

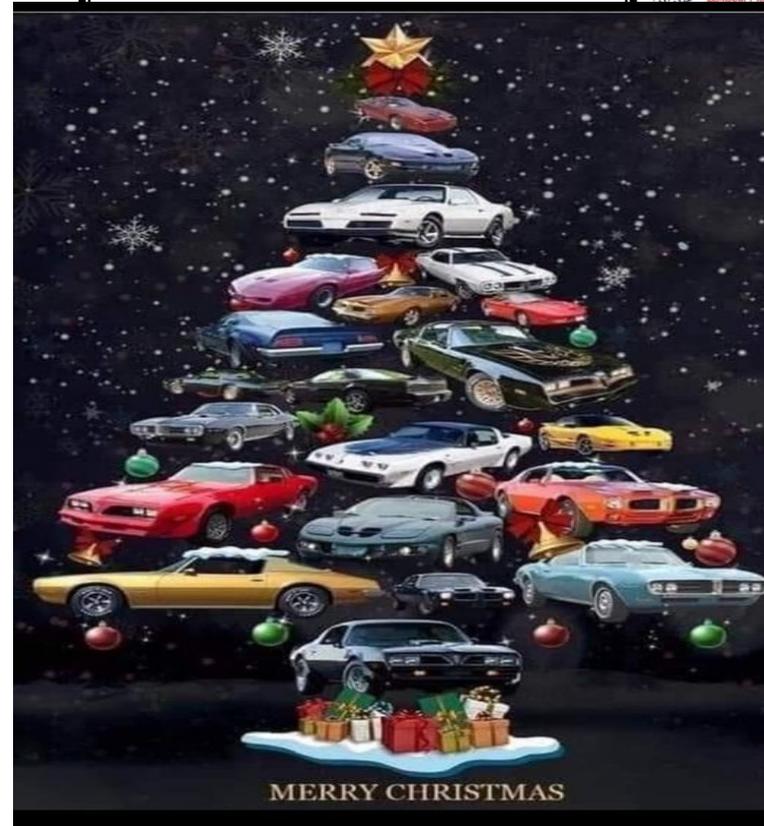
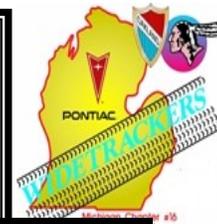


The Tracker

NOV

DEC

2023



Merry Christmas

From our Pontiac to Yours!!



MICHIGAN WIDETRACKERS
CHAPTER 16 OF POCI
WWW.MIWIDETRACKERS16.ORG

President's Column

Hello Widetrackers,

Well another car show/cruise season in the books and the season has ended. I hope your beautiful classics are stored away snugly in their storage places and waiting for a fresh new season in 2024. I will be detailing mine and making some slight changes and repairs that are much needed.

We had a wonderful color tour this year hosted by Rich and Cindy Gabriel. They did a fantastic job and it was an enjoyable time. We all met in Elba and cruised our classics to the Montrose cider mill for some yummy donuts and some awesome cider and of course some laughs with our fellow Widetrackers. With that being said, I would still like to urge our members to volunteer and host events like this or any other outing that you think our members might like to participate in. Feel free to come up with ideas and submit your thoughts at one of the meetings.

It is also the time of year where we have taken nominations for club officers and we anxiously await those that have nominated themselves. It is always nice to see members take their turn at helping out with the operation of this club. I hope the future brings more people seeking office to do their part in this endeavor.

Christmas time is coming soon as well as those cold blustery nights that winter brings. So please come partake in some great food and fellowship at one of our upcoming meetings. We always have a few laughs and full bellies to look forward to. It is always a nice excuse to get out of the house and chat with everyone.

President's Column

Also a reminder that we have chosen to waive the February meeting since several members will be headed south for a few of those cold months. Please be safe and enjoy your time away in the warmer climate, we will be thinking of you while we are freezing. Enjoy!

Respectfully,
Tim Mays



Kent Woiak running for VP

Hello. My name is Kent Woiak, and I am requesting your consideration to represent Michigan Widetrackers as your new Vice President.

