



CHIEFLY PONTIAC

A Newsletter for the Hoosier Pontiac-Oakland Club

A Chapter of the Pontiac-Oakland Club International (POCI)

JUL-AUG-SEPT 2023 issue, VOLUME 46 – NO. 3

Special Report: GTOAA Meet Gets All Blow'd Up

By Bill Sanders



I took honors English in high school but didn't recall this word ... "Derecho" ... ever being used in my vocabulary. I had no clue what it was, but now after surviving the 2023 GTOAA Nationals in Springfield, Illinois, I understand exactly what one is. As defined by the Oxford dictionary (you might remember it as a big old book full of words and definitions), a "derecho" is a line of intense, widespread, and fast-moving windstorms and sometimes thunderstorms that moves across a great distance and is characterized by damaging winds. Yep, that pretty much covers the 2023 GTOAA National event in a nutshell.

The week started off innocently enough. Rita and I connected with several GTOAA friends on Monday, June 26th for a nice cruise in our '66 GTO convertible from Danville, Indiana to Springfield, Illinois, the site of the 2023 GTOAA Nationals. We arrived around noonish and settled in to help set things up for the Tuesday rush of GTOAA cars and members arriving for the week's activities.

As with many of these types of National Meets, it becomes more of a reunion of good friends than just a car show, and they're always a lot of fun. Things ran smoothly Tuesday and Wednesday with the swap meet in session, participants taking part in their scheduled activities, guest speaker events, tours of the Lincoln Presidential library and other Route 66 related things. And then came Thursday ... June 29th.

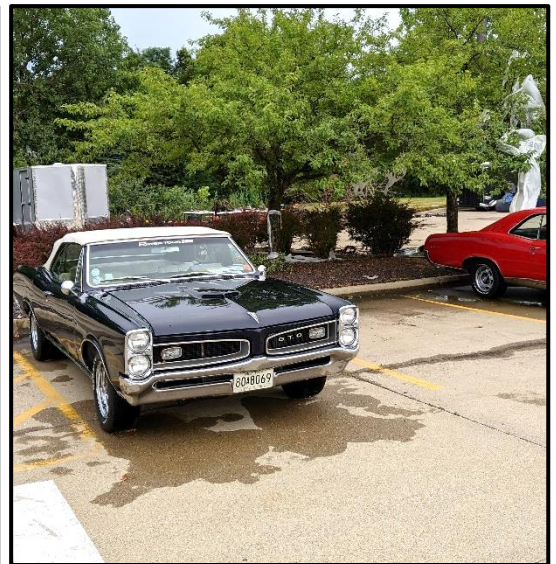
I am a certified GTOAA Judge focused on the Concours "modified" GTO's. It's a great gig and lots of fun. The cars in the modified category are simply amazing. Our team had 10 cars to Judge, two of which were outside. It had rained briefly Thursday morning so we let the owners of the two cars outside have a couple of hours to clean things up while we judged a few indoor cars. The outdoor cars ... ***(story cont. on page 2)***

GTOAA Meet Gets All Blow'd Up !!!! ... (story continued from page 1)

were driven under the "Big Top" tent (used for tech inspection of concours and popular vote cars) and we judged those cars before 11am. Our team went back inside, judged another car and then broke for lunch at noon. The GTOAA provided a nice meal for the judges; we were sitting on the 12th floor eating away and that's when and where I found out what a "derecho" is.

As we dined, we spotted some very ominous black clouds approaching from the west, the kind that you just couldn't miss. I began to see flashes of what appeared to be electrical transformers exploding a few miles off in the distance, and just then the tornado sirens went off. Well no one seemed too concerned; I mean what are the chances, right? But "Ms. Derecho" soon had our undivided attention, once we all saw the wall of torrential rain and 100+ mph straight-line winds coming straight at our building with nothing but 12th floor glass windows between us and the storm. Multiple 60-foot tall power poles began snapping like match sticks. Live power lines fell to the ground, blocking all the exits of the parking lot with debris and arcing electricity. Thankfully there were no serious injuries anywhere around our site but the "Big Top" tent came down and several beautiful GTOs were damaged. The deluge was so intense *that water blew into my GTO's vents and flowed freely inside my car* (note: yes, all the doors and windows were closed and the top was up and properly sealed). The GTO filled up with about ¼" of water over the front and rear floorboards, a mere inconvenience compared to damage others sustained. I had a squeegee to help cope.

As things turned out, the hotel was stuck on back-up power (no elevators) with its diesel fuel due to run out sometime that night. The city of Springfield was mostly without power, and the mayor declared a 10pm curfew. Due to all the issues, the GTOAA was forced to cancel the remainder of the event (but we did finish judging all the concours GTOs). At about 9:30pm (Springfield time) Rita and I managed to lug all our suitcases and stuff down four flights of stairs to our waiting, albeit soggy, GTO. Thankfully, the four and a half hour drive in the nice cool air after a storm was uneventful. We arrived home at 2am. We'd had enough 'derecho' drama for one day, maybe for the whole year. Wow! **Bill**



***Left – It's difficult to get utilities back up and running with a power pole laying on top of your work truck.
Right – Bill's Goat was relatively unscathed except for a lot of water on his carpet. There was plenty of debris caught in the trees, laying all over the parking lot, and even some on top of cars.***

From the Prez – Honorable Mentions

It's been a busy Spring for HPOC! First, I want to thank and congratulate Mark Henderson and Jim Casassa for stepping up for officer positions with the club. At the last meetings, it was made official that yours truly will be President and Treasurer, Mark will serve as Vice President and Editor, and Jim as Secretary.

During that same meeting, a couple of changes were made to the Constitution and By-Laws allowing an officer to hold two positions simultaneously (previously it was limited to Secretary/Treasurer.) There was also a change to officer terms based on experience with the tenure of past officers.

Our membership drive has yielded tremendous results! As of this writing, we have at least 14 new members and a couple of folks have rejoined the group. Welcome to all our new members and welcome back to those rejoining! We now cover most of the state, so we will be trying to hold events and meetings at different locations to serve all of you. We welcome any ideas or suggestions to make this work well! Please let us hear from you.

The website has been updated and we now have 30+ Member Rides postings. Thanks to everyone who sent in pictures and bios. It's great to get a little history along with members' names and cars. If you haven't submitted, please do so!

I want to give a special thank you to Bill Harris for his hard work with the club fender cover sales and shipping. It has been a lot of effort but has also been very much appreciated. However, at our last business meeting, we did vote not to restock these items and will either sell, donate or use the remaining inventory as prizes. Our margins on the covers and rising expenses for shipping made them unprofitable for the club, and in a nod to Bill to reduce some workload (he didn't ask but we want him to enjoy retirement!), we decided to discontinue sales.

I was all set to write about my trip to the Ames Pontiac Nationals in Norwalk this year, but due to a fuel pump failure on the Tempest, I didn't make it. While enjoying a pleasant drive in the countryside of Indiana and Ohio, things suddenly got very quiet and the reassuring hum from the fuel pump simply ceased to be there. So AAA came to the rescue and after 1.5 hours enjoying a corn field by the side of the road, a flat bed showed up and carried both me and the car home (a trip lasting a little over 2 hours.) It was a shame to miss the 60th anniversary of the 1963 Tempest and our national Little Indians Chapter meeting. Oh well, these are the joys of owning a classic!

Thanks to everyone for their renewed interest in the club and for supporting the website with Members' Rides writeups. Remember, our club email is HoosierPontiac@gmail.com and the website is for our Hoosier Pontiac Oakland Club is hoosierpontiac-oaklandclub.com. We'll send out more information regarding upcoming events and next club meetings soon, so stay turned! Enjoy the rest of the summer ... We'll see you on the road! Thanks again!! **Mike**



Droppin' the Clutch

I never thought I would ever say this, but greetings from desk of the Vice-Prez. Many years ago, there was an comedian named Pat Paulson. During the 1968 presidential campaign when Nixon was running for office, Paulson, with his very dry delivery style, pretended to kinda be a candidate from another nebulous political party. I say "kinda" because his campaign slogan was "If nominated I will not run. If elected I will not serve." Ultimately Paulson did not win the election of course but instead he melted into obscurity and enjoyed a semi-successful career as a stand up comic. He later admitted that a "Prez" job would have been far more stressful than just being a comedian on the stage.



And so here we are in 2023, 45 years later ... Jay Niemann had served quite well as VP but decided he really wanted to enjoy his retirement and fish more, so Mike Gertes said he would help out as interim VP until we could find someone to fill the bill. Then Prez Gib got the opportunity to move with his present company back to Louisville, which worked out quite well for him and his wife because they got back closer to their daughter and their first grandbaby; and so Mike G accepted a request to serve as interim Prez and I got asked to support the interim VP spot. And then Hank and Linda Hankins decided they really wanted to retire too (I don't understand ... these are volunteer tasks that take a lot of time and pay zero dollars – why would everyone want to retire and relax instead?) so the secretary and the treasurer's roles opened up. Mike accepted the treasurer role as an interim assignment. I already had the editor's role, and besides, I really don't have the legs to be a secretary (No offense intended to anyone!!! Note that I'm really not very PC), and so we asked if Jim Casassa would take on the secretarial tasks on an interim basis until, at least until something else changed. By the way, I've never seen Jim's legs so I cannot tell you how qualified he may or may not be in that regard. I also hope POCI doesn't have an HR department ... I could be in real trouble if I keep this up.

So something did indeed change. HPOC held a club meeting on July 11, 2023, at which time all the "interim" titles disappeared. Mike Gerdes is now our Prez and Treasurer (well and he's our webmaster too but I want to learn so I can help). Jim Casassa is our club secretary. I assumed the role of VP while retaining my editor responsibilities. We all didn't run for office but somehow we got elected but no prob. We're all pretty excited about trying to help make HPOC into some really special. Up-shifting into 4th gear now :>)

That means we need to emphasize a couple of things immediately ... **1) Grow the club.** We need to climb above critical mass levels and get to the point where our member count and quality will be self-sustaining. **2) Communicate much better.** For starters, we want to emphasize access to and use of our club website, <https://hoosierpontiac-oaklandclub.com/> We want to make it easier for members to contact each other as desired (more to come there soon). We want members to give us better and more timely information on great local/regional shows, events, get-togethers, etc to make it much easier for everyone to have options to enjoy (again, more info coming there soon). In short – how do talk and reach out to each other as a group, so it really feels like a club, not just a bunch of disconnected individuals? Finally, **3) Actually get together and have some fun!!!** Admittedly, we need some thoughts and suggestions here. Having more people in the club can help this situation but at the same time, being spread out across the state might make things a little more challenging.

In summary for now ... Welcome to all our 'newbies' and to all of our returning members!!! Mike and Jim and I really want your thoughts and ideas for club growth and more club fun. Please ... Please ... Please ... tell us how to make this all work out better. Our contact info is on the last page of the newsletter. We're looking forward to helping! We're excited about meeting all of you (look to Members' Rides in the website and the bios in this issue of Chiefly Pontiac and the next one too). Stay tuned. We'll be taking to you soon! Take care, **Mark H**

HPOC Business Meeting – July 11. 2023

The Hoosier Pontiac Oakland Club, or HPOC, had a leadership meeting on Tuesday evening, 7/11/2023. Minutes are included here (thank you Jim Casassa!)

