convertible

(Continued)

allow pilot Milt Thompson to climb twenty feet into the air in the M2-F1, release the tow-line, and get about ten seconds of free flight before landing.

The Catalina towed the M2-F1 for the first time on March 1, 1963, and by April, it was over. It had towed the M2-F1 a total of 48 times. While the Catalina had been a prominent part of the M2-F1 adventure, it was no secret that the car didn't exactly resemble the usual flight-line vehicle either. According to Whitey, whenever someone from NASA Headquarters was visiting the Flight Research Center, Paul Bikle would slip away momentarily to phone him, telling him to hide the car. Whitey would pull the Catalina behind a shed and throw a cover over it. The Catalina was effectively "grounded" until the visitor left.



NASA Photo: Pontiac tow vehicle in hangar with M2-F1 lifting body, Dryden Flight Research Center, c.1963

So, what happened to the NASA muscle car once the M2-F1 program ended? Near the end of 1963, the Catalina was shipped to the NASA Langley Research Center in Virginia and used in tests at Wallops Island. There was some regret expressed at the NASA Flight Research Center when the Catalina left, fairly much captured in a comment printed at the time in the *X-Press*, the NASA newspaper at Edwards Air Force Base: "No longer can we drive along the lakebed and pass the airplanes in flight."

NASA's first hot-rod ended its career in 1968 doing spins on wet and dry pavement at NASA's Wallops Flight Facility, Wallops Island, Va. There, it was fitted with special brake valves to perform diagonal braking, which meant the car could brake in a straight line on wet pavement. At Wallops, by request of the Virginia Highway Research Council, the car did spinouts on a special skid pad to check the friction of several tire tread patterns on various surfaces. The test speeds were relatively sedate for the Catalina — a maximum of 50 mph — although Langley's Walt Home admits that he once got the car up to "about 110" on the long Wallops runway.

So in a very real sense, in 1963, Pontiac literally helped pull America into space. By government standards, the M2-F1 was a low budget development program, but it led to other powered lifting bodies, and ultimately to the Space Shuttle program in 1977. America won the space race, and pride in the Space Shuttle program remained from its first launch in 1981 until its last landing in 2011. Interestingly enough, there is no information as to what happened to the Catalina after it finished testing at Wallops Island, or even if it still exists today.

A 43 second YouTube video showing the Catalina pulling M2-F1 can be seen at:

<https://www.youtube.com/watch?v=KjV8Z0uwq78>

Special thanks to the data in history.nasa.gov for much of the details.

Widetrackers Culture Club

By Susan Swan

On Saturday, May 2nd, 44 Widetrackers visited the Ed Meuer Car Collection in Farmington Hills, Michigan. What an impressive collection he has! What had originally began as a father-son hobby in 1957 has grown to at least one



hundred vehicles. Among all the luxury cars were several Hudsons, Lincolns, and even a limousine. But, there was only one lonely (but lovely) Pontiac: a 1955 blue & white convertible.



In addition to the cars, there was an amazing collection of posters, magazines, and automotive memorabilia, china closets, a bear skin rug and any kind of antique you can imagine. He even had several old gas pumps, a Bell Telephone booth, a couple of jukeboxes, and a replica diner! Mr. Meuer was there in person to meet and greet our group, and spent some time chatting with some of the members.



Lunch was at Moe's on Ten. The food was very good, and despite the group size, we were still treated to great service. Their weekend brunch buffet was enjoyed by many, and those who ordered off the menu found the sandwiches large enough for another meal! Definitely stop in if you're in the area.

A few shots from the mezzanine. You can see the sheer number of cars that were on the floor, but the pictures definitely don't do the place justice.

Next Generation Widetracker?



Paige Chalou, granddaughter of Ed and Karen Cline, is showing off her newest purchase: a cute 1987 burgundy Fiero SE1! Paige just bought the car from club member Rick Lyons' son, Steve Lyons.

We hope Paige has tons of fun with her new little car, and who knows? We might just see this sweet Pontiac in the future at one of the club events!

Widetrackers Drive-Thru

(Well, We Are an Eating Club With a Car Habit...)

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DRIVE -THRU



Whenever the Widetrackers get together, there is always food with fellowship. Our monthly pot-luck suppers are always an amazing sight to behold, and over the course of the night *someone* is bound to ask *someone* for a recipe.