I retired from General Motors 5 years ago after working there for 25 years. My employment experience at GM included many years of team leadership and as body shop manager of GM's executive fleet vehicles. I received several achievement awards while working there.

My passion for Pontiac cars started during my senior year in high school (1971). My best friend at the time pulled into our driveway with a 1969 Trans Am he just purchased. I remember that moment like it was yesterday. I was awestruck to say the least. Chevelles, Camaros, GTOs, and Roadrunners were common everyday drivers back then. I had never seen a car so beautiful as that 69 Trans Am. Over the years, I tried to purchase a 69 TA for myself, but it was always just out of my reach. Over the past 50 years, I have owned and restored many classic GM muscle cars. Including multiple 1967-1969 Firebirds.

As an avid Pontiac enthusiast, I never gave up on purchasing a 1969 Trans Am. Earlier this year, my wife of 46 years (Renaë Woiak) and I finally purchased our very own 1969 Trans Am with only 53,000 original miles. The previous owner stored it away in a warehouse in Hawaii for the last 22 years. It finally happened after all these years!

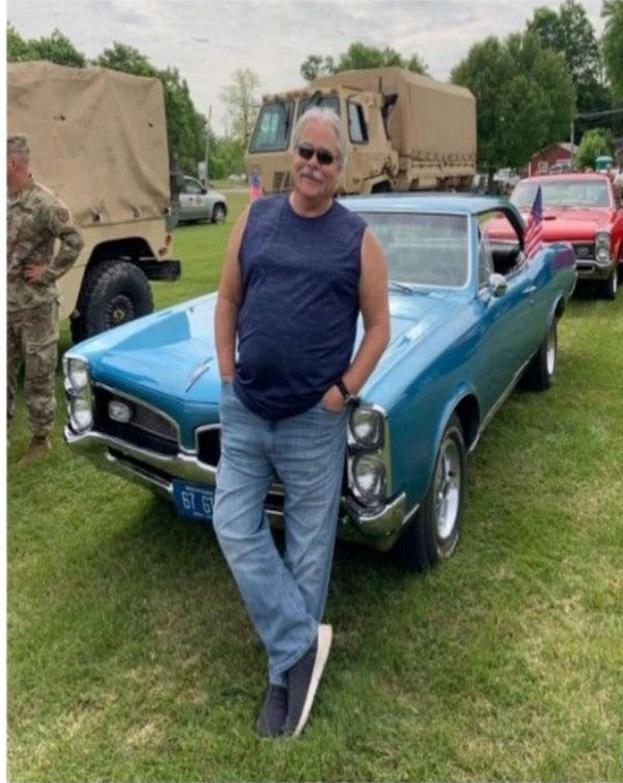
Renaë and I recently joined Michigan Widetrackers after meeting and talking with Rich Gabriel and Clarice Ann Humphrey. Since becoming members, we've learned that activities are the heart of this chapter. They create opportunities to get our cars out and have some fun while driving them. As a result, it attracts prospective new members just like us.

Elections at Dec. meeting

Since Pontiac is no longer a part of the GM family, it is important to retain the members we have and, at the same time, grow our club by creating an interest for new members. I think it is important to engage all Pontiac owners, young or old, and make them aware of what Michigan Widetrackers is about. All of this goes back to image and perception of value to new members. New faces with fresh ideas are needed more than ever. We aren't getting any younger.

Therefore, I ask you to vote for me as your new Vice President of the Michigan Widetrackers. Thank you for your time and consideration.





Holiday Greetings,

Hi I am Don States, it is election time for the Michigan Widetrackers Chapter 16 of POCl. I joined the Widetrackers in late 2016 volunteering in many events with our club. I became Vice President for 2021 as we were struggling thru the COVID years. I look forward to working with the board of directors and all club members as we face the Challenges of 2024. Please accept my bid for reelection. Thank You and HELP KEEP THE PONTIAC EXCITEMENT ALIVE!

Election Results & Board Changes

Elections were held at the December meeting. The only seat that was being challenged was the Vice President. Don States won his seat back; but all was not lost for Kent Woiak.

Kent kindly volunteered to take over the Secretary duties from Anna Maria, cannot thank him enough. Thereby, opening the door for Anna Maria to take over the Tracker duties until Dave Todd can slow down at work.

