Editors Corner

Mike Kidd

A long winter has finally given way to spring. Unfortunately, my car projects seem to be growing exponentially. I picked up a 73 Grand Am, that I am working to turn into my idea of a true grand touring car. Big, fast, comfortable, and able to rip through the turns. So far, a 70 TA sway bar, 95 Grand Cherokee steering box, new lower front springs, Bilstein shocks, and 255 50 17’s summer tires on cast rally II’s have woken up the handling. Unfortunately the engine is still a work in progress, but thanks to Lorin Budzinski’s help with a nice set of ported 6X heads that should be fixed soon, So just cam, intake, AC clutch, seat covers, pinion seal, and posi to go (assuming the rest of the motor is OK).

Our club survey had some surprises, and mixed success on feedback.

1) Club Drag Race event: people were interested in getting a club drag race test and tune event going (I could use some help setting this up—email if you’re interested).

2) Track day with SAAC-MCR set for Oct 5th at Waterford Hills roadcourse. I have an agreement with the SAAC-MCR club to offer their club discount to our members if we get three members to attend. So far Glenn Waineo, Neil Nelson, and myself are planning to attend. I’m also attending their other events, email me if you’re interested in attending.

   More details at www.saac-mcr.com/te/

3) Norwalk is coming up, any interest caravanning down? Email me if interested.

Dream Cruise passes are almost gone, only 2 left! See details on pg 2.

Long time Royal Member Michael Lane is battling cancer. Please join us in wishing him and his family good luck in this difficult time.
All reservations are based on a first come based on postmark and require $25.00 per parking pass up to two. (If we have extras they will be made available by August 1) Make check out to Royal Pontiac Club of America. Include name and address where parking pass(s) are to be mailed to.

Please note this is a lottery system. Even though clubs are required to get our applications in to them in May, the official announcement from Birmingham if we have been accepted is not announced until approx. 3 weeks before the event. Members Only Please.

Mail your Dream Cruise parking pass money to:

Royal Pontiac Club of America
P.O. Box 252402
West Bloomfield, Mi. 48325
The REAL story behind Royal Pontiac’s 1969 Firebird 350 HO
As told by Royal’s Brian Ballish

I was there at Capitol Raceway in Maryland just before Christmas in 69, I can tell you the real story and nothing but!

The guys at Royal always wanted to know how a 350 Pontiac could run if it had some of our special massaging done. Many things were knocked around, and we came up with a plan. We found out that a set of 48 400 GTO heads with 2.11" Intake and 1.76" exhaust would fit on a 350 block without valves hitting the smaller bores at the lift of 0.420 plus a comfortable amount more. The 350 engine had the same stroke as a 400, (3.75").

We had to come up with a camshaft, heads, and intake manifold and carb that Pontiac would agree to build in production. We also had to come up with compression specs that would be on par with a Bobcat modified 400 engine. Well, they left that up to me to crunch the numbers, and Milt to sell it to Engineering.

Here’s what we all agreed upon. We would use 48 heads, milled severely to give 10.75 compression ratio and a 744 "H" cam, as what came in ram-air 400 GTOs. A standard 400 intake manifold and a 400 type Quadrajet carb.

Pontiac knew we wanted to race a combo such as this, so we got them to put almost all we asked for into the specs the Manufacturers published as gospel to NHRA and the rest of the world. The would not build a production vehicle with the "H" cam and compression ratio, instead in production the cars came with the 068 "S" cam and a slightly tamer/larger combustion chamber.

Since we wanted to improve the air flow into the carb, we had an air cleaner system with a large hose that led to a cowl induction vent on the fire wall under the Rt. base of the windshield.
The REAL story behind Royal Pontiac’s 1969 Firebird 350 HO
As told by Royal’s Brian Ballish

Well, we built a legal "F/stock" engine to the published specs Pontiac released to NHRA.
Also, please note that Pontiac’s 350 was actually 355", but we never mentioned it to anyone as it helped the compression ratio and was like having a larger bore and 5 more inches for free.

