



THE TRACKER

DEC

JAN

2016-2017



For All You Do...



Thank you! ♥♥

Challenge Accepted! (pp. 6-7)

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Definite Deuce, Hardly A Coupe! (p. 15)

Some Pics From Across The Pond! (p. 16)



**MICHIGAN WIDETRACKERS
CHAPTER 16 OF POCI**

WWW.WIDETRACKERS.ORG

Well, another cruising season has come to an end. It's hard to believe we have to put our beautiful rides in storage for another winter already.

I hope that everyone had an uneventful cruising season. I know we did have one member that had a 'little problem': his car caught fire and burned up. It was a total loss. He and I were on our way to the Sellers car show and I was following him on the I-696 in my GTO when his right rear tire blew out. We pulled over and noticed smoke and flames were coming from behind that tire. Jerry quickly grabbed his fire extinguisher and tried to put it out. But that did not work, so there was nothing we could do but watch it burn. Being true car guys, after the firemen put the fire out, we continued on to Sellers to check it out. I even won a plaque. So, in the near future, there will be some 1960 Pontiac parts for sale.

The Fall Color Tour was a big success. The weather was perfect, and we had a great turnout. There were a lot of beautiful Pontiacs - even a blue Pontiac Mustang! Go figure! Unfortunately, Mother Nature did not give us a lot of color this year, but it was still a beautiful ride.

I hope everyone has a happy and safe Holiday Season. Take care and I will see everyone at the next meeting.



Arnold Boersma
President

Widetrackers.org—Tips and Tricks

By Dave Bloch, Webmaster

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Widetrackers.org News

On January 1, 2017 the sign-on username and password for widetrackers.org will change. The new username and password will be announced at the December 10 Widetrackers regular members meeting.

Since no one volunteered to assume the responsibilities of “Help Network” Coordinator, this feature of the website will be removed.

There are two alternative proposals to replace the Help Network.

- (1) Google Groups – this is a forum type of communication system between a maximum of 25 registered members. A registered member can post a question or answer on the website/forum. Every registered member will automatically receive an email notification of the posting. Then they may decide whether or not to respond to it. **Please notify me if you are interested in registering for Google Groups on widetrackers.org.**
- (2) We can have a simple, non-interactive library of technical articles submitted by Widetrackers.

Contact me if you have any feedback or alternate suggestions.

Internet News

On October 1, 2016 Obama did not renew the Government’s contract with ICANN, the Registrar of Internet Domain Names. ICANN is now a completely private company, but still assigns all internet domain names worldwide. As a private company, ICANN, like any private company such as Google, Microsoft, Facebook, or Twitter, can set its own “Service Agreements” regarding what is acceptable speech on a website. ICANN is no longer bound by the first amendment to the U.S. Constitution. It is expected that ICANN, a 100% American company now, will morph into a globalist organization. What this means for the internet, and in particular free speech on the internet, is anyone’s guess.

The answer to the question asked in my last Widetracker.org column is: “Thus Sprach Zarathustra” composed in 1896 by Richard Strauss.

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



Installing A Digital Media Player

By Dave Bloch

This summer I decided to upgrade the audio system in my 1978 Cadillac DeVille. The car was only equipped with a radio and speakers – no 8-track tape, no cassette, and no CD player. After researching car digital receivers on the internet, I decided on a Sony AM/FM Digital Media Player, sold by Best Buy. I also decided to have the Best Buy Geek Squad install the digital media player since they quoted me an installation price of \$65 plus parts, which included the mounting bracket and wiring harness.

Meeting with the Geek Squad installer, I was given four installation options to choose from:

- (1) I could special order a media player which would fit exactly in the dash space of the present radio. This would quadruple the cost of the media player, and require the removal of the old radio.
- (2) I could cut the dash to fit a standard sized media player to replace the radio. This would also require the removal of the old radio.
- (3) I could install the media player in the glove compartment. I thought this was a bad option because it would eliminate the glove compartment space, and it would make it more difficult to operate since it would be hidden.
- (4) I could install a new media player below the dash and old radio, leaving the old radio completely untouched and in place. I chose option four, reasoning that leaving the old radio would preserve the original look of the dash as well as the radio itself. Although installing the media player under the dash would make it difficult to reach while driving, it did come with a remote control, thus eliminating that problem. Also, it was less noticeable and less expensive to install.