You should have received the Sept/Oct Tracker by now and I hope it is being read by all the members. It takes a lot of work to put this together, the only blessing is that it doesn't have to be mailed anymore.

But I am begging all of you to please consider writing an article or two or sending pictures of the events you have been attending. Dave and I cannot do this without your help, special thanks to Dennis Carol for all he contributes.

Next issue I want to do a profile on each of the board members, so each of you tell us about yourself, why you joined the Widetrackers, your car story and a picture. If I don't get your profile I will know that you don't read the Tracker. Send articles to amc@bigtube.net.

Your Acting Editor,

Anna Maria

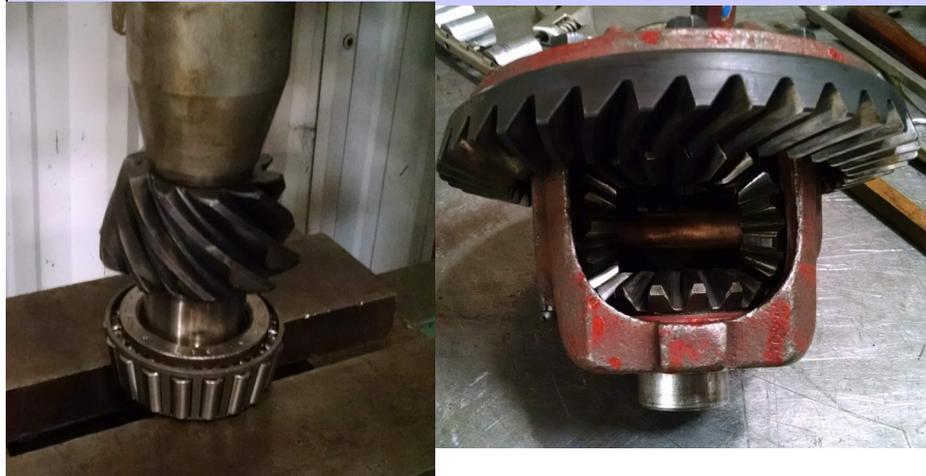
This article is about me rebuilding the differential in my 48 Pontiac Torpedo. Once I got my 48 on the road I certainly was excited to go on our first O.P.W. Homecoming Tour. It certainly went great even though the car was not really presentable. Once at home I started to make improvements, interior was first and boy did it need it? But after driving it for awhile I began to notice a clunking coming from the rear of the car. I put my car on my lift in my shop and I discovered that I had an excessive amount of backlash in the pinion to ring gear, it should only be around .012 (thousands) of an inch. With the help of my friend and Widetracker member Charlie Long we began the removal of the rear end, wheels, drums, retaining plate and axles, then the universal joint and driveshaft and next the differential housing was removed. After close inspection I discovered that the Timken bearing on the side of the ring gear was completely wiped out. The cup part of the bearing was worn so bad that I probably could have shaved my face with the edge of it. Now begins the rebuilding of what is called in the shop, the Third Member Assembly.

Now this process should be of second nature to me seeing that the first twenty-three years of my career as a Machine Repairman & machinist, I worked at G.M's Chevrolet Gear & Axle plant in Detroit. We built rear axles and front suspensions in that plant. Charlie is also a Machine Repairman who served his apprenticeship at none other than Pontiac Motors. Now after completely disassembling the differential, and cleaning and inspecting all parts, it was time to order what parts that had to be replaced. Now you must realize that the parts that are to be reused may not be perfect and have a bit of wear, are still good and can be used again. For example, my ring and pinion had a bit of wear, but were still in great shape. The differential case flange where the ring gear mounts was near

perfect. Not enough warpage to warrant a truing up on my lathe. I think it was about .002 thousands of an inch. Now it was time to order parts.

The bearings and seals I ordered from my local bearing supplier, and the crush sleeve and shims I ordered from Kurt Kelsey and C.P.R. Now first order of business is pressing the bearing on the pinion and placing the original shim in the housing. Some guys place the shim on the pinion between the gear and the bearing, but I placed the shim between the cup bearing and the bearing seat in the housing. I do this because it is easier to knock out the cup bearing than to pull the bearing off the pinion in case you have to change the shim, because you take a chance of damaging the bearing removing it from the pinion. This all comes into play when you start to run your pattern.

