

CARBOYS AND ENGINES

NEWSLETTER

WWW.BLACKCANYONCLASSICS.ORG

VOLUME 21 JANUARY/FEBRUARY 2025 ISSUE 1



Colin Grubb presenting Member of the Year to Mike Cornish at the annual Christmas party on December 3, 2024.

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A NOTE FROM THE PRESIDENT

Winter is in full steam now. I can't wait till the warm weather returns.

We had the Christmas party in December and officers were elected. President, Shane Brown; our Vice President is George Van Allen; our Treasurer is Colin Grubb; and our secretary is Alicia Steffens. Congrats all.

We just finished a garage tour a Mark Keep and Bobbie Carson's garage. As a group we left from Culvers and made our way to the garage. Bobbie had chips and snacks as well as waters for everyone. Marks garage makes everyone jealous. It has a '54 chevy molded into the bar, 11 vehicles in there, really cool to see.

After drooling was complete, we made our way to Silver Basin Brewery and watched Barrett Jackson on the big screen for a while. All in all, it was a good day with car people. Shane



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This article first appeared in Colorado Wide Tracks, which is the Colorado chapter of the Pontiac Oakland Club International. It was written before going to the POCI, the national club show in Chicago. A follow-up article will come later from Joel Evans



Why a “Y88?

By Joel L Evans

Pontiac ceased production in 2010. But Pontiac lives on in our enthusiasm for owning, driving, and displaying our classic cars. Each of us has a favorite year or model, and every car has a story to tell. Maybe that story is your story with the car, or maybe it is a story about the car itself. In any case, it's fun to hear another's story.

I have another hobby besides cars, and for decades I have written numerous articles for newspapers and magazines about that other hobby. So it seemed an easy transition to write a car story. And Colorado Wide

Tracks, family so to speak considering we are all Pontiac owners aligned with the Colorado chapter of POCl, seems a good place to tell the story. Not that my story is special, but rather that I just wanted to write about it.

So here is my story. Frankly my story is common. It begins with a car I owned many years ago as a youngster, got married, needed a different car, so I sold the fun car to buy the family car. Now decades later, I purchased not that exact, but the same model car. It runs and drives but needs work. You've heard that story many times before, probably at most every car show you've been to.

So here is my car. I have four late 70's Pontiac Trans Am's. This story is about the 1978 that is a special edition commonly referred to as "Y88". This gold-colored model was one-year only. The Y88 name, like other previous special editions of Trans Am's, as well as other Pontiac models and other makes carried a unique factory option code. Pontiac didn't market it as a Y88, but collectors grabbed onto the code to readily distinguish it's uniqueness.

The Y88 was Pontiac's marketing idea to build upon the popularity of the 1977 special edition with black with gold highlights featured as the movie car in Smokey and the Bandit. So for 1978 they reversed the colors and created a gold car with similar gold highlights.

Cosmetically, the Y88 had many unique gold features. I won't make a list here, but many of those features did not appear on any other model or later year. Performance included an upgraded Pontiac 400, available with an automatic or a four-speed manual, and suspension upgrades. Production was intentionally limited from the start, but even more so when production was halted mid-schedule.

My car needs restoration. It is all original except for the interior - original paint and decals but significantly faded, Pontiac 400 W72 motor, and automatic transmission. It drives fine and the engine runs great but does show its age as it smokes some at startup. The interior seats and carpet have been replaced, but not factory correct. It has every available factory option, including a rare factory CB with a factory trunk mounted antenna. I have the original build sheet. The body is very good but does have rust in the lower rear quarters.

I acquired the car two years ago, and it is my intention to fully restore it. But there is a pause here. A significant pause in beginning the work. Why?

Because I'm adding my own chapter to the story - I'm taking the car, by trailer, from Colorado to Chicago in November. Which hasn't occurred at the time I write this but will have occurred by the time you read this in the newsletter. The Chicago date is to attend the MCACN show. MCACN stands for Muscle Car and Corvette Nationals, a very high-end show with judging and points, and very familiar to Corvette collectors, which by-the-way is not me.

So why am I taking an unrestored Pontiac to a fancy Corvette show? MCACN annually has a non-judged display section for any kind of car called "Barn Finds and Hidden Gems". Although I didn't acquire my car from inside a barn, it did sit for many years and, at least to me, is a hidden gem. So as car hobbyists say, "It is only original once". The MCACN display is by invitation only and is a limited number of different cars every year, so it just seemed a fun idea to display it "as is" in front of a large audience before restoration work begins. So, I applied and was accepted.



So more later. I'll write again about the Chicago trip, and maybe a few episodes about the restoration. By the way, I live in Montrose, so I don't get to attend the chapter's Front Range events, but maybe someday I will or hunt me down if you are over West Slope way.



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NEW CAR CLUB LOGO



FRANK ANDREWS' 1949/96/50 THUNDERBIRD



The 30th Annual Colorful Colorado Car, Truck and Rod Show will be held June 13th, 14th and 15th 2025. This is the artwork of the first of two car club cars that will be featured on the t-shirt.