Primary goals for the meeting included:

- desired confirmation of new club officers given the recent move of our past club president (Gib Vance) due to a job relocation, recent retirement of the club's Vice President (Jay Niemann) last fall and the retirement of the club's secretary (Linda Hankins) and the club treasurer (Harold "Hank" Hankins) this spring.
- Review of HPOC's summer membership drive and refinements/updates to the club website as an improved communication tool
- Cover other club business as noted and necessary

Short version of results:

- New club officers were confirmed; see minutes for details.
- Membership drive has been going great. As of today (7/20/2023), we're up **16** new members, including 3 returning members. See later in this newsletter for many new members' bios, with more expected in our 4Q2023 newsletter as well.
- See minutes regarding results on other club business.

Final notes: Maps of membership counts (member families and/or total member count to date) and distribution of members are included on the following pages for your review. Club leadership will be in touch with all of you very soon. We want to know how to do "this thing" right to create a create that you can be proud of and like to participate in. Stay tuned ... MH

Meeting Minutes: Hoosier Pontiac Oakland Chapter, Pontiac-Oakland Club Intl.

Officers Meeting, 5:30 pm, July 11, 2023, at MCL Cafeteria in Carmel

Present: Harold Hankins, Linda Hankins, Mark Henderson, Mike Gerdes, Jim Casassa

No old business to discuss

Treasurer's report: Current balance \$6124.50, the club has an inventory of 15 fender covers and 15-20 T-shirts

(story cont. on page 6)

Meeting Minutes (story continued from page 5)*New business:*

President/Webmaster report: The offer of free chapter membership for the first year to current POCI members brought 14 new members to the chapter. We also had 3 previous members who re-joined. Henderson said that a good portion of the new members are in the northern third of the state. The website had been updated by Mike Gerdes and Mark Henderson. Current cost for the website is \$34.50 per year. Gerdes congratulated Henderson on being recognized for 13 years of service as chapter newsletter editor.

Vice-President/Editor report: New software for the newsletter has been purchased at a cost of \$160.49. Newsletter frequency was changed early last year (2022) from bi-monthly to quarterly. July 25 is the deadline for material for the next issue (3Q2023).

Officer Elections: The following slate of officers was proposed and accepted by unanimous vote of those present.

- *President – Mike Gerdes*
- *Vice-president – Mark Henderson*
- *Secretary – Jim Casassa*
- *Treasurer – Mike Gerdes*
- *Editor – Mark Henderson*
- *Webmaster – Mike Gerdes and Mark Henderson.*

Constitution and Bylaws: The current bylaws were reviewed. The current distribution of officer's duties is inconsistent with the constitution and bylaw. Changes to the constitution and bylaws were discussed and the proposed amendments were approved. A copy of the revised documents is available for member review.

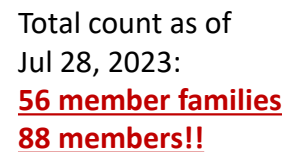
The revised documents leave one question unanswered: Does every member of a family have a vote on club business or is it one vote per member family. The officers are to think about this and propose clarifying language for the bylaws.

Fender covers/ T-shirts: It was decided to discontinue the sale of fender covers and T-shirts. Casassa was asked to contact the publications in which the fender covers are being advertised and stop the ads. They will still be available for swap meets and car shows where the chapter is physically represented, at least until inventory runs out. The supply of XL and XXL t-shirts has been exhausted.

Improving participation; The officers discussed what can be done to increase participation in chapter events. Current members are widely spread geographically and there are other chapters of POCI in Indiana. The website and newsletter help to connect members. One proposal was to encourage chapter members to participate in events hosted by other car clubs like the GTO and Firebird clubs. Also, can we have some meetings via zoom?

Jim Casassa, HPOC secretary

Gales Ferry, CT **2**

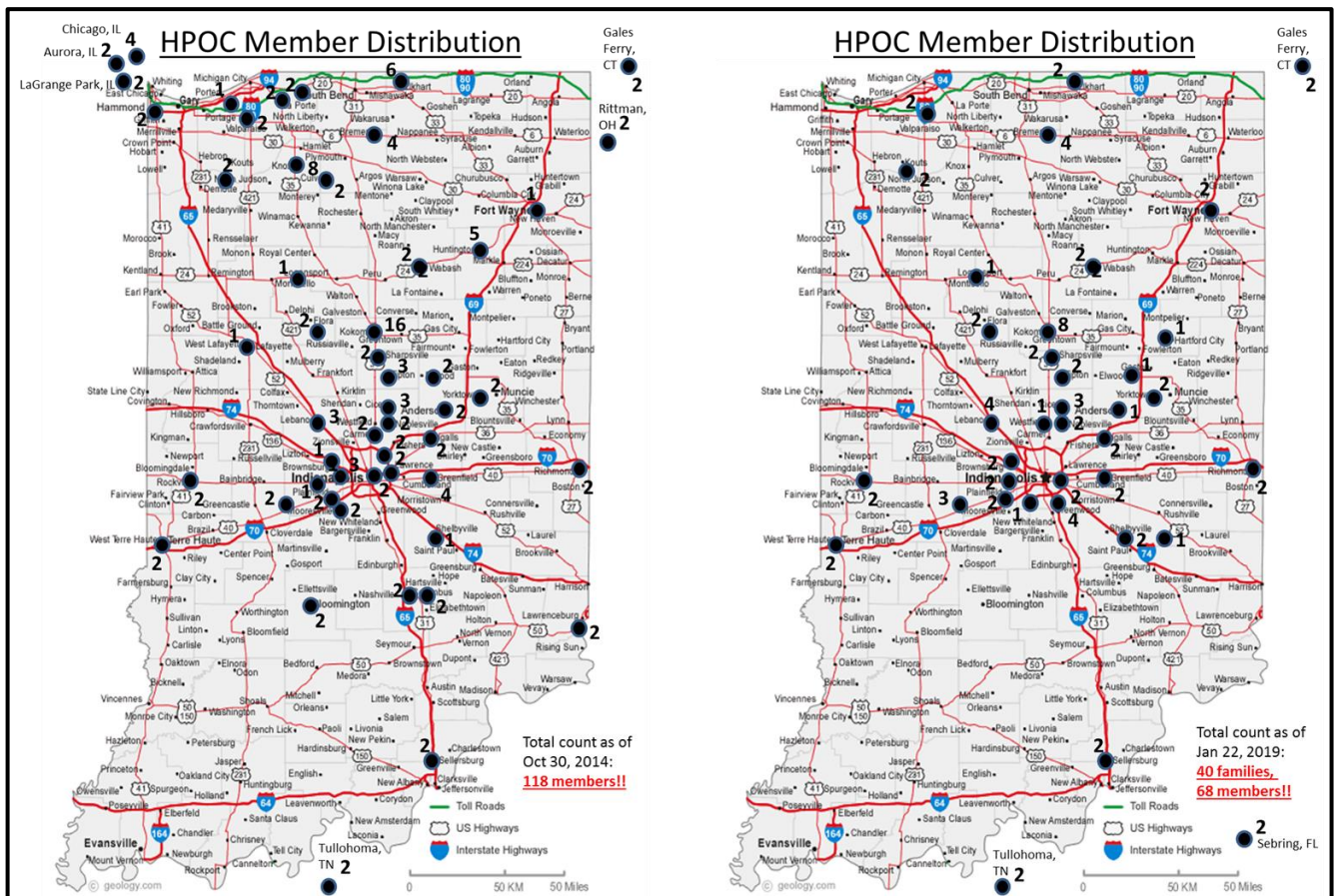


Revised HPOC Member Map so far After 2023 Membership Drive

July 28, 2023 Membership Stats

	Oct 30, 2014	Jan 22, 2019	July 20, 2023
Member Families		40	56
Total Count	118	68	88

Revised HPOC Member Family and Member Count After 2023 Membership Drive



Historical HPOC Member Maps – left as of 10/30/2014, right as of 1/22/2019

“Newbies” Take Over the World

By Mark Henderson

The Hoosier Pontiac Oakland Club (HPOC) recently benefitted greatly from direct assistance provided by the Pontiac Oakland Club International (POCI). The trick was to simply to “ask for help.”

Our club’s leadership has had a growing concern given the fact that our membership numbers have been trending lower over time. We all recognize many general reasons; member age and health, waning public interest in older vehicles, expense of the hobby, cost of fuel to attend events, comparative costs to do other fun things instead, etc. However, our leadership refuses to accept the phrase “dying out” as an acceptable norm. It’s time to pull the plug on conventional recovery tactics. It’s time that we tried something different!

POCI was a fantastic resource for support. Our question to the “mother ship” was, “May we have access to contact information for Hoosier-based POCI members, and in a very private and personal way, contact them to inquire if they would like to join HPOC?” In short – It worked!!! Then interim Prez Mike Gerdes (now confirmed Prez Mike Gerdes) wrote a well crafted and thoughtful email to POCI members living in Indiana, told them a little something special about HPOC and invited them to take part in a free trial membership for the balance of 2023. We’re really pleased with the response thus far (see revised growth numbers on Pg 8). The club is on a positive trend again and now it’s time to kick “Phase 2” into gear.

“Phase 2”, for lack of a better term, is to encourage improved participation and communication within HPOC. We need to grow first, but then we need to get to know each other better. To that end, we’ve had a very nice website in place for about a year now, which can be a GREAT tool for both communication and fairly straightforward participation, but it really hasn’t been used very much ... *until now*.

In early June, HPOC’s leadership started contacting our new members directly to welcome them into the club, to invite them to send some photos and bios to build up the Members’ Rides section of the website, and to let us know of any significant shows and/or car-related events (with some details) in their parts of the state. Then we contacted our existing members and asked them for the exact same info too. So far, 35+ bios have been placed in the website and more are on the way. It’s actually starting to look like a real website now!!!

In the following pages of this issue of “Chiefly Pontiac”, we’re including all the “newbie” writeups submitted thus far. We’ll add any additional “newbie” bios sent our way plus similar info from our existing members in the 4Q2023 issue. We hope you enjoy getting to know each other a little better! MH

Charles Graf – Monticello, Indiana

1966 24217 GTO in Fontaine Blue with white vinyl top and blue interior. Car was purchased in 1990 out of California, worn out and not very drivable. Original 389 was gone, had been replaced by some 70's era Pontiac 350. Currently powered by a 1970 Bonneville 400-4. The 2-speed is gone, converted to a correct Muncie M21 with a 3:55 locker out back. Complete frame off done in 2008. All original floors and metal with the exception of a partial quarter. Car still has original brake lines on it. Bias belts and custom wheel covers. I think it has gone 14-ohs at 98 when on the track.

1970 24237 GTO 2 door hardtop, always Verdoro Green over black interior. Sold new by Rinke Pontiac in Center Line MI. 400 base with 068 cam installed. TH400 on column. All #'s matching. My father picked it up while visiting relatives in Hot Springs AR 1989. Body does have some fill and underside of it isn't perfect yet.

I guess you can say I am now the "caretaker" of these whips since my father is up there in years. Any street time or shows will be me hauling/operating them. I may drag him to GTOAA Springfield, or if an event comes to Indy in the near future and he's still around, then he's gonna go there too. LOL **Charles Graf**



Kevin Hardy – Highland, Indiana

Hi ... my name is Kevin Hardy. I live in the northwestern part of Indiana in a town called Highland. I have 2 Pontiacs, a 1972 Lemans that I have had since 1977 and a 1986 Fiero.

I love the LeMans's body style and don't ever plan on getting rid of it. However, I parked it in 1987 for a rebuild and you guessed it; "life" came along. We adopted twin boys and they became the center of my life for the next 25 years. I finally got the LeMans project started again during the COVID outbreak. The driveline, undercarriage and interior are all generally completed and I am trying to find the time now to focus on body work and paint. I sure could use 18 more months of down time again to work on the car, but without the COVID part of course! LOL

My other car is a 1986 Fiero SE 2M6. We've had it since 1990. It was my wife's daily driver until, well you know; you can't put two car seats in it. It hasn't been driven much since about 1990. I keep saying that I need to get rid of it since my wife can't get down into it anymore, so it just sits in the garage. We did have it repainted about 4 years ago so at least it looks great while it's parked, and you never know what the future might bring.

