



THE TRACKER

DEC

JAN

2015-2016



Merry Christmas!



Hey Lady! Where do you want me to drop off this tree?!

Next Generation Hot Rodders! (pp. 4-5)

The History of Car Tunes! (pp. 6-7)

The Red Baron Returns! (pp. 8-9)



**MICHIGAN WIDETRACKERS
CHAPTER 16 OF POCI**

WWW.WIDETRACKERS.ORG

The weather for most of the months of October and November has been pretty decent, allowing for time to put away lawn furniture, trim trees and bushes, and winterize the boat. Now the cars need to be tucked away...at least the ones I won't be working on during the winter.

I thought our last driving event on Sunday, October 18th would allow me one last time this season to drive one of the Pontiacs. It was a beautiful, sunny fall day and the trees still had a lot of color. I arrived at Bob Van Sickle's to stage for a short drive to view the McMullen car collection. When we were ready to depart, I found the '65 GTO had a dead battery—the car didn't appear to be charging it. Thankfully I had battery cables with me, but drove the car home disappointed after the second boost and prior to eating at SideTracks in Lapeer. The following day, I started by removing the alternator and had it tested at Morris & Sons in Clarkston (which I recommend for starter and alternator rebuilding). They placed it on their bench tester along with a second Delco-Remy alternator they'd removed from another car, and both tested excellent. I was instructed, as the next course of action, to examine the voltage regulator. These of course are readily available at your local parts store unless you want to order a correct looking piece with all the Delco stampings...just like the original.

At over three times the cost of a generic aftermarket part, you expect perfection—especially since that shiny, tiny box bolted on the firewall is very visible when you pop the hood. Imagine my dissatisfaction when, after opening the box, I found a large dent in the cover of the voltage regulator. You'd think a half a sheet of newspaper cushioning one side of the part would have provided enough protection from damage in transit. Well, the good news is that the vendor sent a new part. That was after dealing with Ebay, sending pictures with an explanation of my complaint, returning the damaged item with extra postage, and convincing them I didn't drop the part and wasn't trying to scam them. The best part of the story, I'm happy to say, is that the alternator is charging the battery and the Goat is good to go.

Linda and I are already looking forward to a winter break and will be flying into Ft. Myers, Florida for about three weeks in January right after the membership meeting. We're visiting with family and cousins who head for the same area. Strange that you have to travel 1200 miles to be with people who live one hour away. It's a good time to sit in the sun with a cold beverage, shake off those lingering coughs and sneezes, and listen to the locals complain about how cold it is.

The Board of Directors and many others have had a number of individual and group meetings since taking office. The first meeting at my house lasted four hours. Way too long, but there was a lot of good conversation and ideas for moving our club forward. There's a learning curve when you try to identify all the tasks involved with club organization. Members may feel that planning activities and conducting business happens with little effort. That is not an accurate assumption. But what I have seen in the past month is that we have many members working and devoted to making this club the best Chapter in POCl. We'll work on the bumps as we move forward to make your membership a positive experience.



Happy Thanksgiving!

Rich Dabrowski
President

Widetrackers.org—Tips and Tricks

By Dave Bloch, Webmaster

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Navigating Widetrackers.org. The website **header** is: "Michigan Widetrackers: Pontiac-Oakland- GMC Car Club". It is written in blue letters on a yellow background. Directly below the header is the **main menu** – a blue strip with white letters that identify subject categories. The header and main menu appear on every page of the website. Hovering the mouse cursor arrow over a main menu category will produce the **sub-menu** with sub-categories. The sub-menu is red with white lettering. If any category has a small white arrow after the letters, this indicates that there is a sub-menu to choose from. Do not click on a menu category that has a white arrow, because it will lead to a blank information page. Only those menu categories without a white arrow lead to an information page. The rule: **No White Arrows = An information page, White Arrows = Not an information page.**

Presentation Page. The presentation page is the first page of the website. Our presentation page has a three photo "slider" with introductory and welcoming information below the slider. The presentation page is analogous to a house door. After viewing the door, you enter by selecting one of the categories from the blue/red menus. Once a visitor has entered there is no reason to go back to the presentation page - back to the entry door - because every page of the website can be accessed from any page of the website (the main menu appears on every page). Therefore, you will not see a "Home" category on our website. However, if, for whatever reason, someone wants to revisit the presentation page, then there are three ways to do it: (1) There is a very small aqua colored symbol of a house that appears below the blue menu after a category is selected. Clicking on that symbol delivers you back to the presentation page, (2) use the back arrow button on the browser tool bar, and (3) simply type widetrackers.org in your browser window.