Next, I had to decide what type, or configuration, of media player I wanted. I had two basic options:

- (1) a media player with a CD player
- (2) a media player without a CD player.

Both media players are equipped with a USB port for playing music from a flash-drive, laptop, or portable phone. I decided on the media player without a CD player for two reasons. First, I know that CD players are quickly becoming obsolete, being replaced by USB port equipped devices. Second, a media player without a CD player is slimmer, and would fit under the dash more compactly without sticking out. Third, it is about \$20 less expensive.



The radio sits cleanly under the dash, doesn't interfere with any of the original components of the car, and is easily accessible by both driver and passenger.

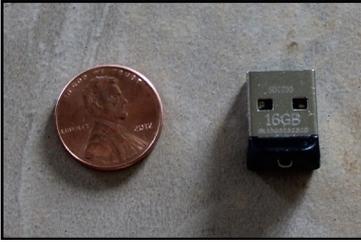
It took about two hours for the installer to complete the installation. The car antenna could be wired to the Sony Digital Receiver for the radio mode. And, although the existing car speakers are 38 years old, they still sounded good, so I did not replace the car speakers.

My next task was to get the music for my new digital media player. First, I went to Amazon.com and purchased a SanDisk 16.0 GB flash drive for \$7.00; shipping was free. A 16 GB flash drive will store: about 3,200 mp3 (or wma) songs. The Sony digital receiver is capable of playing both mp3 and wma formatted music. I have about 200 music CD's that I've acquired over the years, all formatted in wma. Since I had previously copied all my music CD's to my computer, I only had to copy the specific songs I wanted from my computer to the new flash drive. I also decided to buy a few more songs. I

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Installing A Digital Media Player

(Continued)



No bigger than a penny, flash drives can store a lot of music in a very small space. If the average mp3 is about 5MB, this particular unit will hold approximately 3200 songs—enough for any reasonable road trip!

already had a few mp3 “albums” and several singles, but I decided to buy more. I went to Amazon.com and searched their music database. I was amazed to find fantastic deals on classical music – 99 Mozart compositions for \$1.99 (Amazon’s “Red Classics”). These are quality recordings from prestigious orchestras around the world. Several other similar deals on classical composers were also offered. For about \$25, I purchased 12 composers (I recently checked Amazon.com and unfortunately these deals are no longer offered). I also purchased a few mp3 albums and singles of 60’s & 70’s rock n’ roll music. After purchasing the music, I downloaded all of it from Amazon.com to my personal computer and then to the new flash drive.

When you purchase mp3 songs from Amazon.com or any retailer, you purchase the right to download the song to your computer and transfer the songs from your computer to a portable device such as a flash

drive; you do not receive anything physical such as a CD. One advantage of mp3 music is that Amazon.com sells individual songs for about \$1, so you don’t have to buy an entire album just to get one or two favorite songs. Also, Amazon.com stores the mp3 songs in your music account on their website in case you need to download them again – thus making CD’s and CD storage cabinets a thing of the past.

After selecting the particular albums and songs I wanted for my car media player, I copied them to my SandDisk 16GB flash drive. On the flash drive, I further arranged the songs in the order I wanted to hear them. Then I simply put the flash drive in the car media player USB port and I was done. The remote controller allows you to select albums and you can skip songs forward and backward.

The costs were very reasonable:

Sony Digital Media Player:	\$99
Installation/labor/materials:	\$125
MP3 Music:	\$35
Grand Total:	\$259

I am very pleased with my new digital media player. Now I can joy ride in a 70’s classic automobile that plays eighteenth century, nineteenth century, and twentieth century music using twenty-first century computer technology.



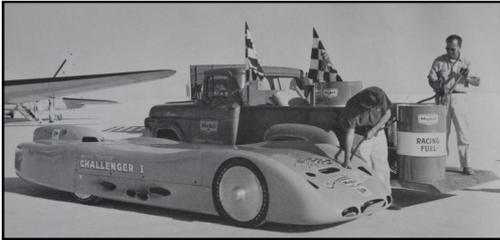
The new tech meshes well with the old. Mounting the new stereo below the dash keeps the original look and lines in the interior and is an easy and affordable upgrade!

