



Pontiacs of the Valley

May 2025 | Newsletter of the Valley of the Sun Pontiacs Club
Chapter #107, Pontiac Oakland Club International

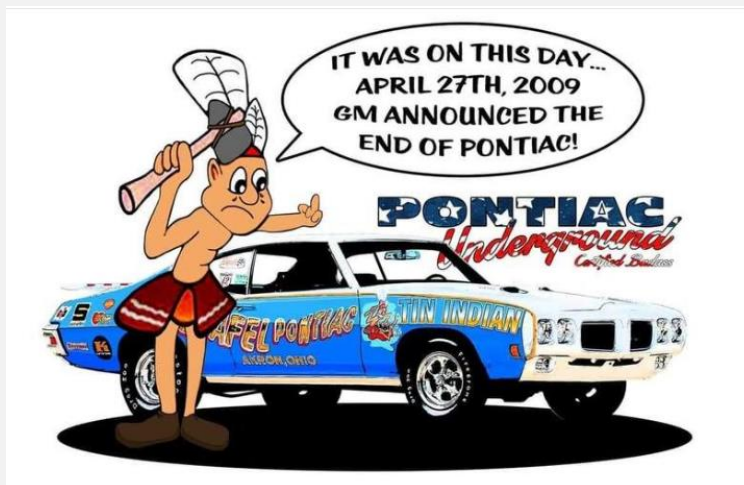
Special date – May 12 – for our next meeting at Rudy's!

Club volunteers and attendees deliver at BOPC!

We delivered our Valley of the Sun Pontiac Club donations of \$3,000 to the East Valley Institute of Technology last month, which hosted our Buick-Olds-Pontiac-Cadillac-GMC car show on March 30. It was our biggest show to date, with 260 registrants. \$1,000 of the donation goes to the general EVIT budget; \$2,000 goes directly to the Automotive Technologies program. Here, BOPC chair Carl Bylander hands off the check to John Wilbourn and Carlos Mata Tinoco, who manage the auto program.



**Reflecting
on a sad
date in
Pontiac
history**





Don't forget! Voting ballots for our Valley of the Sun Pontiac Club officers and Board members are due no later than Sunday, May 11.

Check your email for a message sent by club president Paul Albinger on April 22 for a ballot with instructions on voting. After you have finished your ballot please forward the email to robondodi@gmail.com. Dodi Messer will tally the votes and forward them to the club. All ballots must be cast by no later than midnight on Sunday, May 11, 2025.

NOMINATED OFFICERS

PRESIDENT:	Paul Albinger
VICE-PRESIDENT	Mark Neumann
SECRETARY	WRITE IN CANDIDATE _____
TREASURER	Mike Fleury

NOMINATED BOARD OF DIRECTORS (vote for 9)

Bruce Almond
Jeffrey Bennett
Frank Gostyla
Mike Grimm
Valerie Johnson
Tom Knecht
Dave Koenig
Tom Locke
Larry McGown
Tom Mohr
Mary Sundberg

Check your email for a message sent by club president Paul Albinger on April 22 for a ballot with instructions on voting.

Goin' the extra (Adopt-A-Highway) mile

14 volunteers fill up 12 bags of trash along the Apache Trail

Earth Day was April 22, but Valley of the Sun Pontiac Club members and friends got a head start 4 days earlier when they brandished their pickers and blue ADOT bags and filled them with trash along the scenic Apache Trail.

The state's Adopt-A-Highway program allows clubs, businesses and organizations to 'adopt' a one-mile section of roadway in the state to maintain. Trash can include plastic bottles, car

parts, cell phones, boat cushions and remains of flat tires (on this event, club members filled 12 ADOT bags of trash).

Hazards of the job include AZ's famous 'jumping cholla' and the Razers and vacationers racing up the two-lane roadway to Canyon Lake or Tortilla Flat Saloon.

And the Saloon welcomed our pickers, too, as our Pontiac club picks up the tab for lunch for all our volunteers.

The club's involvement in the ADOT program goes back over 10 years (see picture of old Cactus GTO signage, *above*) and the Smiths have kept the clean up project going. If you missed the Spring cleanup, the next one will be sometime this fall. Special thanks to all our volunteers!



(above) Adopt-A-Highway Spring Clean-Up volunteers in photo are Steve Groce, Toni DeLepp, Jack Conklin, Jr. Susan Marshall, June Smith (organizer), Tim Blattner, Dave and Marie Reichel, Valerie Johnson, John Gagnon, Trish Hoey, Mary Sundberg, Pat LaClair and Carl Bylander. Photo by Tim Smith

President's Message

Hello club members,

I am writing this from the DAIRY/CHEESEHEAD STATE OF WISCONSIN. I just finished my work at the NFL draft, held at the famous Lambeau Field in Green Bay and enjoyed a very unique experience. I cannot forget our great Valley of the Sun Pontiacs car club though.