Viewing Documents. There are two ways to view documents on our website. (1) Documents can be viewed directly on our website. (2) You may click on the small square located at the lower right (Microsoft document) or upper right (Google document) of the document and the document (and you) will be transferred to "The Cloud." In the cloud, the document will be placed in either Microsoft documents or Google documents. This will allow you to enlarge, download, or print the document, using convenient button features.

Viewing Photos. Except for a few photos loaded directly on the website, all other photos will be stored and viewed on our reserved cloud space provided by Google. Google's cloud "platform" is called Google Drive. Photos will be accessed by clicking a clearly identified button-link on the website. Clicking the button will take the viewer to our Google Drive cloud space where the photos are stored. Viewers will first see a page of thumbnail photos. Clicking on a photo will automatically load the photos into an album for viewing individual full sized photos, downloading, or printing, using convenient button features.

Please send me any questions or topics you would like me to cover in a future edition to the club email (widetrackers@gmail.com).

High School Hot Rodders

Or, How the Widetrackers Earned Some Extra Credit

Thanks to Susan Swan for putting this all together!

On October 23, 2015, Dave Bloch, our Webmaster, received a request for help in locating a Pontiac 400 engine to be donated or sold for a very low cost to a high school automotive class restoring a 1984 Pontiac Trans Am. Dave contacted our President and Vice-President, who agreed that this would be a great opportunity to help the class with their project, and help us as a club, continue to pursue our Chapter #16 POCI purpose of *Encourage preservation, enjoyment, restoration and ownership of Pontiac, Oakland and GMC vehicles*. President Rich Dabrowski asked me to forward the instructor's request to the entire club. In a very short time, several Widetrackers jumped in to help as detailed in the Instructor's letter below:

Redford Union High Schools' Advanced Automotive Class Project Rebuild a 1984 Trans Am with a Pontiac Engine

The advanced automotive students at Redford Union High school are rebuilding a 1984 Trans Am. The goal of this project is for the students to use all the skills they have mastered to complete this rebuild, but with a twist. The twist involves installing a Pontiac engine into the 1984 Trans Am that originally came with a Chevy 305 engine. This would be a true Pontiac powered 1984 Trans Am, the way the 3rd generation Trans Am should have been built.

The project started with a 1984 Trans Am that was donated at the end of the 2013/2014 school year from Linda Mitchell and her husband whose son had graduated from RUHS in 1996. The donation was their son's car, and after starting to repair rust spots, the car then sat in their garage for a few years before they decided to donate it to the Auto Class.



The 1984 Trans Am, in all its glory!

The students decided to use the car for promoting the RUHS Automotive Program. We will take the car to different car shows such as Milan Dragway for the High School Nationals twice a year, and to multiple parades. We want to have the car completed for the 2017 Detroit Autorama. But with that came the question of what to do with the Chevy 305 engine? We did get the engine running, but would rebuilding the 305 really be worth the time and money? We could build up a 350 Chevy engine for the same price, except have more power. What about fitting a Pontiac engine in place of the Chevy engine? The students liked the option of building a true Pontiac powered Trans Am the best. The students started a [Go Fund Me](#) page on their own to raise money for the Trans Am rebuild. We also took some scrap metal in for money, as there are no school funds for this type of class project. We are looking at other ways to bring in money for the completion of the Trans Am.

As the students disassembled the Trans Am, we called around looking for a Pontiac 400 engine with no luck. We found a few on Craig's List, but we would need to raise some more money to buy the engine. At the same time, we ran across [The Michigan Widetrackers Pontiac Car Club](#) web page. I emailed David Bloch and asked him for help finding an engine. He sent the email to the Widetrackers Club Social Officer, who then emailed our request to the Club Members. Within days, Thomas Shinkle of Pinckney, a member of the Widetrackers Pontiac Car Club, contacted me with a Pontiac 400 engine that he wanted to donate for the project. A day later, John Calianno contacted me willing to donate a Pontiac 350 engine. I thanked John for the offer and told him we already had an engine. I met and talked with Tom about the project, thanking him for the donation.



Bye bye, 305.
Just waiting on
the Pontiac
400!