The Widetracker Drive-Thru is a chance for members to share some of their signature dishes with the group, and hopefully, you can find a new favourite among the offerings!

Crunchy Tossed Salad (Courtesy of Phyllis VanSickle)

- 1 head lettuce (cut up into bite sized pieces)
- 4 green onions (chopped)
- 6 tbsp crumbled bacon
- 1/3 cup sliced almonds
- 1/4 cup sunflower seeds
- 3/4 cup chow mein/rice noodles

Dressing:

- 1/2 cup oil
- 1/4 cup sugar
- 2 tbsp. vinegar
- Salt and pepper to taste

Combine dressing ingredients and mix together very well. In a large bowl, combine lettuce, onions, bacon, almonds and sunflower seeds. Toss well with dressing. Just before serving, add noodles.

(Got a great recipe you'd like to share? Just email it to Karen Cline at karencline@sbcglobal.net)

In early May, several Widetrackers were given a very special treat. We had been invited to view the Ed Meuer's private car collection in Farmington Hills.

Mr. Meuer was a wonderful host. Some light refreshments were provided, and he spent time talking about his collection to some of the members. While most of his cars were luxury sedans, he did have one Pontiac among the bunch!

The collection itself was made up of at least a hundred vehicles. There was also enough automotive memorabilia on hand that a person could spend a whole day looking and not see all of it!

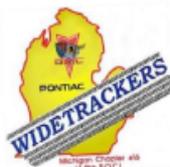
If you ever find yourself with a chance to go, take it. It's definitely worth it.



COLLECTION!



27th Annual Spring Dust Off!



Michigan Widetrackers Chapter 16 of POCI

27th ANNUAL SPRING DUST-OFF

SPRINGFIELD OAKS COUNTY PARK

12451 Andersonville Rd., Davisburg, MI 48350



Saturday
June 13, 2015

PONTIAC - OAKLAND - GMC
Vehicles of all Ages

Schedule of Events

Registration	8:00am to 12:00 pm
Vendor & Exhibit Setup	8:00 am
Spectator Gate Open	9:00 am
Voting Ends	1:00 pm
50/50 Drawing	2:15 pm
Awards Presented	2:30 pm

1st 125 VEHICLES RECEIVE

DASH PLAQUES

&

GOODY BAGS

50/50 RAFFLE

DOOR PRIZES

PRE-REGISTERED VEHICLE: \$15.00

PRE-REGISTERED VENDOR/SWAP SPACE (10'X20): \$20.00

DAY OF SHOW VEHICLE REGISTRATION: \$20.00

DAY OF SHOW VENDOR/SWAP SPACE (10'X20): \$30.00

CAR CORRAL: \$10.00

SPECTATOR ADMISSION: \$4.00

(Jr. Cruisers 15 years and under - FREE)



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www.aresco.org

FREE
SPECTATOR
PARKING

SWAP AREA

VENDOR
DISPLAYS

CAR CORRAL

***Make checks payable to:**

MICHIGAN WIDETRACKERS

Mail to: 4993 E. Harvard Ave.

Clariston, MI 48348

SHOW CONTACT: Chuck Humphrey 248-628-4280 evandarice@aol.com
VENDOR CONTACT: Jim Larson 248-673-2796 larson1026@comcast.net

The Spring Dust-Off is not just an amazing car show featuring a whole field full of beautiful GMCs, Pontiacs and Oaklands, it's also the club's one major fundraiser for the year. Trophies are awarded in several different categories, and while members aren't eligible to vote, their cars can still be voted on by general spectators, so register your car and come work the event to help make it a success.

The vendor area consists of two covered barns with concrete floors, and a huge outdoor grassy area. In the past, there have been more than thirty vendors on hand, selling new and used parts, tools, models, books, toys, and lots of other merchandise. There's also a swap meet where you can look for those elusive parts, and there's even a car corral where vehicles of all makes and models are up for sale! And what would a Widetracker event be without a concession area available for you to get a bit of a snack when you're ready for a bit of a break?

If you've never been, it's definitely a sight to behold. And, if you've got a bit of time to help out, give one of the Dust-Off gents a shout. With as busy as this event is, they'll happily take all the hands they can get!

27th Annual Spring Dust Off!