We are approaching our summer months, which also signals a VOSP recess until September. Stay tuned to our Facebook page and web site as there are events around the valley our members will attend all summer long and feel free to be a part of them.

Before that comes our Sunday, May 4th Cruise In and optional breakfast at Phil's Filling Station in Fountain Hills. Please contact me if you would like to get on the standby list. I feel I may convince the organizers to open a few more spots. It is a great time!!!

There are two events currently that members are registered for during the summer. The Bandit Run runs June 8-12. We have 8 people from our club going thus far. If interested contact Tom Knecht (602.708.6960). You don't need a Trans Am to join the ride!

There is also the annual Pontiac-Oakland Club International annual convention, taking place June 10-13 in Louisville. Our club vp Mark Neumann is now one of two Western Division Directors and will be representing our club at the national meeting, along with Mary Sundberg (who probably has never missed one) and assists the POCI Board at the convention and



throughout the year. Other club members who are attending include Murray Nevin, Richard and Valarie Johnson, Mike and Beth Grimm, and Paul Waer. Paul and his wife Phylis will be our third club member to receive recognition by POCI as an original owner of a Pontiac.

You will hear more about these events at our monthly meeting on Monday May 12 (**note the date change from our normal monthly meetings**) as well as club elections, and special giveaway of some Pontiac memorabilia. We hope to see you there to support our new leadership.

Finally, consider attending the San Diego Cops and Rodders Car Show with other club members on Sunday, September 28th at the Embarcadero Marina North in San Diego. It is a beautiful location – on the grass and on the water. Let's have a great turnout.

If you are interested contact Tom Knecht.

Stay tune to your emails, and check our Facebook page and website, www.valleysunpontiacs.com, for further developments and all the news about our great club!

Hope to see you at our May 12 meeting at Rudy's.

Paul

Paul Albinger Jr

Join us May 12 for our monthly club meeting

Be there at 5:30 for dinner, 7:00 pm for the meeting! The address is Rudy's Country Store and BBQ, 15257 N. Northsight Blvd., Scottsdale.



Tech-Time

Tuning up your Pontiac

Keep it running at peak performance with these tips

By Tom Locke

Editor's note: Tom Locke is a Board member of the Valley of the Sun Pontiacs club and drives a 1971 GTO. Read the other Tech Time articles by Tom on motor oil selection, auto security systems and headlight upgrades on our Valley of the Sun Pontiacs website (valleysunpontiacs.com.) You can contact Tom at gtolockes1@msn.com.

Most of us can recall the standard tune up for our Pontiacs. New points, condenser, rotor and cap and a set of spark plugs. With today's technology, a lot has changed and how we tune up our cars has changed, too.

Ignition - Although some of our club's Pontiac owners are still running ignition points and condensers, many have transitioned to electronic ignition. With easy installation, ignition kits such as Pertronics/Accel/AC Delco can greatly improve your spark and remove the need for frequent point/dwell adjustment.

Spark plugs - The most important point I need to make when it comes to spark plugs is that there are a ton of fakes out there. Older cars are less affected, but newer cars can suffer because these counterfeit plugs made outside the U.S. use regular metals instead of precious ones like Iridium or Platinum. The cheap metal deteriorates and has caused catastrophic engine failure in newer cars. Newer cars run a hotter spark and are engineered to run up to 100k miles before replacing the plugs.

In the past you could verify the originality of the plugs by contacting the manufacturer. They would advise if the batch code on the plug verified that the plugs were made by them. However, the counterfeit manufacturers are now using the same batch code as the original manufacturer, making it almost impossible to tell the difference. The best way to ensure you are getting genuine plugs is to buy them from a reputable seller such as Auto Zone, JEGS, O'Reilly's, or Summit Racing, to name a few. Buying plugs from Amazon is questionable; some are legit and others not. If Summit is selling your spark plug for \$9, and you see the same plug on Amazon for \$3, that should be a red flag. Pay extra from a reputable source.

Spark Plug Gap Setting – The typical setting for spark plugs on older points- type ignitions is .035. With electronic ignitions, it is recommended to set the gap around .04 as the system produces a hotter spark which burns more efficiently with the wider gap. A lot of the new plugs are already preset to .04 - .042.

Special Spark Plugs - Spark plugs with multiple ground electrodes are available from Autolite, Champion and NGK, and were mostly created to reduce fouling of older engines ([here](#) is a pro-con debate on the plugs from Autolite).

The manufacturers originally thought that there would be multiple sparks produced to increase efficiency, but this was found to be incorrect as the spark will find the path of least resistance. As plugs foul, or the electrode gap increases, the spark will then start sparking on the other ground.

One disadvantage for these plugs is you are unable to have the gap size adjusted or changed.