High School Hot Rodders

(Continued)

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The teardown of the 400 started and we ran into a problem, both of the lifter valley pan bolt threads in the block were cracked. We needed to have the block repaired. While I was trying to find an engine shop that would partner with us on the repair, I received a call from Kathy Wilson who wanted to donate a Pontiac 400 engine that belonged to her husband Keith, who passed away August 11, 2015. Her husband, Keith Wilson, was a drag racer at Detroit Dragway and Milan. He was a technician that worked at different Pontiac Dealerships, a parts manager at Packer Pontiac, and the General Manager at Sellers Buick-GMC. Among his many achievements and passions, he'd worked with high school students that wanted to become automotive engineers. In memory of her husband, Kathy wanted to donate the 400 engine for the project. With the help of Chris Fodell, Kathy dropped off the engine and talked to some of my students about her husband and his career.



My students and I can't thank the people of The Widetrackers Pontiac Car Club enough for the help that they have extended to us for this Trans Am project.

At this time, we have the car down to a shell. The students are busy cleaning engine parts and front end suspension parts. They're starting to write letters to different companies asking for help with the different parts we need.

Mr. Juzswik's Advanced Automotive Class

- ▽ Rear-end, to replace the 7.5 housing and gear (Keep the torque arm with an aftermarket set-up, ladder bar set-up or 4-link the back???)
- ▽ Roll-cage (12 Point)
- ▽ Some internal and external engine parts (Headers, intake, maybe 400 to 455 engine kit)
- ▽ Bigger cooling system
- ▽ Carburetor and fuel system (Fuel injection would be nice, if one of the major aftermarket companies work with us)
- ▽ 400 transmission parts (We have a 400 BPOC transmission waiting to be rebuilt)
- ▽ Rims and tires (For ¼ mile)
- ▽ Paint (matte black with RUHS Automotive painted on the side of the car in gloss blue and gold, the schools colors, and a panther on the hood, the school's mascot)
- ▽ Dash gauges

Thank you again to; David Bloch, Tom Shinkle, John Caliano, Kathy Wilson, Chris Fodell and Susan Swan.

Daniel Juzswik
Automotive Teacher
Redford Union High School
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(313) 242-4256

History of the Car Radio

Original author unknown, forwarded on by Jim Larson



It's funny—we jump in our cars, turn the key, and immediately we have music literally at our fingertips. While today we have a variety of options, from satellite radio to MP3 players to CDs, when cars first came out, they did not have radios in them! But, necessity is the mother of invention, and human beings are driven to adapt. Here's a bit of a history lesson for you to think about the next time you're out cruising and listening to your favourite tunes:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running. One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of the Galvin Manufacturing Corporation. He made a product called a "battery eliminator", a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- he got enough orders to put the radio into production.

WHAT'S IN A NAME That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the

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History of the Car Radio

(Continued)



A replica of Motorola's first car radio, the 1930's 5T71. The cost was initially rather high—almost a quarter of the price of an entire car! The unit included a receiver, tuning control and speaker. Installation was, of course, extra. (Image copied from www.motorolasolutions.com)

country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the

factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed the first handheld two-way radio -- The Handy-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200. In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

WHATEVER HAPPENED TO the two men who installed the first radio in Paul Galvin's car? Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet.

And to think, it all started with a woman's suggestion!!

The Red Baron

By Dennis Carol

As I have said before, I was a big fan of going to the local Carl Casper Autoshow at the old Flint IMA Auditorium in the late 60s and early 70s with my brother and father. One of the most iconic of the crazy custom cars on the show circuit at that time was the Red Baron T-bucket.



The box cover of the original model put out by Monogram

The Red Baron was originally designed by Tom Daniel for Monogram models in 1967. It was his second design concept for Monogram. His first original design was a twin-engine school-bus dragster called "S'Cool Bus". Tom was inspired by the Southern California surf and hot rod culture. At the time, surfers, hot rodders, as well as kids who just dug hot rods, were wearing reproduction World War I-era German infantry helmets called Pickelhaubes (many marketed by none other than the legendary Ed "Big Daddy" Roth himself) and Iron Crosses. Tom said to himself, "Hey, I bet that would fit nicely on a T-Bucket."

The Red Baron model was an immediate commercial success. It sold over 3 million model kits by 1973. It is the longest and most enduring model Monogram has. In fact, it is still produced today. Furthermore, in 1970, Hot Wheels introduced the first of several Red Baron models. The Hot Wheels versions have sold several millions over the decades, making it the most famous T-bucket of all time. I will admit I had both the model and the Hot Wheels at one point in time, too.