We built the car under an extremely quick schedule, and the white trim was painted in Royal's Dealer shop by Milt with a case or more of Dupli-color white spray paint. The body-shop could not accommodate our tight schedule.

The car was put together just in time to make it to the only place on the Eastern U.S. that had decent weather and was close to Super Stock Magazine's headquarters in Virginia. We Towed the car and trailer through a God offal blizzard but somehow made it there in time to test.

The car was unloaded, and I was in the tower having learned how to run the Chrondecks. Milt, Dave and John Politzer were down readying the car to make some runs.

Well, when the first half of the were made, adjusting the jetting, tire pressure, and timing, it was running right on the F/Stock record which was in the 12.40's to 12.50's. It seemed like John could not ring any more out of the combination. Dave Warren made a bunch of runs and both drivers were about equal with each other.

Dave Warren had a Gut feeling, and wanted to remove the complete air cleaner and the hose that gave us cowl induction.
Well, I thought I got a bogus Chrondek reading as the car picked up close to 6 Tenths and a ton of MPH. When John returned to the starting line, he commented that he felt like he had just gone on the quickest roller coaster ride he could imagine as his stomach was floating when he pulled 4th gear. I told everyone what it had run, and naturally it was hard to believe the air cleaner made so much difference. Well, with more air coming in, the car was now lean and needed to be richened up and the timing was bumped up a few degrees. Continually, the car exceeded all our expectations. It was solidly in the low 11.90's at 115 MPH.

After many years and experience working with John Lingenfelter's shop, I now understand why the car ran so well. On a smaller inch motor, the heads performed more efficiently than they would do on a 400. It had responded negatively to cowl induction. Although the "H" cam is small by today's standards, it worked very well with the 3.75" stroke and the 48 heads.

I was there, I know that Super Stock was asked not to publish the final numbers we ran, just what we ran with the air cleaner on. You see, we were going to the Winternationals and did not want any tech problems or the car getting factored into a higher class by NHRA.

And now you know the rest of the story…. Brian
Meet the Member Mike and Mary Kay Marsico

See some of Mike’s other Pontiac’s http://www.royalpontiac.org/images/MEMBERS/marsico/marsico.pdf

1965 Pontiac GTO -
Given their decades-long love affair with Pontiacs, Mike and Mary Kay must have Goat Blood in their veins.

Since the age of 10 I’ve been a car nut. I have always enjoyed working on cars. My dad sold Pontiacs for 54 years so naturally my favorite cars were Pontiacs. I also had a desire to go fast, so anything with a big engine intrigues me.

When my wife Mary Kay and I got married, we made automobiles not only our hobby, but also our second job. We bought and sold cars to make some extra money. We also always seemed to have an “older” car to play with and cruise in.

In 1988 we bought our first ’65 GTO and restored it with the help of our son Nick. In 1990 we brought it to the GTO nationals in Louisville and won 1st place in the modified division. For over 20 years that car won many shows and titles before finally selling it in 2006. After that we had a few other cars, but last year I decided that I wanted another 65 GTO.

I found this car in West Vancouver British Columbia. The guy that owned the car was a restorer so he would only sell me the car if he did the restoration. As you can see he did an awesome job.

The car is Teal Turquoise with black interior. It’s a 44,000 mile car with 3X2 induction, 4 speed and a 3.55 Posi rear-end gear. It also has tilt wheel, AM-FM radio with reverb and a power antenna. It has power steering and brakes, which I upgraded to front discs.

We got the car in September of last year and haven’t been able to drive it other than to a couple shows. We are waiting for the weather to get warm so we can go cruising this summer.

We’re planning on attending the POCI in St Charles IL, the Woodward Dream Cruise, Back to the Bricks in Flint Mi, and the Frankenmuth Auto Fest this year besides all the local cruises. We’ll see you there!
One of a new breed of performance car, this 350-inch, 325-hp Firebird lightweight is responsive enough to cut the quarter in the range of 12.5 and 111 mph with ease.