Challenger I and II

By Dennis Carol

On January 12, 1904, Henry Ford set an unofficial world land speed record (WLSR) of 91.37 mph in the Ford 999 racing automobile, across a frozen Lake St. Clair. Two years later, on January 26, 1906, Fred Marriott drove a steam-powered Stanley Rocket to 124 mph (it was the first recorded vehicle over 200 kph) at Ormond Beach, Florida. From 1914 to 1964, the world land speed record was held by whole host of British drivers who moved the speed record from 124 up to 403 mph, and there it stayed until the likes of Craig Breedlove, Tom Green, Art Arfons, and Mike "Mickey" Thompson decided to try to take back the WLSR.

Mickey Thompson was trying to beat John Cobb's 394.19 mph WLSR, and his



Challenger I in 1959 – with the naturally aspirated non-supercharged Pontiac engines.

vehicle of choice was his Challenger I car. He began work on building the car in 1958. Mickey designed a low slug custom chassis that housed **four** Pontiac V8 engines, and mated them to four 1937 Cadillac transmissions in order to propel the car to the 400 mph barrier. Building the car was the easy part, but it required genius, if not almost madman, engineering skills to build it. The car weighed nearly 7,000 pounds.

Testing and tuning was done to learn how the tires would stand up to repeated 400 mph attempts, to determine how to keep the parachutes from violently whipping the car around once they deployed, and how to envelop the car to make it much more aerodynamic. The rubber problem was handled by Goodyear Tires. Experiments were done using first shortened, and then lengthened lanyards to solve the parachute concerns. And Thompson's team of talented fabricators took care of the aerodynamics issues.

After test runs in the summer of 1959 at Edwards Air Force Base in California, Challenger I hit a top speed of 363.48 mph at the Bonneville Salt Flats with a two-way average of 330.51. It was not enough to beat Cobb's record, but it did set an A/Streamliner class record that stood for more than 30 years and landed Mickey into the record books as America's Fastest Driver.

Mickey and his team spent most of 1960 adding superchargers to the Pontiac engines and altering the body to accommodate the added superchargers and



A view of the 4 supercharged Pontiac engines.

Improve aerodynamics. On September 8, 1960, Mickey's second attempt at Bonneville, netted a one-way pass of 406.6 mph. Due to a broken driveshaft, he was not able to complete the second run to get the official record. Still, it was a miraculous feat for Mickey - he was the first American to exceed 400 mph! Challenger I was never raced again after that. The Challenger I now resides at the World of Speed Museum in Wilsonville Oregon - fully restored.

Mickey returned to Bonneville with a new car, the Challenger II, in 1968, but his ambitions

Challenger I and II

(Continued)

were foiled by a heavy rainstorm which turned the track at the Bonneville Salt Flats into a veritable lake. After Mickey retired from racing in 1988, he partnered with his son Danny to make another attempt at the WLSR. Sadly, their efforts were tragically cut short when Mickey, and his wife Trudy, were murdered.



Challenger I – with the superchargers – you can see how the aerodynamic scoops were made and the front wheels are now enclosed.

But Danny Thompson never stopped wondering 'what if'. On the 50th anniversary of his father's original 406 mph run, Danny Thompson removed the Challenger II from storage. Untouched for more than 40 years, he then began the extensive process of restoring, retrofitting, and updating the vehicle. Danny wants to

lay his father's unfinished business to rest. For him, that means using the Challenger II, a vehicle that hasn't run since 1968, to break a world land speed record. Unfortunately, the last two seasons at Bonneville have been cancelled due to poor weather conditions.

Furthermore, one hundred years of mining near the Salt Flats have made the area even more fragile. Danny attempted the WLSR record this summer.



Danny Thompson and the crew of Challenger II

Editor's Note: On the weekend of August 13 and 14, 2016, Danny DID break the record. His first pass on day one was over 411 mph, but then a problem with the fuel distribution valve on day two slowed him down to a little over 402 mph; still, it was enough for a blistering 406.767 mph two-way average. This beat his father's time by a tenth of a second, and shattered the current SCTA AA/FS class record of 392.5 mph.

He wanted to make one final record attempt at both an FIA class record (currently 414.316 mph), and a new piston-powered land speed record (currently 439.562 mph), before officially retiring the Challenger II at Cook's Land Speed Shootout on September 20. Prior to the event, during testing on September 16, he was running a GPS-indicated speed of 413 mph. Unfortunately, the car suffered a tire failure, which in turn caused extensive damage to the car. It would be unreparable before the event.