Best Regards,



Kevin Hardy

Tony Nickel – Kokomo, Indiana



Tony Nickel joined HPOC in May 2023. He has a 1967 Pontiac LeMans convertible.

The LeMans is knick-named Shaelynn. She has been a Midwestern car all her life but somehow has remained rust-free. She has 65,000 miles on the clock and is powered by a 326 bored 0.030 over. Her electronic ignition was provided by Davis Unified Industries. Fuel is managed by an Edelbrock intake and carb. Power is delivered through a 2- speed power-glide transmission. Shaelynn has manual drum brakes with power steering. She is dressed up with a black power-driven convertible top, a white interior and a Linden Green exterior (with one repaint in the mid-90s). Tony drives the car frequently and it is extremely popular at regional shows. Apparently, Tony and Shaelynn make a great couple.

Jeff Rapkin – Yorktown, Indiana



Jeff Rapkin – Highland, Indiana (con't)

I learned how to drive in my parents' 1970 Tempest. The first car I owned outright was a 1971 LeMans Sport convertible. They were both excellent cars; well balanced, good power, nice styling. Unfortunately, when I was a student with a very limited budget, I had to let the LeMans go when a series of expensive repair issues kept presenting themselves.

A few decades later I found a 1937 Pontiac business coupe. The body seemed pretty solid (although I later found out otherwise), the straight six ran great, and the interior just needed a little freshening. We restored the car and fashioned a rumble seat out of the trunk to make my daughter happier about riding around in it without getting her knee bumped by the shifter. I guess that makes it a hybrid business/sport coupe. I have had that car about 20 years now and it still looks terrific and runs quite well.

My other Pontiac is a 1948 Torpedo fastback. I found it at Mecum Auctions in Houston about four years ago. The body and mechanicals were in excellent condition overall although it did require a brake system overhaul after we brought it home. The dash and interior trim needed a repaint but a good friend of mine is a painter by avocation and did a tremendous job with the faux-wood trim.

In addition to the Pontiacs, I have three Oldsmobiles (one of those is my very first collector car, owned for 40 years), a Buick, a Plymouth, and a Studebaker. My daily drivers are a Cadillac and two Chevrolets, so it seems safe to say that I'm a big fan of GM cars.

My wife, Kathy, and I have lived and worked in Muncie for over 25 years. I attend as many car events as possible, my favorites being Nationals and Concours events. I do try to do as much my own maintenance and repairs as possible in my home-garage. I'm happy to be a new member of the club! **Jeff Rapkin**

Editor's note: Jeff – We're really happy that you're a member of the club as well.

Scott Scheel, Returning Member – Indianapolis, Indiana



My love for Pontiacs literally goes back to the cradle when my family had a '74 Grand Prix in Regatta Blue over white. I loved looking out over the long hood from the comfort of the

Scott Scheel, Returning Member – Indianapolis, Indiana (con't)

horse collar buckets and the sound of Stevie Wonder or Grand Funk playing on the car's Delco 8-Track. It didn't hurt that TV and movies were full of Pontiacs in the 70's and 80's as I was growing up - "Smokey & the Bandit", "Rockford" and "Knight Rider" all reinforced my conviction that Pontiacs were the only cars worth owning.

I bought a '77 Trans Am from a neighbor with my own money at 16, completed a frame-off restoration of the car and still own it today. I also have a '73 Firebird Formula 350, a '76 Grand Safari wagon, an '07 Solstice GXP (the only Pontiac I've ever bought new) and a 2009 G8 GXP with a 6-speed manual (1 of 108 so-equipped). Ironically, the '74 Grand Prix I longed for since I was a toddler would take the longest to acquire, but it finally happened when I found an Admiralty Blue SJ on eBay. That car is getting a top-shelf restoration and will be a tribute car to the one my family owned 50 years ago. **Scott Scheel**

John Stewart, Returning Member – Kokomo, Indiana



In 1995, as we were driving around in a subdivision in Biloxi, Mississippi, my wife perked up quickly and exclaimed "Ohhh! Ohhh, look at that!" Whenever that happens, I usually expect trouble to follow shortly thereafter. I looked to the right where she was pointing and there sat a faded, rusted, blue-and-silver 1946 Pontiac Streamliner. We learned that the car was a barn find but it looked more like it had been dragged out of a swamp rather than out of a

John Stewart, Returning Member – Kokomo, Indiana (con't)

barn. In fact, mud seemed to have replaced the engine under the hood.

On the way back to Indiana, my wife decided she wanted a four-door sedan street rod. After we got home, I did some digging and it turned out that there was a 1948 Pontiac for sale in Atlanta, Georgia. I arranged for an automotive appraiser in the area to look the car over; his feedback was that it was up to snuff for the money so I bought it. By pure coincidence, the appraiser also owned a restoration shop and said that he could do whatever work was needed on the car. Perfect. Problem solved! Right?

Well, actually no. I took my wife to Atlanta to see our “brand new” 1948 four-door Pontiac, and the short story was that she did not like it. Personally, I felt there were no significant artistic or styling differences between a 1946 and a 1948 Pontiac Streamliner except that the newer ‘48 was clean, drivable and in far better condition than the old rusty ‘46. My wife kindly corrected my point of view. Apparently the 1948’s tail lights were noticeably less attractive, the grille lacked panache, and many other important features of the ‘48 were simply not as desirable as she preferred. She just did not care for the ‘48 as is, but the restoration guy said “no big deal, I can use the ‘48 for parts”. OK, but now what?

I called the gentleman in Biloxi to buy the muddy ‘46 and then had it shipped to Atlanta to park it next to the ‘48. Unfortunately, progress for the project was very slow, and after several years of worn patience, I contacted Doug Seybold in Ohio to see if he would be willing to take on the job instead. The bits and pieces were sent to Doug; somehow, he got everything done properly for us but with a few quirky details added along the way.

A significant majority of people at car shows have no idea what they are looking at when they see our car. After a careful walk around, many will ask “Is that car factory original”? Some have wondered if it is just a 1947 Pontiac with a 350 Chevy engine stuffed under the hood. More knowledgeable Pontiac fans have complained “Your wheels are wrong, it’s a 1947 and you have 1946 hubcaps on there”. Purists have griped “It’s too bad you didn’t leave it original!” Well sorry folks, but there were not enough fundamental pieces left of the 1946 vehicle to even consider recreating the original, so we made the conscious decision to build the best, most pleasing compromise that we could. Doug Seybold literally fashioned a *brand-new Pontiac restomod* from the ground up using parts from the 1946 Pontiac Streamliner, the 1948 Pontiac Streamliner and two additional 1947 parts cars.

Externally, my wife wanted to steer away from a brazen street rod form; she was more interested in creating a subtle stock-appearing “sleeper” that could surprise anyone who might want to challenge her “sincerity.” The paint is certainly not stock but the color scheme seems very tasteful. Interior fabrics and accouterments were all selected to match

John Stewart, Returning Member – Kokomo, Indiana (con't)

perfectly in hue and theme. However, underneath the sculpted sheet-metal, just about everything mechanical has been updated substantially in some way including the powertrain, disc brakes, chassis components, air conditioning, power options, the stereo system, and more. Faster. Stronger. Better.

When you look at the car, it is simply what it is. An improved Pontiac with some extra punch; not a '46, not a '47 and not a '48, but rather a successful blend of the best of all. Don't test it on the street ... you might get an unpleasant surprise. Thanks Doug!! Awesome job!! And that's the story. **John Stewart**

Peter Hollenhorst – Bloomington, Indiana

This is my 1949 Pontiac Streamliner. I have owned the car for 5 years. Previous owner restored it. Originally a blue rust-free Georgia car, it has been repainted in Toyota Baltic Blue. The "Silver Streak" hood trim is one-piece stainless from a '52. Front and rear ends are C4 Corvette converted to coil-over, so it has independent rear suspension and four-wheel disc brakes. LT1 350 V8 and 4L60E from a 1997 Pontiac Trans Am. The power leather seats came from a 2002 Buick LeSabre. I think the one-piece windshield came from a '53 Olds. **P. Hollenhorst**



Nathan Dinges – Carmel, Indiana



Our family was introduced to Ponchos back when my grandfather bought his first Pontiac, a 4-door 1956 Chieftain with two-tone paint; Nimbus Grey above with Hialeah Green below. Later on, my uncle was about to purchase the car from my grandfather

Nathan Dinges – Carmel, Indiana (con't)

but unfortunately, before that could happen, the Chieftain was wrecked and totaled.

Back in the 1970s, my uncle found and purchased a 1956 Chieftain Catalina Coupe 860 from its original owner and paid for it with his high school graduation money. A small piece of my grandfather's car, the white headlight bullet trim pieces, were installed and helped us keep a wonderful family connection with him and his old Pontiac. My uncle wanted to convert his Poncho into a rat rod someday but the stars never seemed to align for that dream. Still, he drove his Catalina every day for an extended period of time until, for whatever reason, the car was eventually parked and stored for over 40 years.



In 2022, I was blessed with the opportunity to keep my uncle's Pontiac in the family. New to "Car Life", my wife Kristen and I enjoy taking the car out for a drive, especially for ice cream or to find a drive-in for dinner and even to a car show or two. Now that the car is in my possession, my hope is to perform a moderate stock restoration someday soon; no need for show quality detail but we would like to make it look pretty again and then get to appreciate a time long forgotten. We'll keep everybody up to date on how that dream goes along. **Nathan Dinges**

Robert Battin – Columbus, Indiana

I grew up in Martinsville, IN, and graduated high school in 1965. I received my draft notice in 1968 and was a combat medic with the 1st Infantry Division in Vietnam. Returning home, I enrolled in IU studying business (accounting) and joined the accounting firm of Price Waterhouse upon graduation. In 1977, I joined Cummins Engine Company (now Cummins, Inc.) in Columbus, Indiana. I retired from Cummins in 2008.

My love affair with Pontiacs began in high school, I passed my driver's test in my mother's 1960 Catalina. In 1965, I took my first ride in a '64 GTO and vowed that same day that I would own one.

Robert Battin – Columbus, Indiana (con't)

While in college I purchased a used '67 GTO but sold it during the 1973-74 oil crisis (regrets!). Fast forward to 1983 when I bought my '64 GTO from the original owner, restoring it twice and becoming a two-time GTOAA Gold Concours award winner. Other Pontiacs in my collection include a '63 Catalina with a factory 4-speed plus a 389ci tri-power (POCI Silver Award), a '65 Catalina 2+2 with a 421 HO tri-power and a 4-speed (currently undergoing a rotisserie restoration), two '69 Pontiac GTOs, a '65 GTO, a '65 Grand Prix and a '65 Catalina (parts cars).

I have attended several POCI and GTOAA national shows and also served as a judge for both organizations. I look forward to membership in the Hoosier Pontiac Oakland Club and meeting fellow Pontiac enthusiasts. Regards, **Robert Battin**

Michael Gilbert, Returning Member – Westville, Indiana

My name is Michael Gilbert from Westville Indiana. I currently own a 1970 Grand Prix SJ with the 455 HO and factory M21 4-speed, one of 329 built that year. I've had the car since September, 1988 and I'm its 4th owner (owner #2 had it for 2 years, owner #3 had it for six months, not sure about owner #1).