(Registration Form)

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PRE-REGISTRATION ENDS JUNE 8, 2015

Show updates @ www.vtdetrackers.com

Car Show Classes

- A. Pontiac and Oakland (1968-54)
- B. Pontiac (1955-1960)
- C. Pontiac (1961-1966)
- D. Pontiac (1967-present)
- E. Lemans, Le Mans, Beaumont, G17, G37, Can Am (1961-1984)
- F. Grand Am & G4 (1985-2010)
- G. Grand Prix (1962-1968)
- H. Grand Prix (1969-1977)
- I. Grand Prix (1978-present)
- J. G10 (1964-1965)
- K. G10 (1966-1967)
- L. G10 & Judge (1968-1972)
- M. G10 & Acadia (1973-2006)
- N. Firebird/Trans Am (1967-1969)
- O. Firebird/Trans Am (1970-1981)
- P. Firebird/Trans Am (1982-1992)
- Q. Firebird/Trans Am (1993-2002)
- R. Fire (Stock - All Years)
- S. GMC Truck (All Years)
- T. Semi-Modified (Street Machines)
- U. Modified (Pro Stock)
- V. All Others (X Body, J Body, Transport, Commercial, etc.)
- W. Salaise
- X. G8
- *Please be equal to Bonneville/Chalmers in this year

Vehicle Year: _____ Vehicle Class: _____

Make: Pontiac/GMC/Oakland Model: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-Mail: _____

Swap Space(s) _____ Inside or Outside (circle one)

Car Corral Vehicles _____ *AMOUNT ENCLOSED: _____

I accept and assume full liability for any loss to me and/or my property. I release the sponsors and their agents from liability from such loss of injury and agree to provide my own insurance.

Signature: _____ Date: _____ / _____ / 2015

24-2015

Editors' Two Cents

Happy Mother's Day to all of the Lady Trackers out there. You deserve more than just one day for putting up with all of us guys.

-Mike Bartley

It is May, and cruising season is finally upon us - once all of the yard work gets caught up. This includes cleaning up all of the little surprises that have been hidden under the snow. Ours include the random garbage that blew into the yard over the winter (we get a new hate for Tim Hortons and their ubiquitous cups every spring), that rake that we thought we'd put away back in November (and wondered where it vanished to), and boggling over just how our highly creative dog managed to poop in his own frisbee. These are the things that makes us go 'what the heck?!' After the yard work, we can move on to the cars, and all the cleaning, prep work, and general maintenance needed to get them ready for the summer of cruising and friends. Just one handy, helpful reminder before you hit the road: make sure that the sticker for your license plate is current on your classic. One minor oversight (aka 'forgetting to do it when the Fiero was untarped') can lead to a twenty minute conversation with a very understanding officer, and feeling like a tool as everyone passes by and stares in a combination of pity and amusement. So, shake off the winter dust, get out there to celebrate the spring and enjoy the upcoming summer.



As always, keep it between the ditches.

~Mike and Jenn ♥

jbartley24@cogeco.ca

New Members—Welcome!

Elmer Claycomb—Lake Orion, MI

James and Kathy Hubbard—Lake Orion, MI

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

17

'64-65 GM A Body black sun visors with perforated pattern. 23" wide. Brand new.

\$20 for the pair.

Contact Larry Vader

(810)624-4058 or

(810)797-4476

Email:

jvader@centurytel.net



1973 Pontiac engine and 400 turbo trans. combo. 400 cu in., #X4 block and 4X heads. Block date code E023. 4 bbl. QuadraJet. (Just removed from my vehicle which I'm building into a LSx Pro-street).

Complete running engine from oil pan up: p.s., alternator, distributor & coil, carb, new fuel pump, all brackets and mounts, minus exhaust, ready to paint and bolt in. Trans has new modulator, runs and shifts excellent.



Engine has mild cam, starts and runs strong, builds over 80# oil pressure. Have pictures if needed, and also I made a video of starting and running engine with gauges and exhaust in operation just before pulling.

\$1750/complete - I will load it for you.

1967 GTO bucket seats, in good driver condition, originally black, but were dyed red. (some wear but very solid, recover for show). \$750/pr.

Rich Gabriel

(810) 664-5224

ponchos4ever@charter.net



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 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

Sort of brings a tear to my eye!