A year after the model car's introduction, car show promoter and guru Bob Larivee worked together with Monogram to have Chuck Miller of Detroit's Styline Customs build a life-sized version of Tom Daniel's concept. The Red Baron won the **Don Ridler Memorial Trophy** (a.k.a. **The Ridler Award**) when it debuted at the Detroit Autorama in 1968. This full sized version went on Larivee's Promotions Inc. car show circuit starting in 1969, thus providing even more exposure to the Red Baron model and Hot Wheels over the years.



Tom originally designed the Red Baron to have a Mercedes six-cylinder aircraft engine. Not having easy access to an exotic German aircraft engine, and after considering the cost, size, and weight of an aircraft engine, Chuck decided to utilize the new and exotic looking (for the time) 1968 Pontiac overhead cam 6 (OHC6) cylinder engine, complete with custom headers and a miniature helmet for an air cleaner.

A look at the Pontiac OHC6 engine—note the custom German helmet air cleaner over the carb

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The Red Baron (Continued)

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Some pictures of the original full-sized Red Baron

Look at the zoomy headers on the OHC6 and one of the twin custom side mount machine guns



Since then, two more "replica" Red Barons were built to meet the demands of the show car circuit. The story goes that due to its overwhelming popularity, two more Red Baron replicas were produced by Jay Ohrberg, the original "Mr. Roadster". One has a Chevy big-block V8, and the other is powered by another Pontiac OHC6. The V8 car was so rushed to be completed for its debut at an overseas car show that the front springs went flat (the springs had not been tempered before they were chromed), the fuel and brake had not been run yet, the gas and brake pedals had not been hooked up, and there was no master brake cylinder in the car. It was a total looker. In 2010, one of the replicas went up for sale on eBay. It had a reserve price of \$28,000. Only 4 bidders took interest in the car at all, and the top bid was just over \$17,000 when the bidding stopped. Obviously, it was a No Sale.

Show cars like the Red Baron inevitably lose their appeal and drop out of the show car circuit. In fact, the Red Baron dropped so far out that die-hard enthusiasts lost track of it until it resurfaced after undergoing a complete restoration. Bob Larivee still owns the car. Today, the original Chuck Miller-built Red Baron resides in the **Smith Collection Museum of American Speed** in Lincoln, Nebraska.

Widetrackers Culture Club

By Susan Swan

On Sunday, October 18th, thirty-nine Widetrackers met at Bob and Phyllis VanSickle's to make the short drive to John McMullen's beautiful estate. It was a sunny, crisp fall day, which gave several of the Widetrackers a good excuse to drive their classic cars for one last trip. Mr. McMullen warmly welcomed our group and treated us to cider and doughnuts when we arrived. Then we toured the two buildings which house his magnificent collection of cars, trucks and motorcycles. In addition to the vehicles, he has a large collection of automobilia, posters, and beautiful paintings of classic cars. He told stories about some of the cars and answered our many questions. Afterwards, Mr. McMullen accompanied us to Side Tracks Restaurant, in Lapeer, where we had a delicious lunch. The Widetrackers thank Mr. McMullen for his hospitality and generosity for allowing us the opportunity to view his private collection.



Some of Mr. McMullen's favourite cars:

Left: 1908 Baker Roadster Right: 1911 Thomas-Flyabout

Mr. John McMullen...The Rest of the Story

By Wade Cleffman

As a young man, Mr. McMullen delivered milk in the Flint area until 1951 when he started selling cars at Sumerfield Chevrolet in Flint. Since then he has owned seven dealerships of his own - five in Michigan and two in Florida. He currently owns Somerset Buick GMC in Troy.

Around 1986, Mr. McMullen started collecting cars, and by 2007 he had amassed around 140 stunning automobiles that included a 1931 Duesenberg Model J Tourster and the world's largest collection of electric automobiles.

When Mr. McMullen decided it was time to downsize his collection, he commissioned RM Auctions. They came to his estate on June 9, 2007 to assist him with the sale of a large part of his collection. Over the years, the Widetrackers have had the opportunity to view his collection both before and after the auction.

Today Mr. McMullen has about 30 cars in his collection. My favorite is his 1911 Thomas-Flyabout. A 1907 Thomas flyer driven by a team representing the United States won the 1908 New York to Paris race. The oldest car in his collection is a 1908 Baker M Roadster.

John is an Honorary Widetracker member.



Our host for the afternoon, Mr. John McMullen with some of his collection.

Widetrackers Drive-Thru

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

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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!