Michael Gilbert, Returning Member – Westville, Indiana (con't)

It wasn't the car that I was originally looking for. Previously, I had a 1966 GTO 4-speed convertible but that Goat was stolen while I was stationed in Virginia. I had gone home on leave when I got a call that said the GTO was gone. The remains of the car were finally located a month later but it had been stripped. I tried to get it back from the insurance company but they wouldn't return my calls. I wanted another GTO but I was limited to what the insurance company would give me.

My dad started looking for another Goat for me but most of them out there had been "ridden hard and put away wet". He continued his search and eventually found an ad in Auto Trader for a 1970 Grand Prix 4-speed. I didn't know what a '70 Grand Prix even looked like at the time but he thought it sounded kind of interesting and said he was going to have a look. He found the car in Northern Chicago; from a distance he thought "here we go again" but once he saw the GP up close, it seemed like it was in decent shape. It had its original paint and vinyl top. All the essential mechanicals had been rebuilt or replaced. The frame and floors were solid although there was a little bit of rust in the lower right rear quarter and a soft spot under the lower right corner of the vinyl top.

In short, I bought the Grand Prix. I drove it a couple of years and then started taking it apart to restore it, but I was still in the Navy and the task took longer than I thought it would. It was 2001 before everything was finally done. I've taken the GP to a lot of shows and even a few POCI conventions, including the last one in Dayton in 2013. Dad passed away in 2014 and frankly I started losing interest, but today I'm starting to get the bug back again. I need to complete a couple of repairs and put it back on the road! The Grand Prix is a blast to drive and I want to get behind that wheel again real soon! **Michael Gilbert**

Robert Harris – New Albany, Indiana



Robert Harris – New Albany, Indiana (con't)

I grew up in the small Virginia town of Appalachia, sixty miles from Bristol, Tennessee. My father was a Studebaker salesman for eight years, then part owner of a Pontiac, Olds and GMC dealership for twenty-seven years. During the late 70's, the coal fields in Virginia began to close down and car sales dropped. Dad closed shop in the early 80's.

I received a letter from my Uncle Sam telling me that he was going to pay for my travels overseas for the next three years, but he never told me I was going to have to walk through the jungles of Vietnam. After Vietnam, I became a chaplain's assistant. After I completed my three years of military service, I attended Christian Theological Seminary on the Butler Campus in Indianapolis, Indiana and then served congregations with the Christian Church (Disciples of Christ) for 40 years.

My wife, Mary, was born in Kentucky. Her family moved to Chicago when she was four and moved again to Gas City, Indiana when she was ten. Her father was employed at the General Motors Fisher Body plant in Marion, Indiana for 40 years. Mary graduated from Ball State with a Master's Degree in elementary education, specializing in teaching reading. She taught school for 30 years.

We currently live in New Albany, Indiana, and our two sons and grandson live nearby. I have been a member of POCI since 2007. More importantly, my wife and I just celebrated out 53rd anniversary. We enjoy traveling, serving our local congregation, and helping with disaster relief. We both serve our local food bank. Oh, and believe it or not, we do find time to enjoy our Pontiacs, a beautiful 1972 Grand Ville convertible and a brilliant red 1988 Fiero! Best regards, **Robert Harris**

Jack Henderson – Garrett, Indiana

From the time when I was a little boy, I have always been a car nut. I remember playing with my Match Box and Hot Wheels cars and thinking that I would have some really cool cars someday when I grew up. As I got older, I began to assemble model cars, and while I was building them, I dreamed that I might have a beautiful classic car of my own.

For some reason, I have always liked "Pontiac styling" more despite the fact that my parents always owned drove Oldsmobiles. We were an Olds family, plain and simple; and yet all my aunts and uncles drove other GM products too. Once when I was at a family party, one of my cousins arrived in a 1964 Black GTO. I was only five years old but I fell in love with that car right there and then. Ever since, I've appreciated Pontiacs deeply and I have been blessed over time to acquire three special Ponchos; Polly, Penny & Ruby.



Jack Henderson – Garrett, Indiana (con't)

I bought Penny (a 1964 Tempest Convertible) in April, 2023. My wife and I found her on Craigslist in Georgia. We drove down and picked her up with a trailer. She needed a little work so I rebuilt the suspension and upgraded the car to power disc brakes with a dual-circuit master cylinder. There have been some other issues too but I bought her as a fixer upper and she is almost ready for the road. And oh, by the way, she is powered by a 215ci 6-cylinder that is mostly original.

Ruby is a 1993 Firebird Formula 350 LT1. She is a low milage car that we found at a gas station just driving by. We stopped and looked her over. The price was right and we brought her home the next day. My wife really enjoys driving her. Let me tell you ... she is both fast and fun to drive.

Polly is a 1964 Lemans with a 326. We purchased her 12 years ago and I have been upgrading her over the years. The interior has a new head liner and new seat covers. I added a 1966 3.23 posi rear end, front tubular suspension and power disc brakes. She will also be getting a new 1968 HO 400 and a 700R4 transmission this fall.

We look forward to meeting everyone in the club!

Jack & Susan Henderson

Jack Latham – Terre Haute, Indiana



Hello, my name is Jack Latham. I was born, raised and schooled in Terre Haute, Indiana. While I was in high school, I got to work one summer in Detroit and bought a 1963 Pontiac Grand Prix with a 389 4-speed (just like the one in the included photo).

I graduated from ISU. I began a family here but in 1982, we moved to Illinois, then to Florida, then to Ohio, and then back to Illinois (at least that was closer to Indiana than Florida). At some point I sold the '63 GP but I must have missed the car a lot because five years ago, I bought another 1963 Grand Prix that looked just like that one except this car had a 421 Tri-Power HO motor combined with a 4-speed. Eventually, in 2022, I

Jack Latham– Terre Haute, Indiana (con't)

I recently bought Penny (a 1964 Tempest Convertible) in April, 2023. My wife and I found her on Craigslist in Georgia. We drove down and picked her up with a trailer. She needed a little work so I rebuilt the suspension and upgraded the car to power disc brakes with a dual-circuit master cylinder. There have been some other issues too but I bought her as a fixer upper and she is almost ready for the road. And oh, by the way, she is powered by a 215 6 cylinder that is mostly original.

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We look forward to meeting everyone in the club! **Jack and Susan Henderson**

Scott Pavey – Russiaville, Indiana



Call it what you want but Scott Pavey has a 1995 Bonneville "Sedan Delivery Wagon" with 416,000 miles and lots of room to carry anything you want to swap meets and other events. Oh and the emblem on the grille says it was built by "BMW", which of course stands for Bonneville Motor Works.

Bonneville

Scott Pavey – Russiaville, Indiana (con't)

I've been deep in the collector car hobby for as long as I can remember, and of course it didn't hurt being brought up in a family attending car shows & swap meets and having many like-minded friends over the course of the last four or five decades. Photographing cars at shows, hoarding old car magazines, building and collecting model cars; all tend to enable one to recognize the make and model of just about any car out there, even the ones covered up in a backyard.

Fortunately, having vintage cars to drive on a daily basis has been my norm for many years. Most of those cars have been fairly maintenance free aside from the occasional water or fuel pump failure and regular maintenance. I discovered that you can "learn by doing" no matter how much you read about how to rebuild an engine and other daunting tasks that you take on for future projects. And having a few older experienced friends who have "been there and done that" more than once always helps when advice and reassurance is needed!

From a Pontiac standpoint, stretching a '95 Bonneville over 468,000 miles isn't something for everyone and the car has had its fair share of problems since I purchased it from a friend over 12 years ago with 130,000+ miles on it at the time. Still, the 3800 motor has never been apart other than replacing an external part or gasket once in a while. However, the transmission is not original to the car as of last year. I still drive the Bonneville hundreds of miles from home on occasion and I wouldn't hesitate to make a 1000+ mile round trip in it tomorrow. **Scott Pavey**

Donnie Bay – Kokomo, Indiana



In 2018, I purchased this 1997 Trans Am WS6 after going 15-years without having any kind of hobby car to play with. When I was a teenager, I owned several fourth gen F-bodies, mostly of the Pontiac variant. Back then, I always wanted a 6-speed car but could never seem to make it happen. Moving forward in time, I set out to find a WS6 car with the 6-speed tranny as a requirement. I found this particular Poncho in Muncie, Indiana. As a bonus, it included an extensive history stemming back into Arizona where it was originally purchased.

Donnie Bay – Kokomo, Indiana (con't)

As my love for high performance and “going faster” grew, I realized that the Bird’s original LT1 engine was not going to fill the bill. The ever so popular LS-swap trend was in full swing and I suspected that would be the ticket for me. The LT1 engine came out and a cammed 5.3-liter LS motor went in. At the time, the T56 (Tremec Magnum 6-speed) remained in place. It was a good setup overall, but after another year or so, I decided it was time to go faster still!

After a complete tear down, reconstruction began regarding what is now my current setup with a 364ci (6.0-liter LS) build, including a 0.625” lift camshaft with around 11:1 compression. Behind the powerplant is a TH-400 automatic transmission with a transbrake. Further downstream is a Ford 9” rear-end. The T/A is now equipped with full front and rear tubular suspension and coil-overs at all four corners. All fabrication front-to-back has been done in my personal one-car garage. To provide increased atmospheric pressure at the intake, my “fire-breathing” Firebird has an 85/96 turbocharger from VS Racing with custom fab’d hot and cold side plumbing. All of this is controlled via a Holley EFI system. This car conservatively makes about 1000hp and is a real thrill to drive. The dream of going faster has definitely been achieved. **Donnie Bay**

Welcome to all our “Newbies” and also to our returning members!

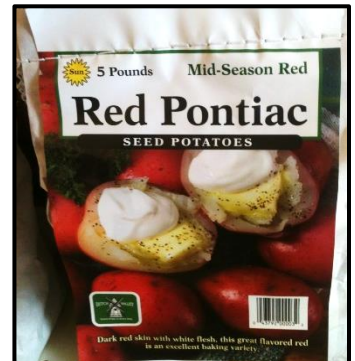
We are waiting for several more photo sets and stories that are still coming in. We plan to print whatever the rest of our club members provide in the new (4Q2023) newsletter. This will also include a majority of our existing members. Soon everybody will get a chance to meet the rest of the club. Stay tuned!!

Fields of Pontiacs:

This is NOT a hoax or a joke. I found these completely by accident in a nursery (left photo) and sent the pic out to several people to see if anyone had ever herd of Red Pontiac potatoes. Then Tim Dye said “Yep” and sent me the picture on the right.

So what next – Pontiac powered tractors???

Has anybody ever seen or heard of one of those? I’m waiting to hear from you if you have :->) MH



Marvelous Mystery Museum

by Bill Sanders

Thank you to the Indy GTO and Indy Firebird Clubs for inviting Marilee and me to join them on a visit to a private car collection in central Indiana. We cruised up to the location for a wonderful late morning or viewing outstanding cars, followed by lunch. It was great to meet new people and talk cars most of the day.

The owner of the collection asked to avoid social media with pictures, names, and location of the collection, but he did give me permission to share some pictures with our club members via the newsletter.

As you can see, this was an amazing collection. I must admit this was an ultimate man/family cave for hanging out and enjoying the cars, along with several other collections including bicycles, signs, furniture, porcelain, neon, clocks and many other fascinating objects.

Some of the most amazing cars in the place were a 1929 Duesenberg, a 1948 Tucker (yep, it was in the movie as well), a Packard, a vintage Cadillac, a LaSalle, and several other beautiful examples of automotive artwork. The collection seems to focus on vehicles from the WW2 era or just after, perhaps with just a couple of exceptions. You could feel the history in the room!

The owner shared stories on the origin of the collection, starting with his grandfather. While some of the cars were purchased, many of them were acquired through other classic car trades over the years. And all these cars are driven as far as I can tell. The Duesenberg was started up for us and it was an amazing sound – quiet pure power.