An older gentleman had 50 yard line tickets for the Super Bowl. As he sat down, he noticed that the seat next to him was empty. He asked the man on the other side of the empty seat whether anyone was sitting there.

"No," the man replied, "The seat is empty."

"This is incredible," said the first man. "Who in their right mind would have a seat like this for the Super Bowl, the biggest sporting event in the world, and not use it?"

The second man replied, "Well, actually, the seat belongs to me. I was supposed to come with my wife, but she passed away. This will be the first Super Bowl we haven't been to together since we got married in 1967."

"Oh, I'm sorry to hear that. That's terrible. But couldn't you find someone else—a friend or relative, or even a neighbor to take the seat?"

The man shook his head. "No, They're all at her funeral."



Strangers on a Train

A man and a woman who had never met before, but who were both married to other people, found themselves assigned to the same sleeping room on a trans-continental train. Though initially embarrassed and uneasy over sharing a room, they were both very tired and despite the arrangement, they fell asleep quickly - he in the upper berth and she in the lower.

Around one in the morning, the man leaned down and gently woke the woman saying, "Ma'am? I'm sorry to bother you, but would you be willing to reach into the closet to get me a second blanket? I'm awfully cold."

"I have a better idea," she replied. "Just for tonight, let's pretend that we're married."

"Wow! That's a great idea!" he exclaimed.

"Good," she replied. "Then get your own blanket."

Stunned, the man laid back down. And, after a moment of silence, he farted.



A Burglary in Florida

Sometimes truth is stranger than fiction!

A Florida resident, Nathan Radlich, had his house burglarized. Thieves ignored his wide screen plasma TV, his PVR, and even left his Rolex watch. What they did take, however, was a white box filled with a grayish-white powder. A spokesman for the Fort Lauderdale police said that it looked similar to high grade cocaine and the thieves probably thought they'd hit the big time. Later, Nathan stood in front of numerous TV cameras and tearfully begged the burglars: "Please return the cremated remains of my sister, Gertrude. She died three years ago."

The next morning, the bullet-riddled corpse of a local drug dealer known as Hoochie Pevens was found on Nathan's doorstep. The white box was there too; about half of Gertrude's ashes remained.

Scotch taped to the box was a note which said: "Hoochie sold us the bogus blow, so we wasted Hoochie. Sorry we snorted your sister. No hard feelings. Have a nice day."

And you thought California was the land of fruits and nuts!



Why Marketing is Important!



Ole decided to buy his wife Lena a new car for her birthday. They shopped and shopped. Finally, Lena found one she liked. But before signing the papers, Lena looked at the car one more time. Suddenly, she bristled and walked away, saying she didn't want the car. She wouldn't even talk about it with the dealer, and demanded they leave immediately.

On the way home, a confused Ole said, "Vell, Lena, I tot yew liked dat car. Vat changed yer mind about it?"

"Ole, I jyst don't vant any car vit XL on it," Lena answered. "It's bad enuff having dat on my underwear."

Club Products for Sale



**Contact Tom or Marlyn
Clees**

(248) 891-7809

(248) 505-6953

Or

teclees1@aol.com

Now that the warmer weather is finally here, and we don't have to hide ourselves under layer upon layer of clothing, why not think about some cool club duds to make your wardrobe pop? (Hey, you can't say people don't notice us in our bright red t-shirts!) You can bring in your own items, or choose something from our new supplier, *the Graphic Wizard* (see their online catalogue at www.thegraphicwizard.com). Just see Tom or Marlyn to order something, or bring in your own items to get the club logo put on them. It's a great way to advertise the club and bring in new members!

You've Gotta Eat Here!



If you're ever around Novi and feeling a bit peckish, why not check out Moe's on Ten. This American-style restaurant serves breakfast, lunch and dinner, and caters to a wide variety of tastes. And if you've got a bit bigger appetite, they offer various all-you-can-eat specials to satisfy even the hungriest of stomachs. Brunch, served Saturdays and Sundays from 8 until 2, features an omelette bar, fresh-made Belgian waffles, baked goods, fresh fruit, and many other dishes to keep everyone happy.