Rhubarb Pie (Courtesy of Karen Cline)

- 3 cups diced rhubarb
- 1 1/4 cups sugar
- 1/4 tsp. salt
- 2 Tbsp. water
- 3 Tbsp. flour
- 1 Tbsp. lemon juice
- 2 eggs
- 1 9-inch unbaked pie shell

1. Preheat oven to 425.
2. Place rhubarb in unbaked pie shell
3. Combine remaining ingredients and stir to form a smooth paste. Place over rhubarb.
4. Cover with crumbs made by mixing 3 Tbsp. flour, 3 Tbsp. sugar, and 2 Tbsp butter.
5. Bake at 425 for 10 minutes; then reduce oven to 325 and bake for 30 more minutes.

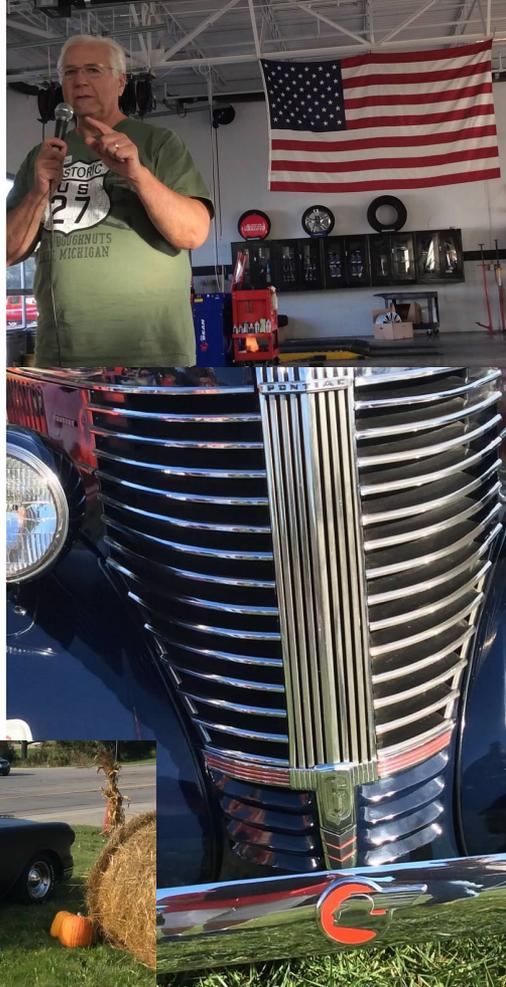
(Got a great recipe you'd like to share? Just email it to Karen Cline at karencline@sbcglobal.net)

October 10 saw 32 cars hit the streets for the annual Widetracker Poker Run. Unlike great races like the Cannonball Run, this wasn't a timed event, and there weren't high stakes involved, but for our own little 'Meatball Run', iwe did start off with a helping hand from the local 'Smokey' holding traffic for us. From there, it was an afternoon of fun, classic cars, and a lot of bench racing among the members!

This year, the trees weren't quite as cooperative as they've been in the past, and the colours weren't as vibrant or as plentiful as we might have liked, but it was a gorgeous day, a fantastic turnout, and in typical Widetracker fashion, capped off with a fantastic pasta feast at Golling when all was said and done.

If you've never come out to this event, you should try to next year. Even if you don't know a straight from a flush, when you start the day with a donut and cider, and finish it off with cake, everybody wins! ^ _ ^

Mondo thanks to Cindy Jahn for the photographs!



ENANIGANS



Widetracker Victory Lap

Tracker Members Working In the Community

By Jeannine Stetson

On the weekend of September 18th, The North Oakland County Young Marines attended their first Michigan Regimental Encampment at the Lion's Bear Lake Campground in Lapeer, MI. The other units which made up the regiment were Grand Rapids, Lansing, Lapeer County, Lenawee County (Adrian), Port Huron, Shiawassee and Traverse City for a grand total of 74 Young Marines. Our unit was represented by adult staff members Commander Cameron and Mrs. "Mom" Anderson, who stayed the entire time, and by Mr. and Mrs. Stetson, who hauled the trailer back and forth and came for day camp on Saturday.



The Regiment

We were able to make use of several donated items along with our new tents and backpacks purchased with a gift card from some Michigan Widetrackers Club members. We used our recently purchased storage trailer for transporting provisions. However, the Young Marines had to hike up a hill from the parking lot to the campsite carrying some of their personal supplies on their backs.



