

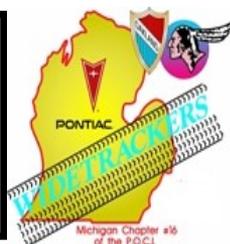


THE TRACKER

OCT

NOV

2015



Happy Thanksgiving!



**No, we're not talking about the
pumpkin pie!**

Meet the New President! (p. 2)

Widetrackers on Old US-27! (p. 10)

Drag Racing in Norwalk! (p. 15)



**MICHIGAN WIDETRACKERS
CHAPTER 16 OF POCI**

WWW.WIDETRACKERS.ORG

I'm back for a second go-around as your Widetracker Club President. Thank you for your confidence in my ability by electing me to lead our club. After holding the Vice-President position for two years serving with John Calianno, I was elected President in September of 2007 and served for another two years. Linda and I have held various positions since then. I feel refreshed and find it's an exciting time to be active in our club. All Board of Directors positions are filled as well as Committees, Membership, Clothing, Webmaster and Tracker editor. Maybe this self-volunteering format works since there seems to have been little arm twisting to fill positions. That is a good sign for the health of our club. There is still room on committees for those that have an interest in helping our club. Ask any Board Member for information on how you can become more active in the club.

On Thursday, September 17 was a Board meeting of the newly elected officers in anticipation of our first meeting in October. We have a new Constitution and Bylaws to work from, and you may notice some changes as we follow an agenda.

I want to make you aware of some position changes within the Club. Dave Bloch is our new Webmaster. Make sure you log into Widetrackers.org to see a very professional website. Everything is not fully implemented yet, but we are well ahead of a timeline we established several months ago. Thanks to all the members that met in advance to work out layout, colors, content, etc.

Bill Coombe will be taking over ordering nametags for new members. You can contact him at a membership meetings or call him at 586-293-0662 or email him at bcgrandmarquis@gmail.com

Where did the summer go? I think fall is my favorite season even though it means additional work winterizing cars, the sprinkler system and the boat. The Old M-27 Tour was a lot of fun, and I believe we had eleven Widetrackers' vehicles in the caravan. This was our first trip on the tour. I have to say the event was well organized and the response from the public who came out in each town we visited was amazing.

I am looking forward to the Widetracker Fall Color Tour and Poker Run on October 10th. It looks like we will begin and end at Golling with stops at different locations to complete our seven card poker hand. You should plan on arriving at 3:00 pm. On arrival, you'll have time for refreshments that are being generously provided by John Cooper. Sorry guys...no potluck this meeting. In its place our Social Committee has planned a catered meal. A short meeting follows, and the Progressive raffle is up to \$30.00. I hope to see all of you there.



Lastly...thank you to the past Board Members for your work in keeping our club strong.

Rich Dabrowski
President

One Last Thought

Our Past President's Final Words Of Wisdom

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Sadly, this is my last message as President of the Widetrackers, and I wanted to let you know that I have enjoyed it. Also, I wanted to thank you for all your support and help throughout the last couple of years. Nancy and I have really enjoyed making new friends and attending the numerous car events.

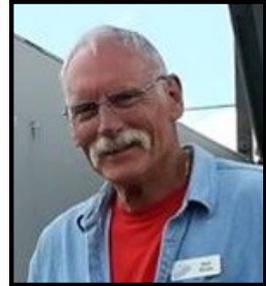
I feel confident that our new President, Rich Dabrowski, and the new Board members, will do a great job and I hope that you will give them as much help and support as you've given me.

Even though it is our intention to move to Lexington, South Carolina in the near future, we do plan to come back to Michigan for part of the summer. We have met many new friends through the club, and plan to remain members. We look forward to attending as many of the summer events as possible in the years to come.

Please look us up if you get near Columbia, SC.

Sincerely,

Rick Blome
Outgoing President



Meet the New Motley Crew!

Congratulations to the new Board, which was elected at the September meeting. We know you'll do a great job, gentlemen!