Royal Pontiac’s F/S
350 ‘Bird
PONTIAC’S 350 CI ENGINE emerged from the basic 330 bread and butter powerplant. Like its predecessor, it, too, has had a rather bland complexion as a racing motor. That is, until recently. After years of experimentation and racing with the bigger block Pontiac (389 and 400), the people at Royal Pontiac, decided to give their little guy a go for its money. We were informed of their plans by Milt Schornack of Royal Pontiac in Royal Oak, Michigan. It seems that Milt, Dave Warren and Brian Ballish had prepared an all-out F/S ‘69 Firebird and were anxious to get into a good test session with it. But, we’re getting a little ahead of ourselves. Originally, we were to fly out to Royal Oak and record the test results at a local drag strip and then fly home.

When we arrived at the airport in Detroit, the weather indicated that no tests would be run at that time. The condition of the weather really didn’t make any difference because when we arrived at the Royal dealership, we discovered that the race car was still in the process of having some final touches added to it.

The car was complete mechanically, but only because Milt, Dave and Brian had been fogging for about two straight weeks in order to finish it in time for our magazine deadline. The finishing touches came in the form of Paul Hatton’s lettering and striping wizardry.

While we were at the shop, Milt got down to the basics of the car and how it was set up. Since the car was built as a stocker, the block was removed and given a clean-up bore of .020”. For strength, Milt added some non-stock items in the form of four bolt main caps to the engine. He did use stock parts for the modification—a set of caps from the Ram Air 400 block with the corresponding holes drilled and tapped in the 300 block. A pretty neat trick for a minimum of bucks. Once this is done, the block must then be aligned bored to bring everything back into its proper relative position.

For safety measures and from exp-

MARCH 1969
talled work on motors of this variety. Once the short block was painstakingly assembled, the heads were attacked. The 350 HO heads actually have the same size valves (in head diameter) as does the standard 400. They have a minimum of 61.2 cc’s, made sure of by Milt. Other mods include a super-sharp valve job and special attention paid to spring height and pressure.

To finish the valve train, the stock cam is used, of course, and specs out at 288 degrees duration-in, 302-exhaust, with a lift of .414-intake and .413-exhaust. Its actually the same cam that’s found in the big, Ram Air 400 humpers! On the top side of the head, pos-lock keep the HD rockers (1.5 ratio) in place for maximum rpm.

The carburetor is a Quadrajet and rests on the stock cast iron intake. Since the car was untested, carb jetting and tuning remained stock. As you will see, changes were made later. In order for this car to function as an all-out racer, the heat risers were blocked off to keep unwanted heat away from the carb area.

To produce the needed fire for the race car, Milt uses a Mallory Double-life distributor in place of the stock unit. A Mallory coil is also used along with a full set of orange Ramcharger-type wires, Rajah terminals and full spark plug boots.

From his past experience, Milt chose a set of headers by Doug for the exhaust scavenging. In conjunction with the basic header configuration, Doug also supplied a pair of 8 inch extensions to be used if more torque and better lower end power is called for.

To insure proper lubrication, the stock oil pan has been deepened and now holds 7½ quarts of Valvoline 40 wt. racing oil. Milt also built a special pan baffle and oil pump pickup. The oil pump itself is the

**SPECIFICATIONS 1969 F/S FIREBIRD**

**ENGINE**

**CHASSIS**
Front suspension: Ball joint spacers and 1 spring shimmed. Rear suspension: Leaf spring with leafwood bars. Brakes: Stock drum. Wheels: Appliance Spacing 6 x 15. Tires: 1.50H7.120 x 15 r. Goodride 8.00R15 x 14. Shocks: CoreRide 90/101 f. 50/50 r.

**DRIVELINE**

**PERFORMANCE**
Stock class (NHRA): F/S
Standing ¼ mile (as tested): 12.59-110.29
same used in the '68½ or '69 Ram Air IV engines.
In order to put the motor's power to work,
the Belhefer setup is used. This includes a Rev-Lok pressure plate
and light flywheel. The flywheel is the
unknown quantity, in this instance, and
it may be replaced by a heavier steel one
if the situation calls for it and more bite
out of the hole is needed.