Strut Your Stuff

By Mike Bartley

For many dedicated Fiero owners, the stock trunk supports are the bane of their existence. Over time, these flimsy things wear out, become weak, and eventually, they will not support the weight of the trunk lid. This makes unloading the trunk an adventure. Sure, a trip to the grocery store in a Fiero and returning home with a whopping two bags of produce counts as a full trunk, but the last thing you want to do when you're already dealing with a plastic bag that wants to rip if you look at it wrong is fight with the trunk lid. And let's not forget that since the engine is in the back, servicing it can become a real adventure when you're dealing with a trunk lid that will not stay up.

For the longest time, there were only two solutions to this problem, and both of them were terrible. The first was to fight with the trunk lid, try to coax it into staying up for more than half a second, and inevitably let it bash you in the head from time to time. Given how hard some of our heads are, this can cause a lot of damage to the trunk lid over time. The other solution was to use a short length of wood, like a broom handle, to prop up the trunk lid. I'm sure you can already imagine how fabulous that looks.



Nobody wants to see this during a car show.

Finally, there is now a third option for Fiero owners, and thankfully, it doesn't suck. Out there on the 'ol *interwebs*, there is a company called *Rodney Dickman's Automotive Accessories* (www.rodneydickman.com) They have a good selection of Fiero parts, including hood support struts. Installing these will allow the trunk lid to be held open with something a lot better looking than a prop rod made from a piece of 1" round pine.



The Rodney Dickman dual strut kit for the Pontiac Fiero. Some assembly required.

The kit that was ordered was Rodney's dual strut kit. The kit contained two mounting brackets, two struts, and all of the necessary hardware you'll need. Also included, but not pictured, were some of the best instructions that have ever been written for an aftermarket part on the market. No joke.

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Strut Your Stuff

(Continued)



(L) Step one was to remove the upper two bolts on the trunk lid.

(R) Measurements were taken on the vent brackets over the rear struts. Measure carefully, following the directions from Rodney Dickman. Then measure again to confirm. Do it.



(L) A scratching tool was used to make the marks for the holes to be drilled.

(R) Using a 1/4" drill bit, drill holes in the brackets. Helpful tip: make sure you have good, sharp bits as we blew through four before we found one in the tool box that was sharp enough for the job. Go slowly.



(L) Clean up the holes to remove the burrs from the edges.

(R) Loosely assemble the new mounts on the brackets.



(L) Tighten up the mounts. You can weld them to the brackets but it's not necessary.

(R) A new stainless steel bolt was used to mount one end of the strut to the trunk lid.

Strut Your Stuff

(Continued)



(L) Stretch out the strut to meet the mount that was installed earlier. It takes some finagling, but it's not too unwieldy.

(R) Clip the lower end into place. This takes a little effort, but it just presses on. Use a rubber mallet to tap it on if you need to. Gently!



(L) Once one side is done, repeat the process on the other side of the trunk lid.

(R) Yes, this looks so much better than that scuzzy old wooden dowel.



Stand back and admire your work. No camera tricks - it stays up on its own!

After about an hour of work, you can relax because it is done. Now there's no more fighting with a loose trunk lid that will come crashing down on your head, or having to use a tacky looking wooden dowel to hold up the trunk lid when working in the engine bay, or unloading cargo - gym bag, groceries...mattress.

The only thing to remember after the fact is that it's going to take a little more force than before to close the trunk - at least until the struts get worked in a bit. Was it worth it? The kit cost \$100, plus \$8 for shipping, and it greatly improved the aesthetic of the car. Heck yes, it was worth it! As an added bonus, if, over time, the struts wear out (as is prone to happen with repeated use), replacement parts are available from the website, too!

To take a peek at what other things Rodney Dickman has for sale, check out the website. The prices are good, shipping is fast, and they really do take care of their customers. www.rodneydickman.com

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!

Ambrosia Salad (courtesy of Jeri Chapin)

- ▽ 1 small box raspberry Jell-O
- ▽ 1 standard can crushed pineapple and juice
- ▽ 8 oz Cool Whip
- ▽ 2 bananas, sliced

Combine Jell-O and pineapple with juice in a saucepan. Bring to boil and simmer three minutes.