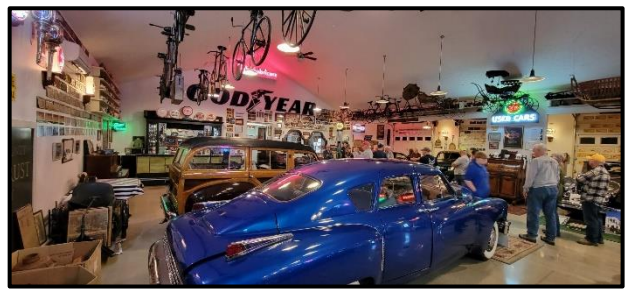
The collection was quite impressive, the owner was exceptionally friendly and accommodating, and our fellow car enthusiast attendees enjoyed every minute of the opportunity! Many thanks! **Bill Sanders**



Pontiacs line up on the a neighborhood street where the mystery museum is located



Front and center – a gorgeous Duesenberg like this one can take up a lot of garage floor space



The bright colors of automobilia and the blinding shine of the cars made this collection truly spectacular to experience

Jim Wangers – Poncho Leader Extraordinaire

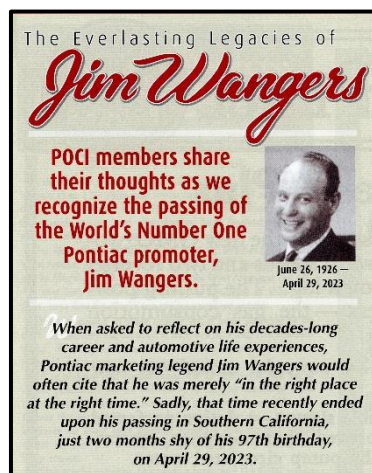
from multiple sources, including POCI's Smoke Signals, Mark Henderson, Scott Scheel and others

As many of you likely already know, Jim Wangers, the Godfather of the Pontiac GTO, passed away on 4/29/2023. Marketeer, Promoter, Advisor, Idea-Man, Drag Racer, Engineer, Vehicle Stylist, Friend, Mentor, Persuader ... if it had anything to do about cars and especially his beloved Pontiac brand, Jim usually knew how to explain it.

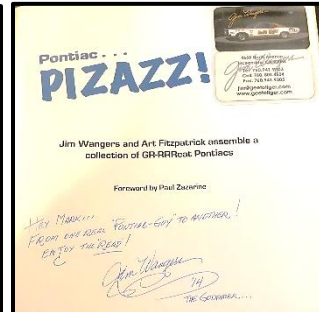
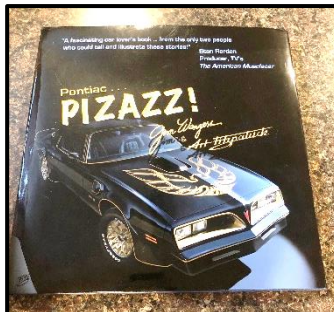
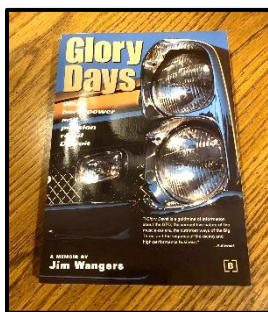
I've had the pleasure of meeting Jim twice. Once was at the 2009 POCI Co-Vention in Dayton, Ohio. He signed a couple of G-Tee-O dragster models for me and spent about 5 minutes talking "tech" with me when I told him I had a '69 Grand Prix SJ with a 4-speed manual tranny. My second chance to talk with Jim was up at the MCACN Show in Chicago in 2014. He was signing autographs left and right but volunteered almost 15 minutes share a little about his career and find out what I'd been up to. Five years later, he acted like he remembered me!! How the heck did he do that? It might have just been a marketing "trick of the trade" or maybe he had an photographic memory, or some other skillset that everybody else wishes they could have, but he was certainly a genius in his field and he obviously cared about his customer a great deal and about people in general. It was an honor to get to meet Jim. He will certainly be missed. **Mark H.**



July 2023 edition of POCI's Smoke Signals



Jim Wangers was onsite at the 2014 MCACN Show in Chicago, signing autographs for free and talking up a storm. Editor Mark got a couple of his Wangers-written Pontiac books autographed by the Poncho master himself. Talk about approachable and personable ... Wow!



HPOC Member Scott Scheel provided a heartfelt remembrance of Pontiac's great friend and mentor, Jim Wangers

I first met Jim in 2003 and purchased a signed copy of *Glory Days* at that time. Little did I know how much that book would contribute to my professional life very soon afterwards.

In 2004, I chose to leave my auto parts manufacturing company which was in Chapter 11, to become Marketing Director of a small wholesale performance parts distributor. I quickly realized that my position had been created and engineered to fail as a means to force the CEO of the parent company to give the local management free reign to do things "their way." Despite efforts to succeed and promote myself to parent-company executives, the locals had their ear and convinced them they weren't getting what they were paying for as long as I was there. Literally and figuratively, I held a key to the office but was never given the alarm code.

Having just read Wangers' memoir, I found a kindred spirit in him through his experience of being squeezed out of Pontiac as "a DeLorean guy" and becoming a target of the EPA as a Chevrolet dealer.

In Jim's book, he details how critical it is for young executives to adopt a "champion," someone above them in the organization (or profession) willing to mentor and support their professional growth and ascension. Living in a new town, struggling to deal with office politics I didn't understand against management determined for me to fail as a means to put "their" guy in, I desperately needed a compassionate mentor in my life.

I attended the 2004 Pontiacs In Pigeon Forge event where Jim graciously agreed to sit with me over lunch. I told him my story and asked if he would be willing to help connect me to his network of professionals within the automotive industry. Jim didn't hesitate to share names and contact information for decision-makers within General Motors, CMB Automotive Marketing and Gail & Rice. He reached out to them on my behalf and my calls were accepted and interviews scheduled.

That was a bright spot in an otherwise very bleak professional period for me and for my industry. GM was in no financial position to hire (2002 had seen GM's worst financial crisis to date, leading to the dismantling of Oldsmobile) and the

Great Recession was beginning to negatively impact the automotive industry at the time.

Yes, I did ultimately receive job offers, but moving to New York or Chicago at that time wasn't viable. My employment with the small W/D had ended badly as foreseen and I was selling new Pontiacs at a large Midwestern GM dealership until I found salaried employment with an aftermarket auto accessories manufacturer in August of 2005.

Jim didn't have to do any of that for a guy who simply showed up at a Pontiac event and talked his ear off. Maybe having read his book, my comments were intelligent enough that he made the connection between his experience and my own, or maybe that's just the kind of guy he was.

I'm fortunate that I've made a living working in an industry that nicely dovetails with my hobby. That stumble in 2004 led to a professional association with Jim that opened other doors in time with many other legendary figures in the Pontiac world — Bill Collins, Ben Harrison, Bill Porter and Herb Adams, to name a few. Those associations have led to my contribution of many stories and articles featured in *Smoke Signals*.

Today, I still work full-time in the automotive aftermarket, but my experience with Wangers nearly 20 years ago has helped me confidently navigate the downturns and setbacks of a global pandemic and the associated challenges. I'm finding that I am now championing those younger than me in my organization, and I relish that role as I know how important it is, thanks to Mr. Jim Wangers.

— Scott Scheel, Indianapolis, Indiana



Build a Better BOPC and “They Will Come”

write—ups provided by Mike Gerdes, President HPOC and James Smith, President Buick Club

photos by Mike Gerdes, James Smith, Deborah Lentz and the Caddy show team



June 3, 2023, was a beautiful although day for a great 2023 BOPC Car Show at Memorial Park in Lebanon, Indiana. By a rough count, perhaps 75 cars (+/-) participated in the annual Buick Oldsmobile Pontiac Cadillac Car (BOPC) Show, this year hosted by the Cadillac Club. The charity of the year was Honor Flight!

Memorial Park is a wonderful venue for the annual show with cars parked under the shade trees, which was very nice on a near 90-degree day. Categories for the popular vote show were Pre 1945, 1946-1959, 1960-1969, 1970-1984, 1985-1999, 2000 and newer plus Modifieds. There was also a Best in Show with Best Makes as well.

We had a few HPOC members attend – it was great seeing you there. Of note, Mike Richards won Best Modified with his 1973 Pontiac GTO and Mike Gerdes (yours truly) won Third Place 1960-1969 with his 1963 Pontiac Tempest.

This is always a fun event so if you didn't make it this year, try it next year. Memorial Park also has great facilities, playground equipment for the kids and a water park with snack bar, all of which comes in handy during a car show. Hope to see you there next year! **Mike Gerdes, Prez HPOC**



Build a Better BOPC and “They Will Come” ... (story continued from page 1

For the fourth year in a row, we were greeted by fantastic weather for this year's Buick-Olds-Pontiac-Cadillac show at Memorial Park in Lebanon. The Cadillac & LaSalle Club hosted this year's event, and they did a tremendous job of running a very tight show. There were 71 cars on the field, and some of the best-built cars ever produced by General Motors were on display.

Our thanks go out to the folks at Memorial Park and their manager, John Messenger. These people make this show go so smoothly and have all the amenities available to the participants. We will be hosting this show next year, and to have a venue like this is such a blessing.

The Buick Club had 23 entries this year, the top participant number in the show—Cadillac had 19 entries, Pontiac had 15, and Olds had 14, spread among all of the classes this year, including Modified. We had entries come from as far away as Detroit to be in attendance, and there was a great turnout in the Pre-War class again this year. Several very nice Riviervas, an Electra, several Roadmasters, and a host of GS coupes were on the field. Don Obermeyer brought the 1908 Model F to the delight of the crowd and gave rides to the public and the attendees of the show. Thank you, Don!

Jay Hodges brought two cars, a magnificent 1940 Series 80-C Limited (a CCCA Full Classic!), placed third in Pre-War, and was awarded Best Buick for his 1948 76-C Roadmaster. Walter Habeeb placed second in Class C for his 1963 Riviera, Steve Strawmayer placed third in Class D for his 1970 GS, Steve Henderson* placed third in Class E for his 1985 Cadillac Fleetwood and Roy Newby placed second in Class F for his 1998 Riviera. There was also a new award for Best Original Car that went to Matt Bono for his 1948 Cadillac Series 62, which was his grandfather's car—truly a magnificent specimen in untouched condition.