The clutch assembly is covered by a
hydroformed Lakewood shield. Hanging
off the back, is a stock Muncie 4-speed
stirred by a Hurst C/P shifter. Milt also
relies on steel bushings at the ends of
the shifter arms. To aid staging and
starting, a Hurst Line-Lock has been
employed.

While the engine building was happen-
ing, Dave and Brian worked over the
chassis for optimum bite and throttle
re-action. Starting with the front end, the
hall joints were provided with a set of
spacers for maximum lift during ac-
celeration and clearance for the 7.10x15
Stahl tall tires. Even with the spacers,
the clearance leaves something to be
desired. In conjunction with the spacers,
Cureride 90/10 dampers are used. Going
scientific, the way the left front spring
was shimmed to compensate for driver
weight and wheel alignment was accom-
cplished with the driver in the car.

The HD rear housing was removed
from the stocker and reworked in the
axle tube area. The pressed-in tubes
were arc welded to the gear housing and
the spring perches were gusseted. These
points are critical in a car used for
racing only and must be remedied before
serious campaigning can start. The axles
are HD units and are twisted by a set of
stock 4.33 cogs fitted with a Saf-T-Track
posi unit.

To keep wheel hop and all other ex-
traneous movement in check, Milt in-
stalled a set of Lakewood traction bars
and more Curerides of the 50/50 variety.
He also added a set of rear spring shack-
les for weight jacking and tire room. As
a starting point, a set of Goodyear 9.00-
9.50x14 slicks have been incorporated
to be run at 20 psi.

Drum brakes are used at all four cor-
ers with special metallic linings for
weight saving.

Since the car weighed some 3460
pounds before work began, Milt knew
that a strict diet would have to be im-
posed. He and his crew then removed
the seats and carpet (to be replaced later)
and scraped all sound deadener putty
away. They then proceeded to delete the
power steering unit (35 lbs.), power
brake unit (10 lbs.), radio (12 lbs.), stan-
dard battery (10 lbs.), standard radiator
(3 lbs.), steel stock wheels (10 lbs.), and
interior sound deadener (25 lbs.) for the
car to weigh about 3250 in race-ready
condition.

In place of the removed standard items,
he substituted a small battery and the
standard duty radiator. The heater and
all its component parts were left intact
to comply with the class rules.

For performance and appearance, a
Stewart Warner electric fuel pump, Ap-
pliance Plating wheels, and Sun tach,

RIGHT—For the best performance, Schornack chose to
run a set of Doug's headers. Doug also supplied a set of 8°
extensions for low end torque.

TOP—For the best in traction, the Royal crew chose a pair of
Lakewood bars, run up tight, and 50/50 Down-lock shocks. The
HD rear carrier holds a 4.33 cogs. ABOVE—The
.020" over 350 block uses made-sure of stock crank and rods. Spark is provided by
Malloy and fed through Ramcharger type wire and Rajah clips. Heads have 61.2 cc.'s.
The cam is one of Crane's "blueprinted" series.
gages were added. Just to be on the safe side, Milt left the factory tach and other gages intact.

While you’re busy absorbing all the entertaining facts, we’ll slip back to the beginning and bring you up to date on the chronology of the whole episode.

We lied a little bit at first; the original plan really called for us to test the Firebird as a race car and also run a comparison between two other Pontiac automobiles during the same session. The other two cars will remain nameless for the time being, but you’ll be hearing about them soon enough. Well, anyway, it got to be Saturday afternoon in Detroit and the snow was falling. We had one alternative—put the race car on a trailer, drive the other two cars behind it, and make the tests near our home office in Alexandria, Va.

And drive we did; through 14 hours of cold, wind and (at times) heavy snow. This all happened on Sunday. Monday morning dawned cold but sunny and cloudless. We contacted Julio Marra, owner of Capitol Raceway, and asked for the use of his fine facility. He complied, so the test was finally underway.