We assembled the gear case mounting the ring gear on the differential case housing first making sure that all surfaces were clean and burr free using a honing stone and then torque the bolts to the specified torque rating then checked between the ring gear and case housing with a .001 feeler gauge for any gaps where burrs or debris may have been missed.



Next we placed the new shims on the side gears with a light coating of oil and placed them in the differential case. We then placed the new conical shims, with a light coating of oil on the pinion side gears and very carefully rotated them into place. Only one at a time can be put in the case then rotated around past its position so the second one can be placed in the case. Then rotate them back into position. The conical shims should stay in place because there is a lip on the inside circle of the shim and a recess in the gear, still you need to be careful when rotating them. This can be a little tricky so just take your time. Once in place the cross pin can be inserted and the locking screw also. Now you take and rotate the gears to make sure they are not too tight. Just a bit



of back lash is required. If you feel the gears are too snug and need a bit more clearance; disassemble the case and stone or grind the side gear shims and start all over until you are satisfied. Now that the gear case is assembled set it aside and cover it with a clean shop towel.

1948 Pontiac—John Calianno



Now take the pinion gear and the Timken bearing placing it in an arbor press and press on the bearing. Take the housing and install the Timken cup bearing along with the pinion shim in the housing making sure that there are no gaps between the bearing cup and shim in the bearing seat. Put the opposite bearing cup, (pinion flange end) in the housing now. Now we placed a few clean steel blocks on the bench, placed the pinion and bearing on the blocks, then put the housing over the pinion and lowered it on the pinion and bearing.



Rebuilding the rear differential on my

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Next take the cone bearing and install it on the pinion tapping it snugly into place. Now put the pinion flange on the pinion with the nut and snug it down until there is no end play in the pinion assembly and the housing. This assembly is for setup only, at this point, because we don't install the crush sleeve and oil seal yet.

Now take the housing flip it over and support it with blocks, or if you have the special fixture, which I don't, and support it. Next take the gear case assy. and press on the Timken bearings on each end, put the cup bearings on over the cone bearings and carefully place onto the housing making sure not to bump the pinion and create a burr. Now take the housing caps and bolts and snug in place. Now screw in both end bearing adjusting screws and adjust the ring gear



side adjusting screw until it just touches the ring gear. Now screw in the opposite side adjusting screw until snug against the bearing. At this point rotate the ring gear and pinion to check for tight spots. If too loose back off the adjusting nut opposite the ring gear and adjust the ring gear side adjusting nut to the point where it takes a bit of effort to rotate the assy.

1948 Pontiac—John Calianno

At this point check the position of the pinion gear to the edge of the ring gear. They should be just about flush because you are using the original shim. This is where I like to start to run a pattern. You can also at this point check for tight spots.

Now you can put the lead based compound on the ring and pinion in a 4 to 6 inch area of the ring gear and rotate the pinion along the entire length of the pattern compound in both forward and reverse directions. The pattern should be as centered as possible in both directions. Remember that it



won't be perfect because the gears are not new and have a certain amount of wear to them. If the pattern seems high or low on the ring gear you may have to add or subtract

shim from behind the bearing cup in the housing.



Rebuilding the rear differential on my 1948 Pontiac—John Calianno ¹⁵

Once you are satisfied with your pattern it is now time to remove the main bearing caps and differential case assembly, universal joint and bearing and place the crush sleeve on the pinion and place the pinion on some blocks and place the housing over the pinion, reinstall the bearing and at this point install the seal and universal joint and nut. (I also like to put Teflon sealant on the splines for extra protection) Now it is time to set the torque on the bearings. Place a large crescent wrench over the yoke (pinion flange) and your torque wrench on the nut and turn the nut to the specified setting being careful not to over torque it. If you over torque it you will have to replace the crush sleeve and start over. At this point I like to rotate the pinion and check the running torque. Now reinstall the diff. case assembly and set the ring gear so there is no backlash at the tightest spot. At this point, place a dial indicator on the tooth of the ring gear and set to 0. Now back off the adjusting nut on the ring gear side and tighten the adjusting nut on the opposite side. Holding the pinion so it does not move; carefully rock the ring gear back and forth against the indicator until you get the desired backlash of .012. Now snug up the adjusting nuts and place the locks in place. Torque the main cap bolts down to 80 ft. lbs. of torque. Now you are ready to install your rebuilt third member (as it was called in the factory) in your car. Happy Motoring.