Editor's note (*): Steve Henderson is also an HPOC member, but we'll let him play with his Caddy too with no hard feelings. However, ask him about “Ol' Blue” whenever you get a chance. MH

Many thanks to all who put this show together, with a special note to Jim Smith and Donn Wray—the wizards of tabulation got all of the scoring done in less than 45 minutes! The proceeds of the show were donated to the Indy Honor Flight so that several of our beloved veterans can attend several ceremonies in Washington, DC, a very special gift to those who served. **James Smith, Assistant Director, Central Indiana Region Buick Club of America.**



Buick-Olds-Pontiac-Cadillac Car Show, Lebanon, IN, June 3rd, 2023

Show Awards

Class A—Pre-War 1942 & Earlier

Third Place	Jay Hodges 1940 Buick 80-C Limited
Second Place	Jim Smith 1939 Cadillac Sixty Special
First Place	Don Wray 1941 Cadillac Series 63

Class B—1946-1959

Third Place	Harold Glatz 1953 Pontiac Coupe
Second Place	Joe Alberts 1954 Cadillac Eldorado
First Place	Dave Battas 1955 Pontiac Chieftain

Class C—1960-1969

Third Place	Mike Gerdes 1963 Pontiac Tempest
Second Place	Walt Habeeb 1963 Buick Riviera
First Place	Kenny Lentz 1964 Bonneville Wagon

Class D—1970-1979

Third Place	Steve Strawmayer 1970 Buick GS
Second Place	John Cosgrove 1975 Olds Delta 88
First Place	Rob Jakes 1970 Olds Cutlass

Class E—1980-1994

Third Place	Steve Henderson 1985 Cadillac Fltwood
Second Place	Lars Kneller 1997 Cadillac Fleetwood
First Place	Michael Fellenzer 1993 Cadillac Coupe de Ville

Class F—1995-Present

Third Place	Bill Reedy 2006 Cadillac DTS
Second Place	Roy Newby 1998 Buick Riviera
First Place	Gary Wiltermood 1998 Pontiac Trans Am

Class G—All Modified

Third Place	none
Second Place	none
First Place	Mike Richards 1973 Pontiac GTO

Best Buick	Jay Hodges	1948 Buick Roadmaster 76-C
Best Oldsmobile	Terry Lamey	1984 Hurst Olds
Best Pontiac	Lawrence Eleftheri	2009 Pontiac Solstice GXP
Best Cadillac	Tom Beale	1931 Cadillac Phaeton

Best Original	Matt Bono	1948 Cadillac Series 62
Best of Show	Claude Willis	2006 Cadillac XLR

Note: The Buick-Olds-Pontiac-Cadillac (BOPC) show is an annual program; sponsorship rotates from the Pontiac club to the Cadillac folks to the Buick boys, year-to-year.

HPOC sponsored the show in 2022. The Cadillac folks were the sponsors this year. The Buick boys will sponsor the program in 2024, and then we will all cycle through once more.

In general, each program has a charity that benefits from any proceeds above and beyond costs incurred to put each show on. Last year, HPOC chose The Boys and Girls Club. This year, the Caddy guys selected the Indy Honor Flight as their recipient.

Oldsmobile participation has been increasing significantly since we moved the show to Memorial Park. If anyone knows of an official "Oldsmobile Club" that we can contact, please touch base with Mike Gerdes or Mark Henderson from HPOC! Our contact info is included on the last page of this newsletter.

**IGTOA/IFC's Big, Huge, Monstrous (insert extra synonyms as desired)
Open Car Show was, well ... Huge!!!!**

Summary provided by Jeff Cleland (IGTOA Co-chair car show committee).

Photos from various Pontiac-related sources.

My personal thanks to each of our members and their families for putting on our very best car show on Saturday, June 11th, 2023. After months of planning, advertising, securing donations and sponsors, etc, everything boiled down to the final setup in the American Legion's field and fine tuning the last minute preparations for the show. **We had a record 203 vehicles from a T-bucket to a Ferrari and everything between.** I believe record funds were generated for our Elysian and HVAF donation. More to come soon.

Addendum (as of 7/25/2023) - The show was our best ever at this location!! Biggest car count and raised the most funds ever for our charities. **Thanks to everyone's hard work the IFC and IGTOA are able to donate \$3,850 to each charity (Elysians and HVAF)!!**

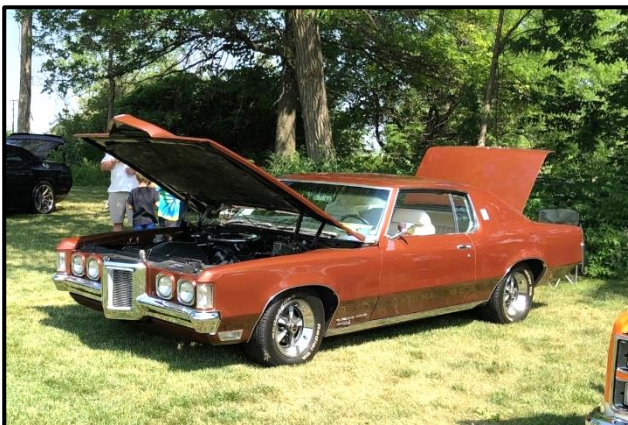
Thanks again and see you next year when we go for 250 show vehicles!

Jeff Cleland – Co-Chair, Car Show Committee

Editor's Note: During my walk-arounds at the show, I counted and photographed 47 Ponchos in attendance; that's almost 25% of the total vehicles present. Nice job Pontiac People!!! **MH**



Corky Cordell and his son brought their pair of 'Birds to the show – I wonder if they raced 'em home



Your editor's 1969 Grand Prix SJ made its first "long" trip (Kokomo to Carmel and back) with the new EFI, but more to come there next issue



Nathan and Kristin Dinges and their 1956 Chieftain Catalina (see their story in the "Newbie" section)

IGTOA/IFC's Big, Huge, Monstrous Open Car Show ... (story continued from page 30)

These photos represent about a third of the field and it was certainly packed with "everything"



Hoosier "Goats" and "Fire Chickens" of every flavor were well represented at this benefit show



The beauty of an open car show is that you never know what you're going to see and there can literally be a little bit of everything (brands, models, years, etc)

IGTOA



IFC

From the Driver's Seat:

It's weird getting my picture in here twice now, once for the VP column and once for the Editor's column. I actually had some decent technical materials that I was going to include but I'm saving those for the 4Q2023 newsletter. The one tech-related piece of info that I will share now is that we're getting closer to figuring out what's gone bonkers with the new EFI system in our GP. I'm a little torqued that I didn't get to make it up to Norwalk this year but I'm hopeful that we'll have everything running properly again in the next couple of weeks. Things are "better", but because we're dealing with FUEL and FLAMES then we're going to get it absolutely right, for safety's sake. More to come.



I am really pleased with the great response to our initial membership drive and I certainly appreciate all the help from the main POCI office. I think we're planning to send out one more open invitation to Hoosier POCI members and see if we can get some additional bites. All of you are encouraged to talk with your personal Poncho tribes and see if they might be interested in joining HPOC. Once we have a substantial membership base (and we're much better off now than we were before), then we're going to start working on organizing at least one get together for this year so we can get to know each other better. It may be difficult to do this statewide in one shot; we may have to section up Indiana the first time through (e.g. maybe north, central and/or south) to make something work, but we're scratching our heads and thinking about it. YOUR suggestions for a site, a show or an event, maybe somewhere between now and early October, would really be appreciated. If you've got an idea of how/where we can meet, please let Mike G and I know ASAP!

HPOC is not specific to any one model within the Pontiac or Oakland brands; it is more like a "mini-me" (remember the Austin Powers movies?) vs the all powerful "POCI". We've got EVERYTHING in this club, from a 1919 Oakland to a 2009 G8 GXP, LeMans vs GTOs, 1967 Firebirds vs 2002 Trans Ams, Bonneville's, Catalinas, Chieftains, Fieros, Grand Ams, Grand Prix's, Soltices, Starchiefs, Streamliners, Tempests, Torpedos, racecars, street cars, etc, etc, etc. Oh and don't forget straight stock vehicles vs concourse restorations vs. substantially modified Pontiacs. We're kind of like a melting pot of all the different Poncho blends, and it seems to work pretty well, even better now that we're in a growth mode again.

When options come up for shows and events and possible get togethers or even meetings, we're not going to wait for the next newsletter to advertise. We're going to try to follow the IGTAA's proven communication technique for letting members know what's coming up in real time via emails, the website, etc, and perhaps asking for occasional help/support. **Meanwhile, we have one basic question right now for everyone ... Would you like or prefer a booklet (electronic or paper form) with basic member contact info (phone # and email) so you can easily talk touch base with one another? Remember the old "White Pages"? Please send an answer to that question to Mike Gerdes at mgerdes737@gmail.com and Mark Henderson at doodle1701@gmail.com. We're looking for a 'YES' or 'NO' answer, maybe with some comments included.** Otherwise go enjoy your classic Pontiacs ... Get out there soon and **Go Exercise the Go Pedal** !!! All the best, MH

Every Saturday Night Cruise-In



Presented by Central Indiana Vintage Vehicles

Noblesville—Historic Hamilton County Courthouse Square

Unofficially begins at 1:30pm

Unofficially ends when the last car leaves

Arrive early to get the best spots

Restaurants and Shops available

Parallel and diagonal parking available on all sides of the Square

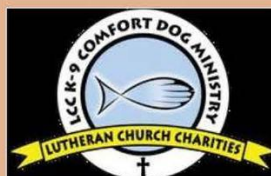
Questions—call Dave @ 317/432-3089

**32ND ANNUAL
Indian Uprising
FALL PONTIAC
WEEKEND**

2023
August 11th, 12th & 13th
Holiday Inn in Crystal Lake, IL

Proceeds from this year's event are donated to:

Brought to you by:



Friends for
Therapeutic
Equine Activities



Humanitarian
Service Project

OVER 500 PONTIACS EXPECTED

About This Extraordinary Event

Proceeds From the Indian Uprising Benefit our Children, Adult & Senior Charities

The Indian Uprising All Pontiac Weekend is now in its 32nd year. Our three day event is located at the Crystal Lake Holiday Inn. The Indian Uprising is now considered to be one of the largest and highest quality shows in the Pontiac end of the hobby, drawing over 500 Pontiacs annually with thousands of spectators. *The Cruisin' Tigers have donated proceeds from The Indian Uprising, totaling over \$100,000, to children, adult and senior charities.*

Vehicle Pre-Registration

Register via mail or online at www.CruisinTigers.com

Name: _____ Phone: (____) _____ Email: _____

Address: _____ City: _____ State: _____ Zip: _____

Vehicle Year: _____ Model: _____ Color: _____

Car Club Affiliation (if any): _____

Body Style (circle one): Hard Top | Convertible | Post | 4-Door | Station Wagon | Other: _____

Outdoor Show Field Registration (for 3-days): \$ 30.00

Charity Donation (not required but very much appreciated) Donation Amount: \$ _____

Total Paid: \$ _____

PRE-REGISTRATION CLOSES JULY 21

Pre-registration Details

Payable To: The Cruisin' Tigers

Mail Form & Check To: The Cruisin' Tigers, P.O. Box 2712, Orland Park, IL 60462

Vendor Pre-Registration

Name: _____ Phone: (____) _____ Email: _____

Address: _____ City: _____ State: _____ Zip: _____

Description Of Items to be Sold: _____

Please Reserve _____ 10' x 20' Spaces For Me

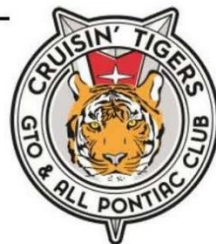
Retail Vendors - \$50.00 (per 10' x 20' space, at show center)

Swap Vendors - \$10.00 (selling only NOS & used items)

Vendor Registration Details

Payable To: The Cruisin' Tigers

Mail Form & Check To: Janet Lupo, 2962 Talaga Drive, Algonquin, IL 60102



Show Hours:

Friday:	11:00 - 4:00	Move-in & Set-up
Saturday:	8:00 - 4:00	Live Band - 5:00 pm
Sunday:	8:00 - 4:00	Awards - 3:00 pm

Show Location:

Crystal Lake Holiday Inn
800 S. Illinois Route 31, Crystal Lake, IL 60014
(815) 477-7000

CENTRAL INDIANA CHAPTER BUICK CLUB OF AMERICA

PRESENTS THE 18th Annual Stoops Buick/GMC Car Show

1251 Quaker Boulevard, Plainfield, IN, 46158

Saturday, August 12th, 2023

REGISTRATION 9:00 – 11:30 JUDGING 12:00 – 1:30 AWARDS @ 3:00

Stoops Buick/GMC and the Central Indiana Chapter of the Buick Club of America invites you to attend our 18th Annual Car Show at Stoops Buick/GMC in Plainfield, IN.