Transfer contents to a bowl, and chill in the refrigerator.

Once set, stir in Cool Whip and sliced bananas.

This can be made sugar free by using sugar free Jell-O, sugar free Cool Whip, and pineapple packed in water, not juice.

Grandma Stone's Apple Crisp (courtesy of Karen Cline)

- ▽ 2/3 cups flour
- ▽ 3/4 cup granulated or brown sugar
- ▽ 1/3 cup butter
- ▽ 1 tsp cinnamon
- ▽ 1/3 cups rolled oats
- ▽ 4-6 apples, peeled, cored and sliced or cubed

Butter an 8x8 dish and preheat oven to 375

Mix flour, sugar, oats and cinnamon and then cut in butter

Put apples in a layer on bottom of pan, and sprinkle with cinnamon if desired.

Cover with four mixture, spreading it out to the edges.

Bake for 45 to 60 minutes, or until top is golden and apples are soft.

Can also season with lemon and/or nutmeg, if desired!

(Got a great recipe you'd like to share? Just email it to Jenn Bartley at jbartley24@cogeco.ca or Karen Cline at karencline@sbcglobal.net.)

IN HONOUR OF THE

Usually, this centre spread is used to give our members a quick overview in pictures of what the club has been doing over the past couple of months.

This edition, we're doing something different. Instead of showing you *what* we've been doing, we're going to show you *why* we're able to do it.

On these two pages, you'll find a list of Widetrackers who have served their country and performed their duties with honour, making sure we continue to enjoy our freedom so we can have the privilege of working on cars and go out cruising.

This small token will never be able to thank you enough for all that you have done.

Your sacrifices will never be forgotten.



- ▽ Rick Blome, E-4
- ▽ Philip Bradford, SP5
- ▽ Arnold Boersma, SP4
- ▽ Ed Cline, E-4 (E6 ANG)
- ▽ James Hubbard, E-4
- ▽ Chuck Humphrey, E-5
- ▽ Michael Jensenius, E-4
- ▽ Jerome Lenzion, SP5



- ▽ Rich Gabriel, E-5
- ▽ Larry King, E-3
- ▽ Tom Meyer, E-3
- ▽ Stan Paurazas, E-5



- ▽ Bob Cicinelli, E-5
- ▽ Stan Dogonski, Sgt
- ▽ Ron Hartnell, T/Sgt
- ▽ Ed Hodgson, E-5

OSE WHO SERVED

ARMY
ERICA



ry Liske, E-4
old Pillion, Sgt
n Polus, Cpl
Saulnier, SP4
dy Stetson, E-3
ry Vader, E-3
o VanSickle, SP4

- ▽ Doug Blakeley, Cpl
- ▽ Wade Cleffman, E-3
- ▽ Dan Kane, E-5
- ▽ Chuck Shinouskis, E-4



- ▽ Larry Chapin, E-4
- ▽ Elmer Claycomb, 1LT
- ▽ Ken Vanniman, SP5



- ▽ Jenn Bartley, Capt
- ▽ Mike Bartley, Capt

Widetrackers Culture Club

It's The Most Wonderful Time Of The Year!

By Mike Bartley

Kick off the holiday season in style, and attend the event of the year. The Holly Jolly Folly, hosted by Golling Buick-GMC on the first Friday in December, is the premiere event in the Lake Orion area. The proceeds from the night all go towards supporting the Lake Orion Lighted Parade, which is held the following Saturday. The parade has been a tradition in the community since 1989 and is one of the few nighttime lighted parades in the state. If you ask anyone from the area, they will tell you it's also the largest.



If you've never been, you should consider attending the Holly Jolly Folly. It always promises to be a good time. Where else can you go and have a good dinner, enjoy live music and dancing, and take part in a silent auction without having to sign over your retirement package? Golling hosts this event, and they do an amazing job dressing up the dealership. The job that is done is second to none, and by the time they're finished, the space is unrecognizable as an auto repair centre.



Double duty—decoration *and* dessert!