North Oakland County Young Marines:

J.P. Williams (holding the Young Marine Guidon), Ethan Whiting, Aiden Roundy, David Dionne, Jeremiah Pearsol, Jameson Anderson, Arianna Dionne, Martin McGrath

It was a learning experience for the first-timers, giving a practical opportunity to practice survival skills in addition to time-compressing the coverage and mastering of the applications of field skills and map and compass requirements passed down from National Headquarters in the curriculum guidebooks. They also took on the low ropes challenge course spread out along the Nature Trail. At chow time, the food was served in authentic mess kits. After they finished eating, a line was formed to clean the eating utensils using the 3 dishpan dipping system (wash, rinse, sanitize).



Our Campsite

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Widetracker Victory Lap

(Continued)

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Friday evening was a time of overview and preparation. Camp was set up and each person on the Fire Watch Team was assigned an overnight four hour shift. This was followed by the evening ceremonies and hygiene routine prior to "hitting the racks" at 2200 hours.

Saturday was a full day. From 0600 – 0850, the routine started out with staff reveille, breakfast prep, Young Marine reveille, morning head call, morning colors, The Pledge of Allegiance, The Young Marine Obligation, hike to athletic field for physical training, moto run around the lake, morning hygiene and morning chow. From 0900 – 1600, everyone gathered their "TRASH" (guidebook, pen, notebook and compass), joined their assigned groups (Alpha or Bravo) and began instruction for the day, rotating between stations with a break for noon chow from 1200 - 1245. From 1600 -1630, everybody reported to Base Camp for head count, evening chow, clean up, unit fun competitions (Tug of War, etc.), evening colors, The Young Marine Hymn, evening hygiene and lights out at 2200. Super Teams were chosen from the Alpha and Bravo groups to leave the Base Camp overnight and hone their survival skills independently in a more primitive environment.



The 'Hasty Shelter' made from twigs, leaves and an optional tarp

On Sunday morning, after the AM ceremonies and routines, everyone helped break camp and clean up. Final formation, retiring the colors, and The Young Marine Hymn preceded the downhill hike to the main parking area where everybody departed to their home destinations.

There will be an awards ceremony coming up with presentations of several ribbons and certificates including those for goals which were achieved at camp. Our unit especially excelled in the compass course challenge.

Don't forget to visit: www.nocyoungmarines.org to learn more about this fantastic group.

For those who may not be aware of how the club became associated with this group, in 2014, Mr. Randy Stetson came to a Widetracker meeting as a guest of Ed Cline. In typical Widetracker fashion, the club members stepped up to help out those in the local area who were in need, and since then, the Stetsons have become active members of the club,. If you haven't met this lovely couple, find time to introduce yourself!
~Eds.

Editors' Two Cents

Thank you to all those who have contributed *The Tracker* over the past year, and please, keep it coming. We appreciate all of the time and effort spent on those submissions. We've had some really great stuff!

The Holiday season is upon us, and with that it means more work around the house. There's decorating, cooking, shopping, and visiting with friends and family. Just remember to take a few moments and spend some time with the one you really love - your car. Go out and pay it a visit, give it some attention, and virtually share a beer with it. Or two. Or ten.



So until the next time, Happy Thanksgiving, Merry Christmas, and Happy New Year. Have a good Boxing Day (those of us from the Great White North will enjoy our additional stat holiday!), stay out of trouble, and we will look for you at the Holly Jolly Folly and the Lake Orion Lighted Parade.

And, from Jenn, if you're able to, remember those less fortunate than you at this time of year (be they two-legged or four). Everyone can use a little joy, yeah?

As always, keep it between the ditches.

~Mike and Jenn ♥
jbartley24@cogeco.ca

New Members—Welcome!

Tom and Marti Meyer—Flushing, MI

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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For Sale:

1979 Oldsmobile Cutlass Supreme. Black. All original.

Asking \$8,900. Car runs great, and it is a very nice looking car. Has a spoiler, leather interior, working air conditioning—a great driver, just one too many for the garage.



Also, we have a spot in the heated garage this year. We rent it for 6 months through the winter. Call Ed if interested .