We had three cars to test and, in order for them to be done right, both Milt and Julio agreed it would take two days to produce satisfactory figures. With the timing equipment up while Julio checked out the Chrondels, Milt, Dave and Brian were busy unhooking the trailer and backing the race car down to the pavement. Since Milt had driven the race car for a few road miles (with capped exhaust running through rubber in order to seat the running parts, the headers were still capped and street tires had not been replaced with slicks. The crew remedied this and had finished the same time that the clocks and lights were set up.

Milt hopped in the ‘Bird and spun ’er over. The engine came to life almost immediately and then died almost as quickly. It was cold, in the 30’s, which didn’t help matters at all. After a few more tries, the engine stayed lit. It sounded new and powerful but still a little ragged. After a few minutes, it still wouldn’t respond to a full throttle, so Milt drove it around the pit area for three or four minutes until it warmed up sufficiently.

Milt then indicated he was to take a slow pass through the quarter to check out the strip surface and get the feel of the car. He stretched the racer and left the line, but did not spin the tires. The car cracked at the top of each grocery-shifted gear and finally breezed through the eyes with a 14.07-95.06. The track was covered with a fair amount of dust from non-use, so Milt got after it on his return from the high end. When he reached the line and us again, he said that all was well as far as the track was concerned and that the car was ready for a “medium” pass.

He made several burnouts and the car sounded healthy and responded well. Milt staged again and let it happen. The car bogged slightly but recovered well. Milt continued on down but lifted his throttle foot on each shift. This run netted a 13.38-107.14. Not bad for just “driving” through.

Still running the same way it had been brought from the trailer, Schornack staged for the third pass—this one was to be a full bore run. He left the line straight and true, front end rising just enough and rear suspension giving maximum bite and working well. What would have been a respectable run, turned sour as Milt and the shifter disagreed. He had released the needle two cog but had kept his foot in it for a mediocre 13.15-103.50.

It was then decided to try and “drive the times down” instead of using tuning knowledge. Milt felt that the car was strong and pretty much in the ball park as far as the state of tune was concerned. He was beginning to know the car better and wanted to see how much he could lower the times by just using his driving technique. The next run produced a 12.97-107.27. The previous 13 second run was the last the car was to see. For the rest of the test period, the 12’s were permanent. The next few runs yielded the following times: 12.89-107.42, 12.86-107.65, 12.87-107.38 and a super tough 12.72-108.56. At this time, Milt decided some wrenching was necessary to lower the mark. The other two cars had not been run as yet, so Schornack decided to give the race car a respite and turn some wrenches while they were being run.

The slicks were slid to 15 psi from the original 29. The timing was checked with a light but not altered. The carb was enriched slightly via a jet change to compensate for the cold air temperature. Despite these changes, the car jumped back to 12.83-107.65. A following run read 12.85-108.04. For the last run of the day, Milt made several long burn-outs and launched the Firebird at 6000. Something must have worked because the Chrondels clicked off a 12.62-109.48! Now we were getting somewhere. Comparing it with this year’s E/S record (F/S for 99) of 12.70 minimum, we were almost a full tenth under. The car was slightly off—about one mile per hour. Not bad for about three hours of racing.

Testing the other two cars ate up the rest of the daylight and we decided to cool it until the following day. To save time, we simply left the cars at the strip and rode back to town in the tow car.

Tuesday held some cloudy sky but a little warmer weather. If you can call 35-40 degrees warmer! One thing to our advantage, though—it was a little on the humid side. Following the same procedure as the day before, Schornack warmed the engine thoroughly and made several burnouts. When the car was ready, he staged, let fly and was through the traps 12.76 seconds and 108.56 mph later. When Milt returned he said it was the more humid air that had caused the car’s times to rise. He promptly leaned the carb two full stages. He jumped back in and wheeled off a 12.67-109.95. He made another run immediately and pushed the car a bit tighter this time, to the tune of 12.62-109.65.