As a club, the Widetrackers love to socialize over a good meal together, we have to tell you that the food is delicious, there's always a good variety of things to nibble on, and you will certainly not go hungry! And, to round out your dinner, each table is decorated with a sculpted cake for everyone to enjoy. Of course, by the time everyone finishes eating, the food coma starts to threaten, but not to worry! After dinner you'll have a chance to work off some of the dinner that you just had. The music, performed live by some really good local talent, is lively so you can cut a rug with your better half. Or, dance cheek-to-cheek when they slow things down for a second. Just watch Chuck and Clarice for direction, and try to keep up.

Since this is a fundraiser, there is also a silent auction that has items ranging from gourmet pet treats to limited edition prints to sports memorabilia. All of the items are donated by local businesses from the Lake Orion area. This can help you with some early Christmas gifts, or get yourself something and have a good time out on the town. Checking out what's new on the auction table is fun in itself!



If you live near Golling, this definitely makes for a nice 'date night' out, or if you have to travel, it's a great start to a good weekend away. Keep the festive spirit alive through to Saturday night and take in the parade. Either joining the float group, or being an observer on the sidelines, bundle up and support the club! Do this, and it potentially help get (and keep!) you off the naughty list.



Why yes, that is John Cooper up there with the band!

GMC CCKW

The Truck That Helped To Win A War

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During World War II, General Motors was a primary supplier of military vehicles to the U.S. and Allied governments, contributing much support to the war effort. One of the most well-known was the GMC CCKW350 series, a 2½-ton 6x6 U.S. Army cargo truck that saw heavy service during both World War II and the Korean War. Called the 'Deuce and a Half' by GIs, it formed the backbone of the famed Red Ball Express—the major truck convoy that kept

Allied armies supplied as they pushed eastward after the Normandy invasion.

Over half a million of these trucks were built between 1940 and 1945, a number second only to the Jeep. Originally built at GM'S Yellow Truck and Coach Division's Pontiac, Michigan plant, they were later manufactured at the St. Louis, Missouri Chevrolet plant.

The name, which seems initially strange, actually follows typical GMC model nomenclature:

C: built between 1940 and 1945

C: conventional cab

K: all-wheel drive

W: dual rear axles

The CCKW came equipped with the 91 horsepower GMC 270 inline-6 engine, and a Warner T93 5-speed transmission with dual-range transfer cases. Originally the axles (all three) were a Timken split type, though later trucks also came with GM 'banjo' types. Most ran on 7.50 x 20 military tread tires, and it was available with either a 164-inch long (LWB 353) or 143-inch short (SWB 352) wheel base.

Although it was originally designed to be a cargo/troop mover, there were many specialized variants produced. Some, such as water and gasoline tankers, were built by the factory, while some conversions were done in the field, and were dependent on the application needed.

While not impressive to look at, the 6x6 has an impressive resume. Some of the first 6x6s were used in North Africa against Rommel's desert army. Later, during the Normandy invasion, 6 000 trucks were part of the Red Ball Express, carrying much-needed supplies from the beachheads to the advancing Allied forces. Over a span of eighty-one days, more than 400 000 tons of cargo were delivered, including the gasoline that allowed the Allies to keep their tanks advancing while the Germans slowly ran out of fuel. Because of their robust nature and proven performance, they were the vehicle of choice on other Allied 'Colour Routes', including Red Lion Express, White Ball Express, and Green Diamond Express, where combined, they moved an additional 177 000 tons of supplies.

The CCKW350 was definitely not flashy or glamorous, but without these workhorses, it would have been a lot more difficult to get the necessary equipment and supplies to the front lines where they could be used in the war effort. Perhaps these trucks didn't charge into battle, guns blazing, like their tank brothers, but they definitely brought them the ammunition to do it! Maybe they weren't 'battle ready', but it's fair to say that they played a major part in helping to win the war.



Editors' Two Cents

SHHHHHH the cars are sleeping! By now, most people have put their classics away for the winter, and now the projects are on the go. After a summer of hard work and determination, I'm pleased to say that the Fiero finally made it into the garage as well.

For those who didn't know, after some saving over what felt like a very long time, we went on a trip to England. If you ever have the opportunity to go, we would highly recommend it. It's overwhelming to think that some of the sites we saw have been around longer than anything we've built here. The people are friendly, the roundabouts are forgiving (though that cop probably wondered what we were doing after the third lap), and you have not lived until you've driven on the opposite side of the road (Mantra: Look right, look right, look right...). We rented a Seat Leon while we were there. Of course, because this wasn't all complicated enough, it had to have a manual transmission. It didn't take long to get used to it, and the 45 mpg we got on a car roughly the same size as a Pontiac Vibe was impressive.