2015-2016 Widetracker Board

(L-R)

Rich Dabrowski—President
Lloyd Swan—Vice President
Dave Blakeley—Director
Dan Kane—Treasurer
Bob VanSickle—Director
Jeff Bourcier—Director
Larry Marsh—Recording Secretary

Boxing Match Part II

By Mike Bartley

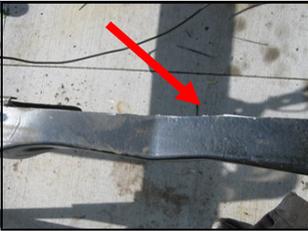
In the last issue of *The Tracker*, we started to box the frame of our GM A-body. In this issue, we will conclude the project.

If you remember, the last time, we primed our boxing kit, straightened any major damage to our frame, prepped the frame, and began welding in the boxing plates along the top edge of the frame. Once the welds were done on the top edge of the frame, the frame was flipped over to weld the bottom edge of the frame. This was not necessarily the 'proper' way to do it, but the skill of the person doing the welding was limited, and this allowed for better weld penetration and consistency of the work. Fortunately, the lovely assistant was more than willing to lend a hand in exchange for some weed pulling in the garden.



The frame was flipped over to better access the welds on the bottom of the frame.

Once the centre section of the frame was done, work on the rear section could begin. The first step was to trim the frame to make a relatively straight line to weld against. Make sure that you take your time with this so the boxing plate will be as straight up vertical as possible to make the frame as strong as possible.



Trim the rear sections of the frame to better facilitate a straight line for the rear frame plates.

The plates, like was done with the centre ones, can now be tack welded into place. Take time to line everything up so there will be less work later. The underside of the plate will leave a pie shaped hole between itself and the bottom of the C-channel. This is okay - it will allow for the body mount to be inserted at a later date to mate the body to the frame.



Same as with the centre sections, spot welds are placed to hold the boxing plates in place.

Boxing Match Part II

(Continued)

Like on the centre section, the rear can now be stitch welded every 6 inches until it is fully welded up. Again, the frame was flipped in exchange for some gardening so that the bottom of the frame could be welded up, too. You will notice that the rearmost cross member also makes contact with the boxing plate. It is a tight fit, but this can be welded up for a stronger rear frame section.



One inch stitch welds were placed until the entire seam was welded together.



Same as with the centre section, the frame was flipped to better access the underside for welding.

During the boxing of the entire frame, we saw that some of the factory welds did not meet the standard that was expected. Small sections that were not to standard were welded up to ensure that the frame would be as strong as possible.



Go over the frame because this is a good time to correct any oversights that were done during the production of the frame at the factory.



Start cleaning everything up with a grinder, and do not forget the primer.

Boxing Match Part II (Continued)

All of the welds were cleaned up with a grinder and smoothed out. The frame was then wire wheeled to take care of the rust, and the frame then coated with Chassis Saver paint. Two coats covered the frame nicely and will protect it from the elements. To prevent the frame paint from becoming 'chalky' from the sun, VHT engine paint was applied to give it a long lasting semi-gloss black look.



Once all the welding was done, the welds were ground, and the rest of the frame was treated to the wire wheel. A good rust inhibiting paint was applied to protect what work was done.

Note that this project took a couple of weekends to complete, so the welds were coated with weld-through-primer between work times. This held back the rust long enough to go through the entire process of welding in the boxing plates.

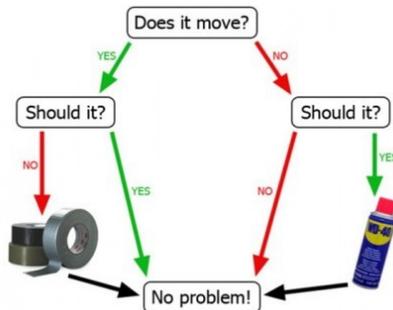
Now that your frame has been completely boxed, you should find your car feels much more rigid when you take a corner, and you should feel a bit more confident about taking those curves at speed.