The dealership has requested that this year's show will include all of GM's premier divisions—Buick, Oldsmobile, Pontiac, and Cadillac as well as GMC trucks. If you own a Buick, Olds, Pontiac, Cadillac, or GMC, this is the opportunity to be on display with some of the finest automobiles ever manufactured by General Motors. We anticipate that this will be a highly attended show with some magnificent cars on display

CLASSES

A--Pre-War
B--1946-1959
C--1960-1969
D--1970-1979

E--1980-1994
F--1995-Present
G--All Modified
H--GMC 1912-1970

All Buick, Marquette, Oldsmobile, Viking, Pontiac, Oakland, Cadillac and LaSalle Models

All GMC Trucks 1912-1970

1st, 2nd, 3rd Place Awards in each class, Best of Show, plus:

Best Buick or Marquette
Best Oldsmobile or Viking
Best Pontiac or Oakland
Best Cadillac or LaSalle

*Some things are
personal,
indeed...*

Contact: **Jim Smith** at 317-847-5565 or at jjsmith3739@gmail.com

ENTRY FORM

Make checks payable to **Central Indiana B.C.A.**

Send check and entry form to **Jim Smith/CIBCA**, 14072 Staghorn Drive, Carmel, IN 46032

\$20 advance entry, **\$15** each additional car until August 4. **\$20** per car day of show.

Name _____

Address _____ Phone _____

Email address _____

Car Year _____ Make/Model _____ Style _____ Class _____

Car Year _____ Make/Model _____ Style _____ Class _____

Car Year _____ Make/Model _____ Style _____ Class _____



Rain or ShineRain or Shine

38th Annual TRANS AM NATIONALS August 25-27, 2023

Held at the Holiday Inn and Homewood Suites Dayton/Fairborn, OH

ALL FIREBIRD MODELS ARE WELCOME: SPRINT, H.O., ESPRIT, FORMULA, TRANS AM, S/E, GTA & FIREHAWKS



Photo taken by Duane Van Duser

Hosted by the Trans Am Club of America, Dayton Chapter, Inc.
Show website: <http://www.tanationals.org>

- First 450 entrants receive Dash Plaque, Hat Pin, Koozie & Pen
- 516 Total entries in 2022
- Appearances & seminars by GM/Pontiac Designers, Engineers, Executives & Historians
- Vendors for Hats, Shirts, Car parts, Car care items and MORE!!!!
- Music, food & FUN!
- Work-in-Progress/Driver class
- Concours Classes 1967-1992
- Judging - Sat. & Sun.
- Mini-Nationals
- 50/50 Drawing, Silent & Live auctions

Proceeds go to A Special Wish Foundation, Inc.



Pre-Entry Fee \$55.00 & \$57.00 (Includes T-Shirt & Hat Pin)* ...MUST be postmarked by 7/31/2023
Weekend of Show \$55.00 (No T-Shirt) **Sunday Only \$45.00** (No Pre-Entry for Sunday Only entrants)
 *\$55.00 pre-entry fee covers T-shirt sizes S to XL. For 2XL, 3XL & 4XL shirts, Pre-Entry price is \$57.00

2023 Trans Am Nationals Car Show Registration Form

Mail Check or Money Order payable to: Trans Am Club of America - Cheryl Minor, 8909 Tripoli Dr. Cincinnati, OH 45251

Name: _____ Phone: _____ Email: _____

Address: _____ City: _____ State: _____ Zip: _____

Vehicle Year: _____ Color: _____ Model: _____ Club Affiliation: _____

Car License #: _____ Trailer License #: _____ **FREE** T-shirt (check one) **\$55** ☐ S ☐ M ☐ L ☐ XL \$ _____

Do Not Judge (optional for the 30 judged classes) ☐ DNJ **\$57** ☐ 2X ☐ 3X ☐ 4X \$ _____

Work In Progress/Driver (separate non-judged) ☐ WIP \$ _____

Extra Participant T-shirts **\$20.00** each sizes: S _____ M _____ L _____ XL _____ \$ _____

\$22.00 each sizes: 2XL _____ 3XL _____ 4XL _____ \$ _____

Enter total from Tipp City registration form: \$ _____

Trans Am Club of America, Dayton Chapter, Inc., Holiday Inn, State of Ohio and the City of Fairborn are not responsible for accidents or loss as a result of this car show and/or associated events & activities.

TOTAL ENCLOSED \$ _____

SIGNATURE (required): _____ **U.S. Currency Only, Please**

Last Revised 12/22

2023 Trans Am Nationals Vendor Registration Form

Mail Check or Money Order payable to: Trans Am Club of America - Dale Henderson, 1075 Knowles Rd., Flomaton, AL, 36441
Phone: 251-538-7925

Name: _____ Phone: _____ Email: _____

Address: _____ City: _____ State: _____ Zip: _____

Business name: _____ Items you are selling: _____

Car License #: _____ Trailer License #: _____ Date of arrival: _____

Number of 17x27' Spaces needed: _____ x **\$75.00** each = **TOTAL ENCLOSED \$** _____

(17' deep by 27' long approx.)

U.S. Currency Only, Please

Trans Am Club of America, Dayton Chapter, Inc., Holiday Inn, State of Ohio, and the City of Fairborn are not responsible for accidents or loss as a result of this car show and/or associated events & activities.

SIGNATURE of Vendor/Owner (required): _____

Show Times:

Friday August 25th

Reg: 10:00 am - Noon, 12:30 pm - 4:30 pm
Tech Line: 10:30 am - Noon, 12:30 pm - 5:00 pm
Vendor Set-up: 7:00 am
Swap Meet: 10 am - 5:00 pm
Silent Auction: 10:00 am - Noon, 12:30 pm - 4:00 pm

Saturday August 26th

Reg: 9:00 am - Noon, 1:30 pm - 3:30 pm
Tech Line: 9:00 am - Noon, 1:30 - 4:00 pm
Judging Seminar: 9:00 am (participants)
Swap Meet: 9:00 am - 4:00 pm
Show: 10:00 am - 4:00 pm
Mini Nats: 9:00 am - 2:30 pm
Judging: 10:00 am - 3:30 pm
Silent Auction: 9:00 am - Noon, 1:30 pm - 3:30 pm

Sunday August 27th

Reg: 8:00 am - 10:00 am
Mini Nats: 9:00 am - 11:00 am
Tech Line: 8:30 am - 10:30 am
Swap Meet: 8:00 am - ??
Silent Auction: 8:00 am - 11:00 am
Show: 9:00 am - 3:00 pm
Judging: 9:00 am - Noon
Live Auction: Noon
Award Presentation: 3:00 pm (Approximately)

**** All cars will park in Classes on Saturday and Sunday (NO EXCEPTIONS) ****

**** ALL TIMES LISTED ABOVE ARE OHIO TIMES (Eastern Daylight Time) ****

Open to the Public - Spectators Free

For General Information: Jerry Minor: 513-202-1212 or Bev Zellers: 937-698-3200

For Vendor Information: Dale Henderson: 251-538-7925

For Registration Information: Cheryl Minor: 513-202-1212

HOTEL RESERVATIONS

You can call the Holiday Inn Dayton/Fairborn 2800 Presidential Dr., Fairborn locally at: 937-426-7800 and be sure to reference "Trans Am Nationals" to receive rate at \$144 per night or Hampton Inn at: 937-429-5505 and reference "Trans Am Nationals" to receive a rate of \$132 per night

Note: Early cancellation penalties apply - see hotels for specifics.

OUR MAJOR SPONSORS

Holiday Inn Dayton/Fairborn
Phoenix Graphix
Chevrolet Of Troy
Year One

Ames Performance Engineering
Firebird Central
Restore a Muscle Car
The Bandit Run
National Parts Depot

Greene County Convention
& Visitors Bureau
City of Fairborn
TCA Graphics
Second Gen Graveyard

There are 31 show classes for 2023. Please see the website or call for specifics. Awards will be given in all classes. In addition, there will be Best of Show, Holiday Inn Choice, Green County Choice, and Special Wish Choice. Show officials reserve the right to determine class and classes are subject to change due to number of entries. ALL cars must be driven into their assigned classes on Saturday and Sunday for judging & ALL decisions are final. **NO GLASS BOTTLES OR CONTAINERS.** For the Safety of guests, participants, and cars, we cannot allow canopies, tents, or pop-up shades of any kind in any show areas. Please no large displays around or under your car including trophies or mirrors. No truck or back-up vehicles of any kind allowed in any of the show areas. No golf carts allowed except those used by show staff. No scooters unless they are properly licensed. Absolutely NO cooking will be allowed in any show areas. With respect to your fellow participants and spectators we ask that you do not move your cars from show areas or load cars on trailers until after awards on Sunday. Due to tie breakers or *Best of Show* pick, the judges may need to return to your car for a second look. The purpose of the Trans Am Nationals is to provide a forum for Firebird enthusiasts to meet, display their cars, share ideas, and to enjoy the camaraderie of fellow Pontiac F-body owners. **ENJOY THE SHOW!**

Cruise Indy Car Show & Car Cruise

Saturday, August 26, 2023

7:30am - 1:00pm

PROCEEDS BENEFIT FOLDS OF HONOR

Location: Indiana Spine Group

13225 N. Meridian, Carmel, IN 46032

For more information or to register your vehicle: www.CruiseIndy.com

New for 2023

Only register if you would like your vehicle judged; otherwise just bring your vehicle to show.

The cruise will begin at the Cars & Coffee location that morning, 8am - 10am;