Now that we're home, we're looking forward to the holidays and spending some time with friends and family. Merry Christmas and Happy New Year to all of you and your families. Stay safe.



Not a footbridge, but a bidirectional road. How do two cars go across it, you ask? They don't. They take turns. But, even for one car, it's a tight squeeze...

One last reminder: in case you hadn't heard, *The Tracker* is also available in an electronic format. If you'd prefer to receive it that way rather than get a printed hard copy mailed to you, just drop us an email, and we'll put you on the list.

As always, keep it between the ditches (and may all your burnouts be smoky ones—bleach optional).

~Mike and Jenn ♥
jbartley24@cogeco.ca



This is how people parallel park: direction doesn't matter. That made for some interesting times; we thought we were going the wrong way down a one-way street!



What we drove. For those curious, it's pronounced 'say-ott lay-on' and made by VW.

Of course we looked at cars when we were over there! This roadster was sitting on the street in Hartington, and begged to be photographed.

We saw the Reliant Robin while out in the country—for anyone interested, it's for sale!

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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1979 Oldsmobile Cutlass Supreme. Black. All original.

Now asking \$7,500. 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.

Comes with all the original paperwork for the car.

Contact Ed or Karen Cline
(248) 978-6581
karencline@sbcglobal.net



Selling four 8x20 Eagle Alloy wheels with 245/35 ZR20 tires. \$450. Also, large selection of '60 Pontiac parts.

Call Jerry Liske

(248) 969-2813 or (248) 421-2502



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

I'm selling my '67 GTO. Call if you know of anyone looking.

John Graham. (248) 877-3669



We have garage space this year if interested. Heated garage. Six months for \$480. Starts November to April. If interested contact **Ed Cline 248-978-6581**.

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 bartley24@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

THREE SISTERS

Three sisters, age 92, 94 and 96 all live in a house together. One night, the 96 year old draws a bath. She puts her foot in and pauses. She yells to the other sisters, "Was I getting in or out of the bath?"

The 94 year old yells back, "I don't know. I'll come up and see." She starts up the stairs and pauses. "Was I going up the stairs or down?"

The 92 year old is sitting at the kitchen table, drinking a cup of tea and listening to her sisters. She shakes her head and says, "I sure hope I never get that forgetful!" She then knocks on wood for good luck.

She then yells, "I'll come up and help both of you as soon as I see who's at the door."



FROM RUSSIA, WITH LOVE

There was once a great czar in Russia named Rudolph the Red. He stood looking out the windows of his palace one day while his wife, Czarina Katerina, sat nearby knitting. He turned to her and said, "Look my dear, it has begun to rain!" Without even looking up from her knitting she replied, "It's too cold to rain. It must be sleetng." The Czar shook his head and said, "No. I am the Czar of all the Russians, and Rudolph the Red knows rain, dear!"

The Last Laugh

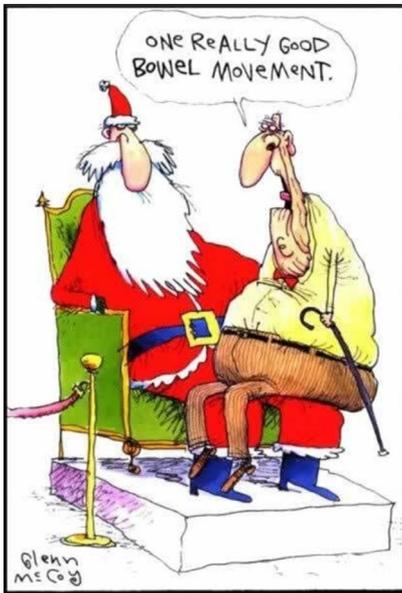
19

CALL THE NRA!

I had just received my concealed weapon permit in the mail, so I went over to my local Bass Pro Shop to purchase a small 9mm handgun. When I was ready to pay for the gun and bullets, the cashier said, "Strip down, facing me."

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

I've been asked to shop elsewhere in the future. They really need to make instructions to seniors a bit clearer.



SILENCE IS GOLDEN

At a monastery high in the mountains, the monks have a rigid vow of silence. Only at Christmas, and only by one monk, and only with one sentence, is the vow allowed to be broken.