VICTORY!

Handy Helpful Shop Tips

You, too can fix anything in the universe! Just follow this simple, easy to use flowchart, and watch your problems practically solve themselves!



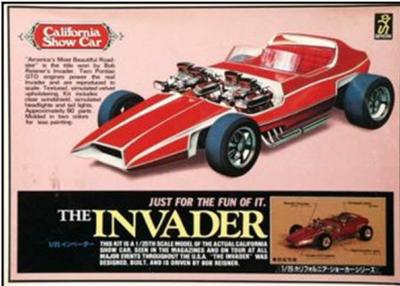
The Twin-Pontiac Powered Invader

By Dennis Carol

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As a kid growing up in Flint in the 1960s, my dad, brother and I would go to the IMA Auditorium to see the latest Carl Casper Custom Car Show every winter. My dad always managed to get free tickets somehow. It was years later that I learned that my dad's barber was actually Carl Casper's uncle. Carl moved from Flint to California and went onto to become an extremely popular custom car builder in his own right.

After each of these shows, I would see the latest "wild" custom car creations like "The Boot Hill Express", "Paddy Wagon", "Popcorn Wagon", "The Tarantula" dragster, and of course, "The Red Baron". Once the show was over, my brother or I would want to go get the latest AMT or MPC model kit of one or two of the cars we saw at the show and go build them. One of those cars was Bob Riesner's "Invader".



Model kit cover of The Invader

Car builder Bob Riesner had two goals when he built the Invader. He wanted to be on the cover of *Hot Rod Magazine* and win America's Most Beautiful Roadster (AMBR) Award at the Grand National Roadster Show. Bob succeed with both goals. The Invader appeared on the July 1967 cover of *Hot Rod Magazine* and won the AMBR in 1967, and again in 1968. Only the truck known as "A La Kart" in 1958 and 1959 has matched the Invader as a repeat winner for the AMBR for the same vehicle. No other vehicle since the Invader has been able to do this.

The Invader is unique that is powered by twin-Pontiac 400 cubic engines. Each engine is connected to its own B&M stick hydromatic transmission and Jaguar differential. Each differential housing carries a pair of inboard Dunlop disc brakes. Each engine is equipped with Mickey Thompson valve covers, cross ram manifolds, and dual carburetors. A single B&M shifter is used to control both transmissions. Wide-base Cragar wheels are fitted to Goodyear rubber fore and aft.



One unique roadster—the Pontiac Invader

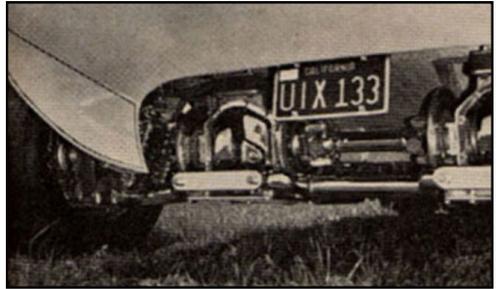
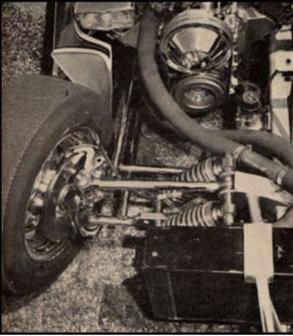
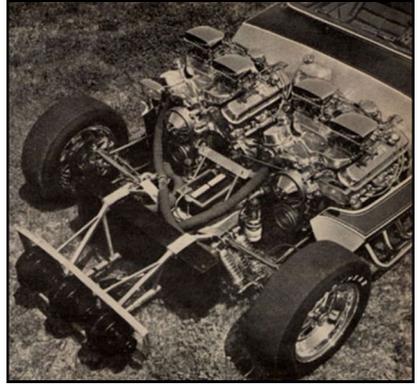
Bob solved the problem of cooling twin V8s with a specially built, oversized, crossflow radiator and three variable-speed, squirrel cage blowers for in-traffic cooling. The body

design was executed by Skeet Kerr from Reisner's basic ideas. The aluminum shaping was done by Don Borth of Pomona, California, while the wooden mock-up, fitting, and assembly were done by Doug Kruse. Detailing and painting was done by Anderson of Gardena, California. Cockpit detail includes a hand formed teak-wood dash with Stewart-Warner instruments, a Grant steering wheel, contoured bucket seats, and an interior upholstered in red velvet by Joe Perez of Los Angeles.