Ignition timing – There is a lot that goes into setting your timing. What type of advance are you using: mechanical/vacuum, or a combination? A lot of race engines don't need or use any as they go from idle to wide open throttle till the end. If you have a vacuum advance canister, both mechanical (use of weights) and vacuum can be adjusted to suit your needs.

"The typical setting for spark plugs on older points- type ignitions are .035. With electronic ignitions, it is recommended to set the gap around .04 as the system produces a hotter spark which burns more efficiently with the wider gap." - Tom Locke



Now there are disagreements over how your vacuum advance should be set up. Should it be ported (source supplied above the throttle plates) or manifold vacuum (below the throttle plates)? Before emission standards started arriving in the late 1960s, most engines used manifold vacuum. However once standards were set, most started using ported vacuum. What's right for your car?

Questions you might ask are, "What is my engine and distributor set up for? What did the manufacturer use when the engine was produced?" Also, are there other parts to your system such as a TCS (Transmission-controlled Spark)?

Lastly, consider your application. Do you race? Do you have a modified engine? How modified is it and how do you drive? Manufacturers set their specifications to meet drivability and any emission standard, which may not produce the best running engine.

Carburetion – Although we might not think about our carburetors when tuning our cars, they play an important role in a good running engine. Inspecting our plugs after driving our cars may let you know if it's running too rich or too lean. My GTO has never ran better than when I had my carb built specifically for my engine and cam set up. There are good carburetor shops here in the Valley.

Tools and resources for tuning engines

There are several good tools out there which enable the DIY owners to tune their cars effectively.

Timing lights - Some of the better digital lights allow you to tune in the amount of advance desired and show your RPMs at the same time. A good dwell gauge is helpful for those still running points. Pay about \$50-\$150 for a good light.

Vacuum gauge – A quality gauge is helpful in tuning and can also be used in diagnosing engine problems. Pay about \$20-\$40 for a good gauge.

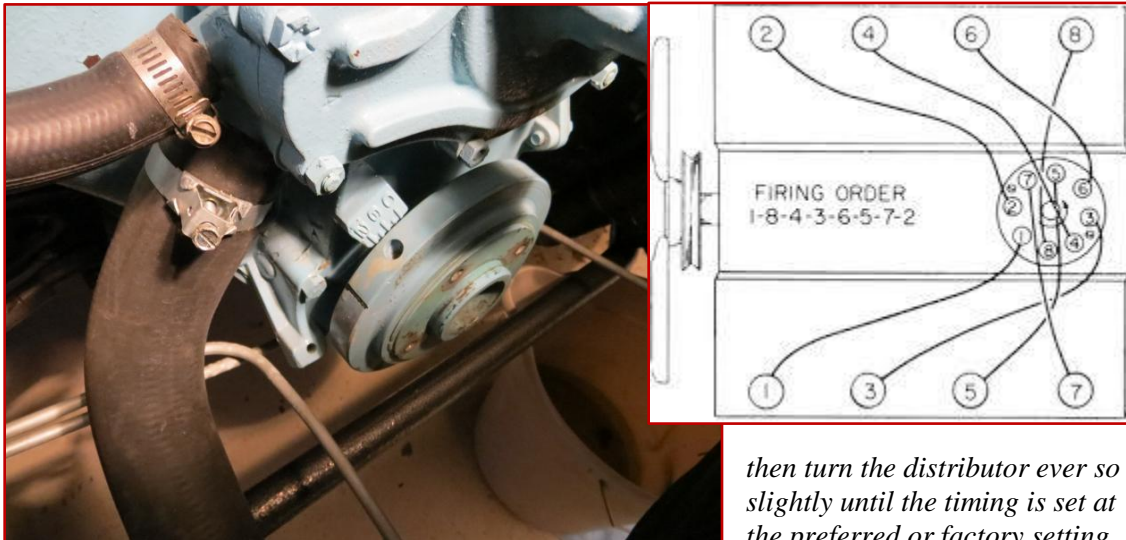
Dyno tuning - One of the ultimate tune ups can be done though dyno tuning. Some shops will adjust your timing and run another pull to find that sweet spot. A great shop will be able to connect a tail pipe sensor for reading your air to fuel settings. By doing this they can determine if your car is running lean or rich, impacting one of the various circuits within the carburetor. Many times the owner never knew. With this diagnostic test, you can change out your jets, adjust float level and other things to find the best set up for your circumstances.

Lopers Performance Center (<https://www.lopersperformancecenter.com>) has a dyno and does air to fuel testing. They charge \$350 for the initial hook up and a couple runs setting/changing ignition. Additional work can be done at \$210 per hour to include spark plug changes, changing jets and adjusting carb settings. Lopers was kind enough to donate a \$350 dyno tune to the drawing at the BOPC car show and some lucky person got that prize.

As you look into what would be best for your specific set up or want to learn more about ignition advance, spark plug types and settings, there is a lot of information on YouTube.