One Christmas, Brother Thomas is allowed to speak and he says, "I like the mashed potatoes we have with the Christmas turkey!" and he sits down. Silence ensues for 365 days.

The next Christmas, Brother Michael gets his turn, and he says "I think the mashed potatoes are lumpy and I hate them!"

Once again, silence for 365 days. The following Christmas, Brother Paul rises and says, "I am fed up with this constant bickering!"

Club Products for Sale



**Contact Tom or Marlyn
Clees**

(248) 891-7809

(248) 505-6953

Or

teclees1@aol.com

Just because cruise season is nearly over, you can still look stylish! Why not consider some Widetracker apparel? The club can help you out! Just see Tom or Marlyn to place your order. Or, you can always bring in your own items to get the club logo put on them. You can have it embroidered, or silkscreened. It's a great way to show your Pontiac love, advertise the club and bring in new members!



NAMETAGS!

Are you new? Do people keep asking you who you are? Do you need a nametag? New or replacement magnetic backed nametags can be ordered from Bill Coombe for a nominal cost of \$7. See him at the meetings, or contact him by phone at 586-293-0662 or via email at:

bcgrandmarquis@gmail.com

A PSA From POCI

Help us KEEP THE PONTIAC LEGACY ALIVE!



If you are not yet a member of POCI and would like to check out our monthly magazine, *Smoke Signals*, please email or call the club office and we'll mail you a complimentary copy and an application form to join up.

POCI is the largest Pontiac club in the world! Our monthly magazine has great articles, you will get access to our technical advisors and the best classified ads (on-line and in our magazine) for Pontiac, Oakland and GMC vehicles and parts for sale and wanted.

See more details on our website www.poci.org. Call 877-368-3454 or email pociworldhq@aol.com (say: Free Smoke Signals please! and include your name and mailing address).

Paul Bergstrom
POCI Club Office Manager

Dec 2	Holly Jolly Folly, 6:30 p.m.	Golling GMC
Dec 3	Lake Orion Lighted Parade, 6:00 p.m.	Lake Orion
Dec 10	Club Meeting, 5:30p.m. Bring Canned Food Donations	Golling GMC
Jan 14	Club Meeting, 5:30p.m.	Golling GMC
Jan 15	Widetracker's Christmas Party	Location TBA
Feb 22	Widetracker Dinner	Pete's Coney II 4083 S Baldwin Rd, Lake Orion
Jun 10 2017	Spring Dust-Off Details TBA	Springfield Oaks County Park Davisburg, MI

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 a member of the social committee—they'd love to hear from you. After all, the club is only as good as you want to make it!

New Members—Welcome!

Tim & Lisa Mays—Grand Blanc
Don & Teresa States—Lapeer

Anyone needing membership packets, contact Clarice Humphrey at (248)628-4280 or email clarice915@yahoo.com.

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



Merry Christmas and Happy New Year to all Widetrackers from the editors of *The Tracker!*

Have a wonderful holiday. Eat, drink, and be merry. And wherever your plans may take you, make sure you come back to us safe in 2017!



~Eds.

CLUB CONTACTS

Michigan Widetrackers New Officers for 2016

President

Arnold Boersma
248-330-0209
arnoldgp99@aol.com

Secretary

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

Director

Steve Armstrong
248-666-1335
roberta550@aol.com

Director

Jim Larson
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larson1026@comcast.net

Tracker Editor

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Clothing Sales

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teclees1@aol.com

Vice President

Doug Blakeley
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dougblakeley5@aol.com

Treasurer

Dan Kane
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Director

Wade Cleffman
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Memberships

Clarice Humphrey
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clarice915@yahoo.com

Web Master

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

Nametags

Bill Coombe
586-293-0662
bcgrandmarquis@gmail.com

Activities Committee

VanSickle, Larson, Dabrowski, Armstrong,
Humphrey, Long & Shinouskis 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 Clarice Humphrey

4993 E Harvard Ave, Clarkston MI, 48348

New member _____ Renewal _____

Shirt size _____ Spouse Shirt Size _____

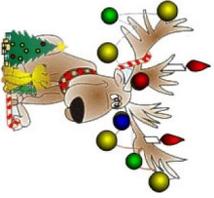
Payment: Cash _____ Check # _____

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