Now, most one-off cars like the Invader just fade off into relative obscurity, live a pampered semi-retired life, and show up every now and then at reunion shows. That was not the case with the Invader. In 1998, the Invader was on tour overseas in Korea. Unfortunately, during its return voyage to the United States aboard a freighter,

(Continued on page 8)

The Twin-Pontiac Powered Invader (Continued)



A few detail pictures from the original July 1967 *Hot Rod Magazine* article highlighting some of the interesting features of the car.

it came loose in its shipping container, and the delicate hand formed aluminum bodywork on both ends was smashed nearly flat. If that wasn't bad enough, problems with the import duty process forced a fast sale. The new owner took the car to Scott Guildner in Van Nuys, California, for a complete restoration so it could be displayed at the 50th anniversary edition of the 1999 Oakland Roadster Show. With a fresh coat of Candy Brandywine over white pearl, the team made it to the show on time.



A couple of close-up shots of the twin-Pontiac engines while on display at the Petersen Automotive Museum in Los Angeles, California.

The Twin-Pontiac Powered Invader

(Continued)

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However, the team encountered plenty more than they bargained for during the restoration. Besides the obvious body and paint damage, there were plenty of unexpected repairs they had to perform. To start with, both differentials had been gutted over the years for easier pushing into and out of coliseums. Rust had "invaded" both Pontiac 400 engines, seizing them tight. The last straw was finding that the twin B&M hydro-sticks were totally out of commission.

Today, the Invader is fully restored and running under its own power, but it's not without its quirks. First, this thing is wider than a Hummer. The rear suspension, while beautifully chromed, demonstrates a frightening tendency to toe-in the rear tires under power and will put the car sideways with anything more than half throttle. Then there's the steering. With over a half-ton of all-iron Pontiac GTO power sitting atop the front tires, the Corvair steering box is a bit overworked. But, the owner is willing to live with these little eccentricities rather than making permanent changes and altering the car's character.

(Some parts of this article adapted from the original article as it appeared in *Hot Rod Magazine*, July, 1967)

Widetrackers.org—Tips and Tricks

By Dave Bloch

The Michigan Widetrackers new website is: widetrackers.org. Associated with the website is the new Google email address: widetrackers@gmail.com. This new email provides fifteen GB of free storage on Google Drive (part of Google's internet "Cloud" platform).

Widetrackers.org website is designed using Wordpress software and the Nirvana theme. The website and the Wordpress software electronically reside on two servers of the web hosting provider, Host Gator. The website is protected from hackers by Wordfense software and is backed-up at both Host Gator and Google Drive.

The website is capable of presenting documents (word, excel, pdf, etc.), photos (.jpg, .png), audio (mp3 format), and video (.wmv).

Widetrackers.org is, of course, a public website. However, there are a few pages that are protected from public viewing. Protected pages include our: Constitution, By-Laws, and Meeting Minutes (in the website menu, protected pages are designated with the bullet symbol). Protected pages may be accessed by any club member by logging onto the website.

The best web browsers to use when accessing widetrackers.org, is either Google Chrome or Mozilla Firefox. I do not recommend Microsoft Explorer.

In the next few editions of *The Tracker*, I will explain in detail one feature of the website. Please send me any questions or topics you would like me to cover at: the club email (widetrackers@gmail.com).

I tried to make this website informative, aesthetically pleasing, easy to use, and fun to use. Widetrackers.org will not be a static website. I will be researching new features as new software becomes available. Photos will change frequently. Updates will be made as needed. I hope every club member enjoys using widetrackers.org as much as I did making it.