How to set the timing on your car

Using a timing light you can set the timing on your car. The timing light is connected to the positive and negative terminal at the battery and the additional connector clipped over the spark plug wire for cylinder number one. Follow the specifications as to what vacuum lines need to be disconnected and plugged. Start your engine and pull the trigger on the timing light as you aim it at the timing marks, located on the cover at the front crankshaft. If you need to adjust the timing, loosen slightly the bolt holding the distributor to the point it will rotate with a little resistance



then turn the distributor ever so slightly until the timing is set at the preferred or factory setting.

Don't forget to tighten down the distributor bolt. Keep in mind that Pontiac distributors rotate counterclockwise.

AZ clubs raise \$700 for Pontiac museum

Special thanks to Pontiacers in Arizona who pitched in and bought donated manuals and special restoration books as part of a fundraiser for the Pontiac Transportation Museum (site of the 2026 POCI National Convention), in Pontiac, MI. Our two Arizona chapters of POCI received a well-preserved collection of manuals and books from Roy Moore, who recently sold his Pontiac collection. **Sales of the books and donations by the two chapters raised \$700 for the museum!**

We have several books and manuals left to sell (see below) and will be available at the Valley of the Sun Pontiacs chapter's May 12 meeting. More info on the Pontiac Transportation Museum and other options for donation is at <https://www.pontiactransportationmuseum.org>.

Books still for sale

Title	Author	Price
1966 Pontiac Tempest Chassis Shop Manual	Pontiac Motor Division	\$15.00
1967 Firebird Service Manual	Pontiac Motor Division	\$20.00
1967 Fisher Body Service Manual	Pontiac Motor Division	\$10.00
1969 Pontiac Service Manual (rough)	Pontiac Motor Division	\$20.00
1981 Pontiac New Model Product Info Manual	Pontiac Motor Division	\$15.00



Club events coming up!

Phil's Filling Station cruise: May 4

We have filled all reserved spots for this cruise, but a stand-by list is available if there are cancellations, and we are working to get additional show car spots and breakfast spots in addition to those in the reserved area. Contact Paul Albinger (pajeb@aol.com) for more info.



Last Pontiac Night at Pavilions: May 10

The car show managers are shutting down the weekly Saturday cruise-in until fall. Come out and show off your favorite Pontiac!

At our Pontiac Night at Pavilions in April, Mike McQuillan (left) and his family picked up his second place BOPC trophy for his beautiful 1969 Bonneville convertible. Congrats Mike!

Valley of the Sun Pontiacs monthly club meeting: May 12

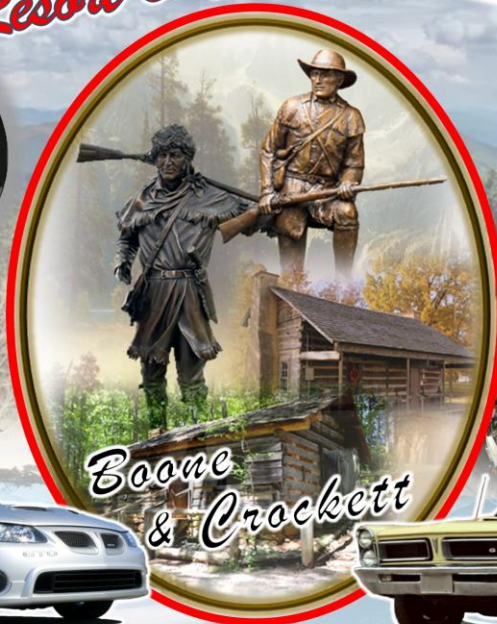
Our last club meeting before the summer break. Learn about who you elected for our club's new leadership team for the upcoming year and some special presentations!





For more info and to register, visit www.poci.org.

46th
National Convention
From: MeadowView Conference
Resort & Convention Center



June 17-21, 2025

KINGSPORT, TN II



Scan QR Code To
Reserve Your Room



Contacts below for more information

Chris Hooten	317-694-6187	convention@gtoaa.org
Kelly Lay	541-480-7226	kellylay@msn.com
Bob Alexander	970-214-4234	registration@gtoaa.org
Tom Oxler	636-288-1426	toxler@prodigy.net
MeadowView	800-228-9290	Discount Code: GTO

Scan QR Code To
Register For
Convention





Officers and Board of Directors, 2024-25

President: Paul Albinger Vice-President: Mark Neumann
Secretary: Georgjann Stull Treasurer: Mike Fleury

Board of Directors: Bruce Almond, Tim Blattner, Carl Bylander, Lorry Getting, Frank Gostyla, Valarie Johnson, Tom Knecht, Tom Locke, Mary Sundberg

Webmaster: Scott Svenheim
www.valleysunpontiacs.com



Not pictured: Mike Fleury, club treasurer