For Sale

FOR SALE

1965 Tri Power. Professionally rebuilt carburetor. Ready to bolt on. Comes with manifolds, gas lines, and intake. **\$1850**

Call Ken Orlowski (586) 243-5398

FOR SALE:

1979 301 engine \$250 OBO

'67-69 Firebird/Camaro Used radiator shroud. Good condition. \$80. Electric Fan only...like new \$30.

Contact Arnold at 248-330-0209

Parts Wanted:

1969 Pontiac Grand Prix door panels manual windows, A/C setup from condenser to evaporator.

Bill Gupton

810-338-4196

1933 Pontiac Parts Wanted

1 Radiator - 1 pair of front fender marker lamps - ANY rumble seat components - Thanks!

Joe Tonietto - Tel: 248.761.9942

j.tonietto@gmail.com

l.com

For Sale

1933 Straight 8 engines including transmissions and one high compression head. Robert_patchett@sbcglobal.net

810-721-8282 home 317-498-6126 cell

For Sale

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FOR SALE:

'67 GTO Ring and Pinion Carrier AXLE to AXLE 390 gear ratio, number matching '67 GTO.

Came out of my '69 GTO. Not positive traction. Guaranteed. \$300.00.

Call Ken Vanniman (810) 664-2576 Lapeer

FOR SALE:

1968/1969 GTO parts. Some chrome, cylinder heads, air conditioning parts (no condenser), convertible interior parts, quarter extension chrome, etc.

Also 1st and 2nd generation Firebird parts. Call for details.

Call Don Smith 248-709-6857

Do you have something you would like to sell? Whole cars, parts, memorabilia? Making extra room in the shop for a winter project? No matter how big or small the item, all widetracker members are allowed to advertise for free in the tracker.

Simply email the tracker at: amc@bigtube.net with the details and photos. The ad will appear in the next available issue.

Youngest Member—Steven Butler

For those that know him and those whom haven't had the pleasure of meeting our youngest member Steven Butler, let me say a few things.

Steven has been a long time member of our club. He has been a member since he was 10 years old. He started out coming to shows, cruises and meetings with his Grandfather and Grandmother Doug and Dianne Blakeley when he was 2 years old.

He has helped out at several functions and dust-offs over the years. He has grown into an intelligent, funny, and smart young man. Steven has recently graduated from Almont High School and will soon start attending UNOH (University of Northern Ohio) and will be studying automotive high performance.

It is wonderful to see him continue to have a passion for the automotive industry. He has been involved with cars since he was young, always helping Doug with preparing cars for shows and now doing a lot of the mechanical work on his own vehicles. If you haven't seen his 1986 Fiero GT, it is a beautiful car that shows how well he was taught and his attention to detail. Steven has helped Diane with selling 50/50 tickets at the dust-offs and the meetings when he was able to attend.

During his high school career he has been a member of the Almont cross country running team and has done very well.

It is wonderful to see how he has grown and with I am hoping he will continue to be a proud member of the Michigan Widetrackers for a very long time to come. He is definitely a great example of a good upbringing from his parents Craig and Karen Butler with some added help from Doug and Dianne Blakeley.

Steven is a bright light in the future of this club and we all wish him well in all he does.

Respectfully,

Tim Mays, President



Widetracker Administration

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For those who don't know her, this is the lovely lady who takes care of all things paperwork for us! (We love you, Clarice! ♥)

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

Reminder: Send Clarice your POCI number if you have one and it's not listed on the Membership Roster. 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.