Widetrackers Culture Club

By Susan Swan

The Michigan Widetrackers were well represented on the Old US-27 Car Tour this year. Nine cars left Lloyd and Susan's Swan's farm to caravan to DeWitt, Michigan on Wednesday afternoon. After enjoying a nice dinner, we chatted and looked at the other cars that had arrived from the beginning of the tour. With the Driver's Meeting being held at 7:00 a.m. on Thursday, we headed to our hotel rooms early to get a good sleep, and would be meeting up with some more of the Widetrackers there.



We had a police escort for the entire journey, making two hour stops each in St. Johns, Ithaca, Alma and St Louis, before finally reaching Clare around 6:30 p.m., our little group part of a motorcade of 400 plus cars!



The weather didn't cooperate with us this year as in the past, but we never had more than a brief shower so it wasn't too bad. Clare is always the most fun town on the tour. The Doherty Hotel is very nice, and Cops and Doughnuts can't be beat. The final count was twenty-six Widetrackers, plus Gizmo. If you enjoy driving your classic, consider coming along next year. But hurry; we have all made our reservations for 2016!



Despite the off and on sprinkles of rain, everyone looks like they're having fun—which really, is what it's all about.

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!

Sausage Muffins

2 cups Bisquick
1 lb sausage, cooked, drained and crumbled
4 eggs, beaten
1 cup shredded cheddar cheese

Preheat oven to 350F.

Combine all ingredients and spoon into greased muffin tins.

Bake for 20 minutes—but check to make sure they're cooked through.

Makes 24.

**Note: You can add in additional things such as sautéed peppers, green onions, mushrooms, whatever you like to make these your own.

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

ROCKIN' AT WOODY

On Aug 15th, the Widetrackers met in front of the Oakland Press building at the corner of Woodward and Huron to be a part of the 21st annual Woodward Dream Cruise.. Despite the gorgeous weather, it was a bit smaller turnout than in years past, but you wouldn't know it from the fantastic lunch that was set up, and enough to feed a small army. (But then, with this club, we wouldn't have it any other way!)

In this location, we get the opportunity to view the cars as they wait for the traffic lights, and in the mix, we saw all manners of cars: hot rods, muscle cars, tuners, rat rods, and a bunch of unique customs. Add a bit of bench racing into the mix, a few good laughs, and it makes for a really fun afternoon. If you've never gone, add it to your list for next year!



WARD AND HURON



Road Trippin'

Cool Places for Car People

Right across Lake Michigan and just a bit north is the little town of Green Bay, Wisconsin. Green Bay is a nice little town of only about 105,000 people, but they have the highest level of pride in their football team, and the team's stadium Lambeau Field, that one will ever witness.



Lambeau Field and the Packers 'G' can be seen for miles

Today, the field is located in the middle of a residential neighbourhood, but when it was built fifty-nine years ago, it was a corn field. Green Bay has grown to embrace Lambeau over the years, and through urban sprawl, the neighbourhood now surrounds it.

Since you are in Green Bay anyway, you might as well book a tour of the oldest stadium in the NFL and learn about the history of the field. The tour takes you through the entrance way, box seats, halls that you can book for events, additions that have happened throughout the years, and of course, you get to go right down onto the field.



The view from one of the box seats is more majestic than Niagara Falls to a Packers fan.

Tour guides are just as knowledgeable about the Packers and Lambeau Field as a Widetracker is about Pontiacs. Our guide shared the history of the team and the stadium throughout the tour, and talked of both the good times as a Packer and the hard times as a Packer. He also told us that anyone wanting season tickets, it wouldn't be in this lifetime - the waiting list is that long! He also shared that many season ticket holders are usually third and fourth generation, having had their tickets handed down from generations past. The tour ends near the gift shop where you can get her that anniversary gift that she always wanted. Fortunately, you will not have to sell your eldest child to buy some of the merchandise.