Recently, the Widetrackers had the pleasure to dine there after visiting the Ed Meurer Car Collection. Barely an eye was batted when forty-some hungry members walked in, and they were able to handle the group efficiently and accurately. The waitresses were friendly, and were always coming around with water, coffee and cold drinks to quench everyone's thirst, and those who had the buffet, empty plates were whisked away in a timely manner. We personally passed on brunch and ordered off the menu instead, and we weren't disappointed. Despite being busy, the wait for food was minimal, and it was served up fresh and tasty! We definitely recommend the buffalo shrimp salad, or if you're feeling a bit adventurous and want something beyond your traditional fare, try the ahi tuna sashimi! It comes served on a chilled glass block, served rare, not raw, and was absolutely delicious!

And as an added bonus? National Parts Depot is only about fifteen minutes away in nearby Canton - fill up your tummy, then fill up your trunk with new parts! ~_^

If you go: Moe's on Ten, 39455 W 10 Mile Rd, Novi 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!)

EVENTS CALENDAR

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Jun 6	Meeting, 5:30 p.m.	Golling GMC *Stuffing goodie bags for Dust Off
Jun 13	27th Annual Spring Dust Off, 8:00a.m.	Springfield Oaks County Park Davison MI
Jun 18	Golling Thursday Night Cruise In, 4:00-8:00 p.m.	Golling GMC
Jun 27-28	Sloan Museum Auto Fair Sat: 8:00-5:00 Sun: 8:00-3:00	Flint Cultural Center Campus, 1221 E Kearsley St, Flint MI
Jul 4	Hadley 4th of July Parade, Muster: 11:00 a.m. Parade: 12:00 p.m.	Hadley, MI (meet at ballfield,, corner of Pratt and Hadley Rds)
Jul 11	Meeting, 5:30 p.m.	Golling GMC
Jul 12	Tour of Ron Finch's home 1:00 p.m., lunch to follow	Pontiac, MI—more details TBA
Jul 16	MS Cruise, 4:00-8:00 p.m.	Central Methodist Church 3883 Highland Rd, Waterford, MI
Jul 21-25	POCI Convention	Louisville, KY
Jul 23	Golling Thursday Night Cruise In 4:00-8:00 p.m.	Golling GMC
Aug 1	Lake Orion Kops & Kids Charity Car Show, 8:00-4:00	Golling GMC
Aug 9	Club Picnic and Meeting, 2:00 p.m.	Wade Cleffman/Carol Hendrix home Lapeer, MI

As you can see, there are a TON of activities planned for the coming months! In addition to these, there's plans in the works for a weekday trip to the Detroit Institute of Arts, and a bus trip to the Rock and Roll Hall of Fame in Cleveland, OH in September!

The club is always looking for new and exciting places to visit in addition to our favourite go-to's! If you've got an idea of somewhere we should see, pass your suggestions on to Susan Swan or Nancy Shinouskis—they'd love to hear from you.

CLUB CONTACTS

Michigan Widetrackers New Officers for 2015

President

Rick Blome
248-302-8518
rblome91@gmail.com

Secretary

Sheron Keeley
248-628-1508
smkeeley@gmail.com

Director

Bruce Bunker
248-969-0150
bunkfish@sbcglobal.net

Director

Rich Dabrowski
586-242-7440
rdbrow648@charter.net

Tracker Editor

Jenn & Mike Bartley
519-337-8070
jbartley24@cogeco.ca

Clothing Sales

Tom & Marlyn Clees
248-891-7809
teclees1@aol.com

Vice President

Ed Cline
248-978-6581
edwardcline@sbcglobal.net

Treasurer

Clarice Humphrey
248-628-4280
clarice915@yahoo.com

Director

Wade Cleffman
810-245-6032
carcrazywade@yahoo.com

Memberships

Nancy Blome
248-320-2609
nblome617@gmail.com

Web Master

Rich Dabrowski
586-242-7440
rdbrow648@charter.net

Activities Committee

Keeley, Larson, Long,
Armstrong, 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: _____

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 WIDETRACKERS CHAPTER 16 OF POCI

c/o Nancy Blome

1750 Deer Path Trail, Oxford MI, 48371

New member _____ Renewal _____

Shirt size _____ Spouse Shirt Size _____

Payment: Cash _____ Check # _____

Contact the Widetrackers for a POCI application if needed

www.widetrackers.com



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



In God We Trust