This was great, but Milt felt that even better performance was possible. Just as routine, he checked out the timing and found that it was too far advanced. He bumped it back a hair, and ran off a 12.65-109.90. Without stopping, another run was made to the tune of 12.61-109.48. The car seemed to be running well and consistent, to say the least. Several more runs were made in the 12.61-63-108-109 mph range. After a short cooling period during which the two street cars made their passes, Schornack readied for the final go. He cut two 12.60’s at 110 flat and 109-97, respectively. The next shot resulted in the 12.59 et and high mph for the day and the test—a 12.59-110.29! He tried to lower these marks several times and was unsuccessful. We really didn’t see any point in trying to go further. The car had run under the National et record and was just shy (by .21 mph) of the mile per hour record.

When you take all this into consideration, the Firebird is an extremely competitive car for the class. And, there’s still much to be done in improving it. Tuning was kept to a bare minimum, more weight can be removed, and tires can be experimented with.

If things go on the way they have been, you might see the record books rewritten. The thing of most note is the fact that someone has taken an engine that has had relatively little experimentation done with it, and turned it into a potential champion.

And, if all this hasn’t been enough to bog your minds, further plans are in store for the strong runner. That’s right, they’re going to turn it into a Super Stocker! At this writing, it’ll be a SS/J by the new ’69 rules. There’s no record for the class as yet, but if the Firebird runs as good as the F/Stocker...
Have you ever wondered which Air Cleaner would be better for performance? While the open element cleaner has a clear airflow advantage, it is pulling hot under hood air. Would the factory’s supply of cold air be enough to offset the snorkel air cleaner’s restrictions? Specifically how would the results differ at the drag strip on a fairly stock car?

I recently picked up a 1973 Grand Am, with a stock 455. I guess my tastes have changed with age, as I really like the look of the factory snorkel air cleaner on this car. I wanted to find out how much performance (if any) I was giving up by keeping the factory setup intact. A recent trip to Lapeer Drag way’s test and tune allowed me a chance to test this back to back.

My evaluation of the Moroso air cleaner lid on the street showed the expected aural improvement—It sounded fantastic—But was it any faster?

Above: Stock air cleaner assy
Right: With Moroso Lid
Below: At Lapeer Drag way Test and Tune
Surprisingly I had a traction issue on the track. I got massive wheel spin the 1st couple passes. This was un-
expected as the car doesn’t generally have traction issues on the street. I attributed this to Lapeer’s
“excellent” track prep for a lightly attended event. I had to walk the car out of the hole to get consistent
results.

Well it turns out, even on a relatively stock engine there is a benefit to the extra airflow. The lid was worth
a little more than 0.2s over the stock set-up. The routing on the Grand Am’s snorkel is not very good, as it
turns and twists it’s way to the air cleaner. I re-installed the factory lid to confirm the previous passes were
accurate, they were adding 0.2s back to my time slip. My best time for the day was 14.92 @ 92.5, so even
slow cars can benefit from some extra airflow.

More work to do, I am planning to upgrade heads/cam and intake this summer.

Below: Not as fast as it looks!
Member Trading Post

Email: royalpontiac@gmail.com if you want to add an item

Check online at http://www.royalpontiac.org/tradingpost.html


2) Firebird in console factory 69-76 factory 8-track, 68-69 Firebird automatic blue sides console burlwood with console door no shift plate, black 68 Firebird steering wheel small cracks and horn button. Call Eric (248) 855-6291

3) ARP Pontiac head bolt kit 190-3607 (new), $75.00 call Eric (248) 855-6291

4) Exhaust manifolds 69 Firebird Long Branch D-port right side only, 1-68 left D-port RA/HO exhaust manifold (9791637), 1-71 right GTO/TA/Firebird, Round Port (9799721) date code B213, call Eric (248) 855 - 6291
5) Pontiac Heads (2) 4X-1H heads, $75.00 ea, obo Call Eric (248) 855-6291

6) Illuminated Bendix counter top auto parts store catalog rack and holders, $250.00 obo, Call Eric, (248) 855-6291