Contact Ed or Karen Cline

(248) 978-6581

karencline@sbcglobal.net

For Sale:

Four (4) '66-67 GTO Hubcaps for \$15 apiece. Three (3) are in fair condition, the last is salvageable. If interested, contact Larry Vader @ (810) 797-4476 or email lvader@centurytel.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

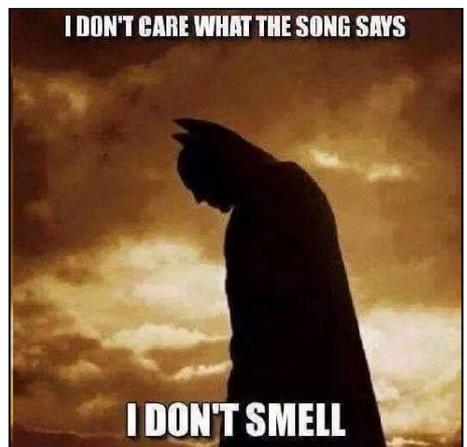
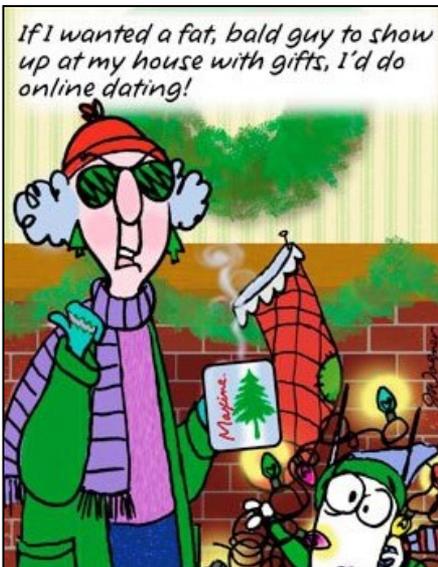
Do you have something you'd like to sell? Is it a completed car? Awesome. Is it some obscure resto part that you don't need anymore? Cool! No matter how big or small, all Widetracker members are allowed to advertise free in *The Tracker*.

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

Southern Nativity

In a small Southern town, there was a Nativity Scene that showed the great skill and talent that had gone into creating it. One small feature bothered me, though - the three wise men were wearing firemen's helmets. Totally unable to come up with a reason or explanation, I left. At a Quick Stop on the edge of town, I asked the lady behind the counter about the helmets. She exploded into a rage, yelling at me, "You Yankees never do read the Bible!" I assured her that I did, but simply couldn't recall anything about firemen in the Bible. Fuming, she jerked her Bible from behind the counter and ruffled through some pages, and finally jabbed her finger at a passage. Sticking it in my face she said, "See, it says right here, 'The three wise man came from afar.'"



Did you hear about the paranoid recluse who refused to go see Santa? Turns out, he was Claus-trophobic...

The Last Laugh

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Retirement...From a Child's View

After a Christmas break, a teacher asked her young pupils how they spent their holidays. One small boy wrote the following:

We always used to spend Christmas with Grandpa and Grandma. They used to live here in a big brick home, but Grandpa got retarded and they moved to Florida. Now they live in a place with a lot of other retarded people. They all live in little tin boxes. They ride on big three-wheeled tricycles and they all wear name tags because they don't know who they are. They go to a big building called a wrecked hall, but if it was wrecked, they got it fixed, because it's alright now. They play games and do exercises there, but they don't do them very good. There is a swimming pool there. They go into it and just stand there with their hats on. I guess they don't know how to swim.

As you go into their park, there is a doll house with a little man sitting in it. He watches all day so they can't get out without him seeing them. When they sneak out, they go to the beach and pick up shells.

My grandma used to bake cookies and stuff, but I guess she forgot how. No one cooks, they just eat out. They eat the same thing every night, early birds. Some of the people are so retarded that they don't know how to cook at all, so my Grandma and Grandpa bring food into the wrecked hall and they call it "pot luck."

My Grandma says Grandpa worked all his life and earned his retardment. I wish they would move back up here, but I guess the little man in the doll house won't let them out!!

A Few Christmas One-Liners...

The most popular motorcycle at the North Pole is a Holly Davidson.

Santa is no longer allowed to go down chimneys by order of the Elf and Safety Commission.

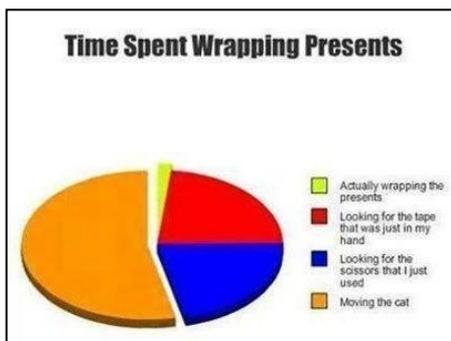
Good King Wenceslas likes his pizzas deep pan, crisp and even.