Lambeau Field is well worth the tour and a trip to Green Bay. The city has a lot to offer, and both the Packers and Lambeau Field have enough history to keep your head spinning for the entire trip. So pay a visit and get a cheese head.

GO PACKERS GO

If you want to go: Lambeau Field, 1265 Lombardi Ave, Green Bay WI 54304
(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!)

Dragging It Out in Ohio

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(Thanks to Rich Dabrowski and Jeff Bourcier for the information!)

It was 2015. The setting was perfect. Slight breeze, the smell of fuel in the air...

That's enough of that!

The weekend of July 31 to August 2 was the 24th Anniversary of the Ames Performance Tri-Power Pontiac Nationals, held in Norwalk, Ohio at Summit Motorsports Park. As in years past, several Widetrackers were in attendance for this *huge* Pontiac event. The weekend consists of a car show, drag racing, car corral, swap meet, and a midway featuring new products. The drag racing is always a popular attraction, and we had some club members who participated in the event.



Congratulations are in order to Jerry Lenzion. He competed in the Super Promotions Pro Bracket class with his 1978 Pontiac Firebird. A gorgeous car in its own right, this machine is definitely a racecar through and through, putting out 840 horsepower. Despite having some mechanical problems, he still made it through three rounds of elimination on the Saturday, and cashed in for his efforts. Unfortunately, carburetor problems kept

him from competing on the Sunday.



Jeff Bourcier competed in the Tin Indian Performance Street class with his 1974 Pontiac Formula (Red Bird). He went four rounds of elimination, and improved his best time from 11.60 to 11.20, and reached a top speed of 122 mph in the 1/8 mile event. While he didn't cash, Overall, Jeff was pleased with his performance—especially considering the car he lost to was the one that would ultimately go on to win the class!

Gary Beemer also took his '63 Tempest down the track, and while he didn't win, he certainly had a lot of fun racing!



L: Jerry Lenzion's blisteringly fast red rocket.

R: Jeff Bourcier's impressively speedy Red Bird.

Editors' Two Cents

The Woodward Dream Cruise was a success. As is typical Widetracker fashion, there was way too much food, lots of beautiful cars, and even more bad jokes. The weather for the day was perfect, and we saw first-hand that when a fellow cruiser runs into problems (overheating!) the Widetrackers are there to lend a couple of hands to push the car down the road. Other than that bit of excitement, the day was spent by all gawking at Dodges, Fords, Chevys and Pontiacs as far as the eye could see. Congratulations to Dennis Carol for winning an award for Best Representation of 1970's classic cars. He will probably be wearing his fleece jacket around to meetings, so please do not eat any Sloppy Joe's around him.

Winter is at hand, and if you have been in the Hallmark store lately you would think that Christmas is next week. But not all is lost; you still have about eight more weeks of cruising left (so long as the heat works in the car), football season is upon us, and with any luck, us Canucks will have post-season baseball. (Go Jays!)



Until next time, keep cruising - even if it is only in the daily driver - and stay safe. And, as always, keep it between the ditches.

~Mike and Jenn ♥
jbartley24@cogeco.ca

New Members—Welcome!

Steven Butler—Almont, MI
 Clifford (Skip) & Sally Church—Clarkston, MI
 Ken Grace—West Bloomfield, MI
 Brian & Cindy Jahn—Oxford, MI
 Ken & Pat Orłowski—Bruce Twp, MI
 Mark Orłowski—Sterling Heights, MI
 Mike & Sheila Turk—Clarkston, MI
 Wallace Wheeler—Waterford, MI
 Brian & Andrea Zelinski—Macomb, MI

This makes **nineteen** new memberships for this year, for a total of 123 memberships, total (equating to about 214 members). Anyone needing membership packets, contact Nancy Blome at (248)320-2609 or email nblome617@gmail.com.

Reminder: Send Nancy your POCI number if you have one and it's not listed on the Members Vehicle List. Thanks!