IMPORTANT ANNOUNCEMENT FROM THE EXECUTIVE BOARD

Starting with calendar year 2020, *The Tracker* will be delivered **BY EMAIL ONLY.**

If your email information is incomplete, please send your information to Clarice at: CLARICE.HUMPHREY@YAHOO.COM

Special requests for a paper copy of *The Tracker* will be considered by the Board of Directors in hardship cases, on a case by case basis.

Hardship requests must be sent to the President, Tim Mays, in writing at: TMAYS247@GMAIL.COM

Club Products for Sale

It's a new year, and a new cruise season, so, why not consider some Widetracker apparel? The club can help you out! Just see Robyn to place your order. Or, you can always bring in your own items to get the club logo put on them. You can have your items nicely embroidered, or silkscreened. It's a great way to show your Pontiac love, advertise the club and bring in new members!

Contact Robyn Marsh

(810) 348-4619

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 \$11. ***We order the week before the monthly meeting, and you can either pick yours up there, or ask a friend to grab it for you if you can't attend in person. Sorry, but we don't send them through the post.*** (We'd hate to see them damaged!!)

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 free 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



Events Calendar

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See miwidetrackers16.org for more specific times and info!

2nd Satur-
day of
Every MO.

WIDETRACKER'S CLUB MEETING

5:30pm

Golling Buick GMC, Lake
Orion, MI

Events back in January

Club Contacts

Michigan Widetrackers New Officers for 2022

President

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248-836- 8646
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amc@bigtube.net

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Director

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Nametags

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



These great folks
make our club run!
Thank them when
you see them.

www.miwidetrackers16.org



MICHIGAN WIDETRACKERS



CHAPTER #16 of POCI

MEMBERSHIP APPLICATION

Primary Member: _____ Birth Date: _____

Spouse/Associate Member: _____ Birth Date: _____

Address: _____ Phone: _____ - _____ Cell: _____ - _____

City: _____ State _____ Zip: _____ Email: _____

Children: _____

MICHIGAN WIDETRACKERS MEMBERSHIP - www.michidtrackers16.org

Dues are \$20.00 per year due each May 1st. (If joining for the first time, dues will be pro-rated at \$1.70 per month)

Please complete and return this application along with payment made out to "Michigan Widetrackers":

MICHIGAN WIDETRACKERS

4993 E. Harvard Ave
Clarkston, MI 48348
Attn: Membership

INDICATE: NEW MEMBER or RENEWAL; CASH or CHECK (Check # _____) Amount Enclosed: \$ _____

Signature: _____ Date Paid: _____

New Member (ONE) Shirt, Available sizes: S / M / L / XL / 2XL / 3XL Shirt Size: _____

Please provide your Classic or Collector Vehicle information (if needed, use the other side):

YEAR	MAKE	MODEL	COLOR
_____	_____	_____	_____

*Michigan Widetrackers Chapter #16 of POCI encourages POCI membership for all club members.
Please visit their website (www.poci.org) to review "Why Join POCI?"

PONTIAC OAKLAND CLUB INTERNATIONAL MEMBERSHIP - www.poci.org

"Why Join POCI?" POCI's full-color, monthly magazine "Smoke Signals", which is devoted to Pontiac, Oakland, and GMC vehicles and their owner; access the newly updated website www.poci.org for a wealth of information; the **POCI Technical Advisor Program**; the **POCI Library**, a massive collection of Pontiac, Oakland and GMC literature and the **Annual POCI Convention** which rotates annually to various locations in the USA attracting members and cars from all over the world.

The POCI Membership application is available online; please visit their website (www.poci.org). Annual USA Membership: \$45.00; Canadian \$74; includes two free Associate Memberships (except E-memberships), including mailing our SMOKE SIGNALS monthly magazine.

Electronic membership (e-membership): \$25.00 per year (USA funds).

Payment may be made online with Credit Card or Pay Pal or make a Check or Money Order payable to "POCI".

Mail to: POCI World HQ, PO Box 68, Maple Plain, MN 55359 USA along with the POCI application.

For our records, please notify our Membership Coordinator when you receive your POCI#.

POCI #: _____ POCI# Renewal Date: _____



Dave Todd, Editor
Business Name
P. O. Box 601
Oxford, MI 48371

In God We Trust