There was trouble on Christmas Eve at the local bakery when they caught a mince spy.

Santa's favourite singer is Elf-is Presley.

The elves always start their mornings with a big bowl of Frosted Flakes.

Santa recently visited his psychiatrist because it turned out he has low elf-esteem.



Club Products for Sale



**Contact Tom or Marlyn
Clees**

(248) 891-7809

(248) 505-6953

Or

teclees1@aol.com

The holiday season is upon us! Maybe you had one too many pieces of pumpkin pie and can use a comfy, baggy sweatshirt to wear while lying on the couch and watching football. Or maybe that special someone's been hinting that they'd like a super cool new jacket to wear as they put their baby back under the car cover and dream about next year's cruising season. The club can help you out! 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 show your Pontiac love, advertise the club and bring in new members!

Important News for Car Enthusiasts

Forwarded by Dave Todd

Legislation (H.B. 4969) has been introduced in the Michigan House that would allow vehicles displaying a Michigan historic vehicle plate or tab, or an authentic Michigan registration plate, free access to state parks hosting a car show, classic car cruise or other similar event. This would mean that the yearly \$11 Recreation Passport would not be required for entry in these circumstances.

This news was brought forward on a website called the SEMA Action Network (or SAN) (www.semasan.com). Yes, it's part of the same group that hosts that massive trade show in Las Vegas every November. Formed in 1997, it is a grassroots organization for the automotive hobby. Serving in a partnership between car enthusiasts, car clubs, and members of the specialty automotive parts industry in North America, they work to promote hobby-friendly legislation and attempt to protect the hobby from that which is not.

If you have a great deal of passion about this hobby, have a look at the website to see what sorts of issues are being discussed. They do the majority of the legwork for you, and if you feel strongly about an issue, they even outline the steps you need to take to move forward. There is no cost to join, and SAN feels that there is power in knowledge. If nothing else, you'll get some food for thought, and some interesting fodder for discussion with your fellow cruisers.

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
Jan 2016	North American International Auto Show	COBO Hall, Detroit More info TBA
Jan 17	Club Christmas/Holiday Party	Location TBA
Jun 11	Spring Dust-Off	Davisburg, MI More details TBA

As you can see, there are a TON of activities planned for the coming months!

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. After all, the club is only as good as you want to make it!



Bill and Rhonda Bowling with their grandson at the POCI convention in Louisville this July.
(Photo by Marge Sawruk)

2016 POCI Board of Directors Call for Applicants (From the POCI Nominating Committee)

POCI needs a few good men and women for the upcoming Board of Directors elections! The world's largest Pontiac Club is seeking individuals who are interested in guiding our club to a vibrant future. Openings exist in all Divisions. Board seats will be open to all incumbent and selected new candidates in all POCI geographic regions – Northeast, Central East, Southern, Great Lakes, Midwest, Western, and International. If you are a POCI member and feel you have the talent, ideas, and drive to move POCI forward, please contact a member of the Nominating Committee listed below!

All potential candidates are urged to request and complete applications/questionnaires with a current photo and bio, received no later than **November 30, 2015** (the sooner the better). Some general information: Must be an active POCI Member in good standing for at least one year; Officer or Chairperson experience is encouraged, but not required; convention experience is a plus; completed candidate application with bio and photo must be received no later than November 30, 2015. Please refer to the POCI Constitution and Bylaws for further details on the POCI web site, www.POCI.org.

2016 POCI BOD Nominating Committee Member

- Mark Tilson, Chair (email: til59@aol.com)
- Richard Cook (email: mrcook1@charter.net)
- Verne Howard (email: CanAm77Man@aol.com)

CLUB CONTACTS

Michigan Widetrackers New Officers for 2016

President

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

Secretary

Larry Marsh
810-664-3900
larrymarsh4@yahoo.com

Director

Doug Blakeley
810-796-2044
dougblakeley5@aol.com

Director

Bob VanSickle
810-338-1943
bpvan231@aol.com

Tracker Editor

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

Clothing Sales

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

Vice President

Lloyd Swan
810-516-9217
lswan@charter.net

Treasurer

Dan Kane
248-396-6848
dandan13@comcast.net

Director

Jeff Bourcier
810-688-9110
no email

Memberships

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

Web Master

Dave Bloch
810-653-8919
davidbloch@hotmail.com

Activities Committee

VanSickle, Larson, Dabrowski,
Armstrong, Humphrey, Long
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.org



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

In God We Trust