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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1938 PONTIAC BUSINESS COUPE

Survivor car 30,000 miles.

Car runs and drives – needs TLC. Needs electric gone through, headlights work. Car is

rough, but solid (picture was taken 8/5/2015 not 3/13/2007). Has rebuilt water pump. Brake job done including new stabilizer bars. Newly made seat cover. Original gas tank missing. Bullet holes are stickers only. More pictures available if needed.

\$7900.00 OBO. Call Bruce at 248-969-0150 (home phone) or email bunkfish@sbcglobal.net

Just bought two large lit collections containing lit. from the 1960's and up. Still have a nice selection of ads from 1946 and up. Do have Canadian material. Also have color chip sheets and press kits. Owners Manuals from the 70's. Also have other brands, too.

Contact Bill Coombe

(586) 293-0662

email bcgrandmarquis@gmail.com

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

Computer Troubles

Yesterday, I had a computer problem, so I called Georgie , the 11 year old next door, whose bedroom looks like Mission Control, and asked him to come over.

Georgie clicked a couple of buttons and solved the problem. As he was walking away, I called after him, "So, what was wrong?"

He replied, "It was an ID ten T error."

I didn't want to appear stupid, but nonetheless inquired, "An ID ten T error? What's that? In case I need to fix it again."

Georgie grinned. "Haven't you ever heard of an ID ten T error before?"

"No," I replied.

"Write it down," he said, "and I think you'll figure it out."

So I wrote down: ID10T ...I used to like Georgie , the little punk.



Missed Communication

The mother-in-law arrives home from the shops to find her son-in-law Paddy in a steaming rage and hurriedly packing his suitcase. "What happened Paddy?" she asks anxiously.

"What happened?? I'll tell you what happened! I sent a text to my wife telling her I was coming home today from my fishing trip. I get home ... and guess what I found? Yes, your daughter, my wife Jean, naked with Joe Murphy in our marital bed! This is unforgivable, the end of our marriage. I'm done. I'm leaving forever!"

"Ah now, calm down, calm down Paddy!" she says. "There is something very odd going on here. Jean would never do such a thing! There has to be a simple explanation. I'll go speak to her immediately and find out what happened."

Moments later, the mother-in-law comes back with a big smile. "Paddy. I told you there must be a simple explanation ... she never got your text!"

Lost Keys

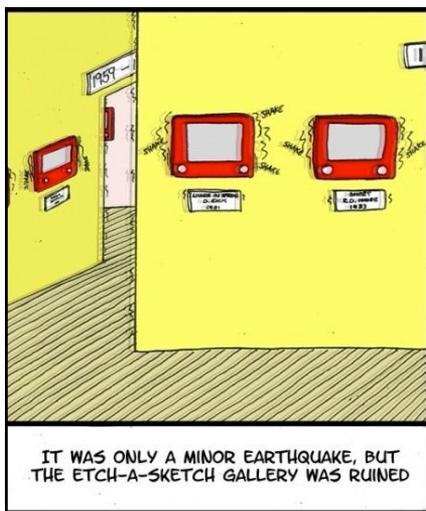
After a meeting several days ago, I couldn't find my car keys. I quickly gave myself a personal "TSA Pat Down." They weren't in my pockets. Suddenly I realized I must have left them in the car. Frantically, I headed for the parking lot. My wife has scolded me many times for leaving my keys in the car's ignition. She's afraid that the car could be stolen. As I looked around the parking lot, I realized she was right.

The parking lot was empty. I immediately called the police and gave them my location, confessing that I had left my keys in the car, and that it had probably been stolen. Then I made the most difficult call of all to my wife. "I left my keys in the car and it's been stolen."

There was a moment of silence. I thought the call had been disconnected, but then I heard her voice. "Are you kidding me?" she barked, "I dropped you off!"

Now it was my turn to be silent. Embarrassed, I said, "Well, come and get me."

She retorted, "I will, as soon as I convince this cop that I didn't steal your damned car!"