7) Ivy Gold steering wheel for 68 GTO some small stress cracks, $125.00 68 GTO/Lemans Ivy Gold dual gate console, tear in back, $150.00, 68 GTO/Lemans clock/ tac blank filler, 68-69Tempest bumper/fender rubber filler, call Eric (248) 855-6291

8) 67 GTO original pair RA/HO exhaust manifolds with heat riser call Eric (248) 855-6291

9) 1971 Pontiac 455 with Turbo 400 Trans, motor needs assembly, magnafluxed, .030 over, minus carb and distributor. $1250 or best offer. Michael 586-489-4128 Photos

10) '65-66 421 Long Branch Exhaust manifolds, New $350.00
Others have caught on. But they haven't caught up.
APPLICATION
(required to apply or renew)

ROYAL PONTIAC CLUB OF AMERICA INC.
(PLEASE PRINT CLEARLY)

We are always looking for new members with ANY model car who enjoys classic cars, making new friends, drag racing, cruising, tech advice or want to help others. If you or anyone you know would like to join, fill out the form below and return it to:

ROYAL PONTIAC CLUB OF AMERICA INC.
P.O. BOX 252402
WEST BLOOMFIELD, MI 48325

Please make checks payable to the Royal Pontiac Club of America Inc. Dues are $25.00 yearly. January to December. Sorry no prorating.

___ I want to join, here is my check: ___ Here’s my renewal.

Expiration Date: _____________ Member Number: _____________

Name: __________________________

Address: __________________________

City: _____________ State: ______ Zip Code: _____________

Home phone: (____) _____________ Work Phone: (____) _____________

EMAIL (required) __________________________

List Performances / Classic Car

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I agree that if elected to the membership, I will conform to all rules of the Royal Pontiac Club of America, Inc. and to conduct myself in a manner that promotes the purposes of the organization.

SIGNED: __________________________ DATE: _____________

www.royalpontiac.org/application.html
Looking for Articles!!!

Have you done any cool car events lately? Maybe a great tech tip? Why not share them with other club members?

Would you like to share your pride and joy with other club members? Write a short “meet the member” article introducing you and your car. Be sure to include some pictures. We can also add pics of your ride to our “members” tab on the website.

Please email Mike Kidd with ideas or anything you’d like to share in the newsletter. kidd101400@att.net

May 2014
4 40th annual Bearing Burners car show Warren, MI
8 Royal Pontiac Club Meeting
10 Gilmore Car Museum Dustoff Car Show, 6865 Hickory Rd, Hickory Corners, MI 9am-6pm
17 Detroit Dragway Reunion and Billetproof Car Show Milan Dragway 10860 Plank Rd, Milan, MI Event Info
18 Points and Condenser Preservation Society Spring Dustoff Event Info
24-25 Rochester Heritage Days & Car Show Rochester Municipal Park Event Info
25 Waterford Hills Open Track Day Event Info
30-Jun 1st Detroit Grand Prix on Belle Isle; Free Prix Day is Friday May 30th Event Info

June 2014
2 SAAC-MCR GO 39 Driver's School at Waterford Hills Road Race Course--Beginner’s welcome Event Info
7 20th Anniversary Hot Rod Power Tour
12 Royal Pontiac Club Meeting
14 17th Annual East Point Cruise
15 Eyes on Design Car Show featuring Pontiac's GTO; Edsel and Eleanor Ford House St. Clair Shores, MI Event Info
20 Back to the Bricks Michiana Tour (Michigan to Indiana) Event Info
20-22 Carlisle all GM nationals featuring 50th anniversary of the GTO Event Info
20-22 2014 Bandit run starting at Carlisle, see link above for info
22 Waterford Hills Open Track Day Event Info
26 St. Ignace Car show; St. Ignace MI
28 Cruisin' Downriver

July 2014
4 Happy 4th of July
19 POCI Car show at Bakers in Milford
25-27 Vintage Races at Waterford Hills

Pasteininers (Auto Zone) Book store,
Woodward Ave north of 14 Mile Rd
Every Saturday morning from 8AM – 10AM
Weekly gathering year round