Why Seniors Still Need Newspapers

I was visiting my daughter last night when I asked her if I could borrow a newspaper.

"This is the 21st century" she said. "We don't waste money on newspapers. Here, use my iPad."

I can tell you this. That damned fly never knew what hit him!

Club Products for Sale



**Contact Tom or Marlyn
Clees**

(248) 891-7809

(248) 505-6953

Or

teclees1@aol.com

The kids are back in school, and those lazy summer days are turning into cool fall nights. While you're still able to get out and enjoy a couple of last minute cruises, why not slip on a new sweatshirt or jacket. Or, if that's not your thing, you can have your own one-of-a-kind item made. Bring in your own, or choose something from our 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!

By Cindy Jahm



What a surprise awaited us when we entered this somewhat dark bar in downtown Pontiac. The Liberty Bar had a bit of air conditioning, something we all were in the mood for after sitting on the curb and car watching at this year's 2015 Dream Cruise! It was dinnertime for Brian and I, Deb and Bruce Bunker, their son Brandon, his girlfriend Claire, and her parents. After a short but nice walk from our usual Widetracker corner at M-59 and the Woodward Loop, we arrived hot and hungry. Immediately, we were greeted with a friendly smile from our waitress, Pam. Pam was part comedian/part waitress and we were up for the challenge for some friendly bantering—just ask Bruce. He became her personal “pick on me” pet. He should have just taken another drink and said yes...but NO! He flagged her over about one minute after she had asked if anyone needed anything, and that's when the fun began. She gave him the business, and they went at it for the rest of our visit! She told us to wait a doggone minute and came back from behind the bar with her personal Hello Kitty tazer just for Bruce! She sparked it a few times at Bruce, and we all burst into tears laughing as he had finally met his match. It was all in good fun. She was an older gal (like myself... okay, I think older by several years) and was dressed all in white with a Hello Kitty bedazzled necklace, a string of pearls and full makeup. She got into our faces with some curse words and fist shaking fun if you dared to cross her path. She was at the table often, and willing to serve with a smile and a comment in some sort of funny fashion. She told a story of others who had even called to make sure she would be working during Dream Cruise week so she could serve them.

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Oct 3	Super Cruise Charity Car Show Registration 8:00a.m.-11:00a.m. Show runs 9:00a.m.-3:00p.m.	Golling GMC
Oct 6	Boy Scout Troop 137 Cider and Donut Drive, 7:00p.m.	Elba Twp Fire Hall 1789 Hadley Rd, Lapeer County
Oct 10	Fall Colour Tour (starts @ 3:00p.m.) Club Meeting, 5:30p.m.	Golling GMC Cook's Night Off—Dinner provided by club
Oct 18	Tour—John McMullen Car Collection	Details TBA
Nov 14	Club Meeting, 5:30p.m.	Golling GMC
Dec 4	Holly Jolly Folly, 6:30p.m.	Golling GMC
Dec 5	Lake Orion Lighted Parade, 6:00p.m.	Lake Orion
Dec 12	Club Meeting, 5:30p.m. Bring canned food for collection	Golling GMC

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 in the fall, and while it's still early, you know Holly Jolly Folly is just around the corner!

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.

You've Gotta Eat Here (Cont'd)



Everyone enjoyed their meals which consisted of burgers with all the fixings, a real (not processed) grilled cheese sandwich, a meaty chicken wrap with spinach dip and corn chips (I know, kind of different) and last but not least a B.L.T.

We eventually had to leave, but not without a group picture with our new friend. This was a memorable event for all of us (especially Bruce) and we plan on going back just to get more of Pam's playful side. She informed us she is usually there from Monday through

Friday, but of course all through the Cruise week, including Saturday, too.

If you go: The Liberty Bar, 85 N. Saginaw St, Pontiac 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!)

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PONTIAC OAKLAND CLUB INTERNATIONAL CHAPTER 16

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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:

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c/o Nancy Blome

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