Meridian Mark 1, 11611 N. Meridian, Carmel, IN



FOLDS of HONOR

YEAR OF THE
SUPERCHARGED
CAR 2023

SUPER-CHARGED

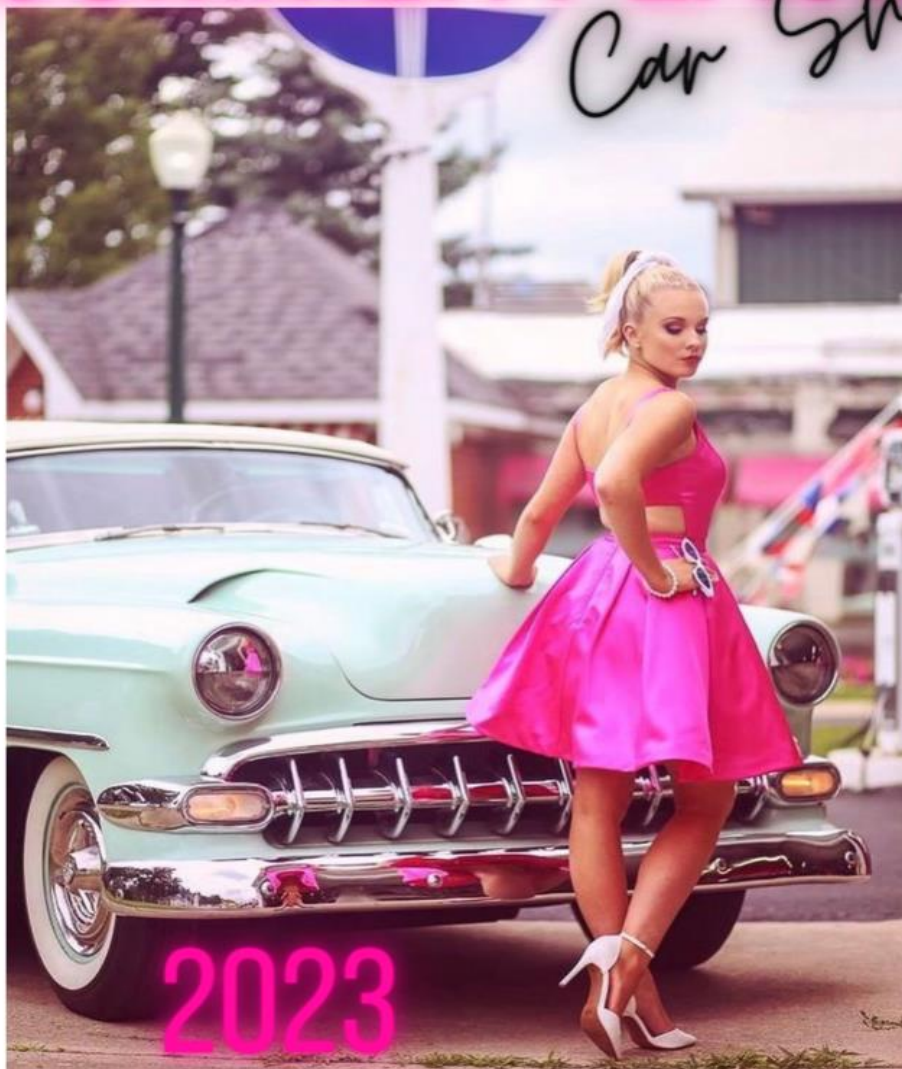
AUBURN

WORLD'S GREATEST CLASSIC CAR SHOW & FESTIVAL

ACD Festival, Auburn, Indiana, 8/31/2023 – 9/3/2023

SUMMER PLACE

Car Show



ADMISSION \$5 KIDS 8 & UNDER ARE FREE \$25 ENTRY FEE FOR CAR SHOW
 FOR ALL THE DETAILS...PRE-REGISTRATION & DINER TICKETS
 GO TO **ASUMMERPLACE.ORG**

1ST 50 PRE-REGISTRATIONS FOR CAR SHOW ENTRANTS WILL RECEIVE A SPECIAL SWAG BAG. CAR SHOW PRE-REGISTRATION DEADLINE IS AUGUST 26, 2023

SEPTEMBER 2 10AM-3:30PM

4190 NORTH STATE ROAD 19, SHARPSVILLE, IN 46068

PRE-PURCHASE TICKETS FOR ANGEL'S DINER
FOOD TRUCKS WILL ALSO BE AVAILABLE

LIVE PERFORMANCES BY:
 ROY CARTER 10-12 & REMINISCENCE BAND 12-3

Artomobilia 2023



More About Artomobilia 2023

ARTOMOBILIA features a distinct gathering of recognized artists, collector cars, and automotive enthusiasts showcased on the streets of the Carmel Arts & Design District.

Featuring nearly 500 enthusiast and collector cars, the Artomobilia boasts one of the most eclectic gatherings of original, period-correct cars, including Supercar, Exotic, Sports Car, Classics, Racers, Historically Preserved and more. There is something for everyone at ARTOMOBILIA.

Free to the public.

Date & Time

September 9, 2023

11:00am - 5:00pm

Location

Carmel Arts & Design District
E Main St & N Rangeline Rd
Carmel, IN 46032

Social Media



For Technical Assistance, Contact:

(234) 400-0068

The James Dean Museum & 9th Street Gang Car Club Present:



**September
22, 23, 24,
2023**
**PlayAcres
Park**
300 E Madison St
Fairmount, IN

the 44th Annual
**JAMES
DEAN
Run**

1979 and OLDER or Radical
Awards Each Day

\$500 Cash Drawing on Saturday
For ALL Entries (Must be present to win)
Dash Plaques to 1st 1600 Entries

Kustom Korral
Kooool Kustoms!!

Registration:

Friday

9:00 am to 5:45 pm

Saturday

8:00 am to 5:45 pm

Sunday

8:00 am to noon

Friday
Biff and the Cruisers

Saturday
The Moon Cats

Mr. D.J. & Company-Francis Simmons

MERC Corral

Top 20 Merc Awards and 3-\$100.00 Cash Drawings
Entry Info: 765-243-1274 shoman4000@yahoo.com
Online pre-entry at www.thejamesdeanmuseum.com
Pre-Entry Confirmations mailed after 8/01/2023



11th Annual
Mopar Corral
By **MIKE ANDERSON**
MARION



Thank You Over \$139,000 donated to Local Charities and PlayAcres Park

----- **OFFICIAL ENTRY APPLICATION** -----

PRE-ENTRY ENDS SEPTEMBER 1, 2023 — PRE-ENTRY \$25.00 (ADD \$3.00 for XX & Larger) — Gate Fee \$25.00 (No T-Shirt)
\$500.00 CASH DRAWING FOR PRE-ENTRIES (need not be present to win)

Please Print Name _____ Phone _____ Date _____

Address _____ City _____ State _____ Zip _____

Email _____ Circle Shirt Size: S M L XL XX XXX XXXX
ADD \$3.00 for XX & Larger

Year of Vehicle _____ (Pre1980) Make _____ Model _____

PLEASE READ AND SIGN

Complete and mail with CHECK or MONEY ORDER to: **JAMES DEAN RUN, PO Box 13, Fairmount, IN 46928**. A confirmation of entry and official entry number will be mailed after August 1.
Window card must be affixed to windshield.

ENTRY AND RELEASE: In consideration of this entry, all entrants must agree to permit the "JAMES DEAN RUN" the use of their names and pictures, including their vehicle, for publicity, advertising and commercial purposes (including: newspaper, radio and television) before, during and after the event and do hereby relinquish any rights whatsoever to any photos taken in connection with the event and give permission to publish, sell or otherwise dispose of said photographs. All publicity and advertising rights are reserved by the "JAMES DEAN RUN, in Fairmount, IN.

LIABILITY: In consideration of the acceptance of the right to participate and spectators, by execution of this entry form, RELEASE and DISCHARGE 9th Street Gang Car Club, Inc., Fairmount Historical Museum, Inc., "JAMES DEAN RUN", Madison-Grant United School Corporation, Town of Fairmount, and their officers, directors, employees, agents, representatives, servants and anyone else connected with management or Representation of the Tour of and from any and all known and unknown damages, injuries, losses, judgments and/or claims from any cause whatsoever that may be suffered by any entrant to his person or property. Further, each entrant expressly agrees to indemnify all of the foregoing entities, forms, persons and bodies of and from any and all liability occasioned or resulting from the conduct of entrants or any participant assisting or cooperating with entrant under the direction of control of the entrant. We reserve the right to refuse any entry.

Signature of Entrant (and Guardian if under 18) _____

Signature of Other Entrants _____

DUCKTAIL Run

Rod & Custom Show

A James Dean Weekend
In Grant County



**September
21-22-23-24, 2023
Gas City, Indiana
Eugene Linn Memorial Park
(Gas City Park)**

1972 & OLDER ONLY

Thousands of cars and thousands of people! Many people say it is "the best show they have ever attended." The show takes place in the beautiful Eugene Linn Memorial Park in Gas City, Indiana.

Ducktail Run is a family event beginning with the Early Duck Cruise-In on Thursday, live entertainment on Friday and Saturday night, and our famous Flamethrowing Contest at dusk on Saturday. Love festival food? You won't be disappointed!

Need a car part or a new whirlingig? There are hundreds of swap, commercial, and craft vendors. Come early and stay late. Spend the weekend with friends. Make memories. Wear your walking shoes—it is the perfect end to the car show season!

All registered cars must be 1972 or older, unless the vehicle is chopped, channeled, sectioned, or tubbed and has a custom appearance. Post 1972 entries must include a picture with registration and be approved. These vehicles will only be judged in the "radical custom" class. No semi-trucks, military vehicles, or buses unless pre-approved by the Ducktail Committee.

The registration fee for car entries is \$35 for the entire weekend and you can come and go as you please. There is no cost for spectators. See you in September!

EARLY DUCK

OPEN Cruise In

September 21, 2023

Mississinewa High School

5-9pm

Gas City, IN

** Dash Plaques & Awards **

Voted Grant County's "BEST FESTIVAL"

www.ducktailrun.com or on Facebook

TO: DUCKTAIL Run
P.O. Box 305
Gas City, Indiana 46933

OFFICIAL ENTRY

PRE-ENTRY ENDS SEPT. 1st - NO EXCEPTIONS
MUST BE POSTMARKED BY SEPT. 1st
PRE-ENTRY FEE \$35.00
FREE T-SHIRT WITH PRE-ENTRY
GATE FEE \$35.00 WEEKEND OF SHOW / NO T-SHIRT

Name

Wanted and/or For Sale: Don't forget – Ads in *Chiefly Pontiac* are a free benefit for HPOC members

For Sale: 1932 Pontiac V8 Sport Coupe



- Fully restored, professionally maintained
- Lovingly driven and enjoyed
- Multiple award-winner including national level recognition
- Multiple wins in class at annual Newport Hill Climb events
- Asking \$120K OBO, Sale includes enclosed trailer and 60+ years of documentation
- Offered by Larry Shepherd, Lebanon, IN. Please call 765-482-1452 with any questions

For Sale: 1970 Pontiac Bonneville Convertible

- I'm going to put my yellow '70' Pontiac Bonneville Convertible up for sale, many reasons, including our age and commitments to family.
- The car runs great, drives great, and has 4 new tires and shocks
- The top is very good and works well.
- It was a one owner and has 91,000 miles or so.
- I knew the original owners.
- It needs the A/C worked on (we never use it) and the fuel gauge does not work.
- I'm thinking a firm \$10,500. Please call at 812-243-1932 if you are interested or have any questions. Thanks, Bill Thiel
- Email is Poetranger234@hotmail.com



New Members:

Please mail your registration form and dues check (made out to HPOC) to: Mike Gerdes, 923 Nature Lake Circle, Brownsburg, IN 46112

Membership Application – The Hoosier Pontiac-Oakland Club

The Hoosier Pontiac-Oakland Club, or HPOC, is an official chapter of the Pontiac-Oakland Club International (POCI). Chartered in January 1977, today we are truly a “Hoosier” based organization with members residing all around the state of Indiana as well as in other states as well.

The purpose of HPOC is to encourage the preservation and appreciation of Pontiac and Oakland automobiles. We also recognize the GMC brand and invite their owners to become a part of our group. Our goal is to provide and support activities aimed toward enjoyment of all of these fine vehicles.

HPOC generally holds semi-annual business meetings in the spring and in the fall (meeting locations may vary). Here we solicit ideas and try to plan lots of fun events. One example is an annual Buick-Olds-Pontiac-Cadillac (BOPC) show that takes place each June, which we co-sponsor with other car clubs. We always appreciate good ideas aimed at enjoyment of our cars, especially family activities and getting to know more great people within the hobby. We strive to make our association better and our club ever stronger over time.

Annual membership fees are due January 1st of each new year. Dues are just \$15.00* per year **OR** you may pay a special “one-time and-you’re-done” lifetime rate of \$100.00 and never pay HPOC dues again. This covers all members of your family and all of your Pontiacs, Oaklands, or GMCs.

- Membership includes a *free color electronic copy* of HPOC’s bi-monthly newsletter “Chiefly Pontiac”, sent to your email address. **NOTE:** Be sure to include your email address on the application form when you submit it.
- For those preferring their newsletters in hardcopy form, a black & white paper version is available to be mailed directly to your home. ***However, there is an extra \$5.00 annual charge for receiving hardcopies*** so please add the \$5.00 extra fee to your annual dues.
- As an added benefit, all HPOC members may advertise free in our newsletter, for whole cars, parts, services, etc.

We encourage new members to also become affiliated with POCI, but to join HPOC, just fill out the membership form below and mail it along with the necessary dues to HPOC’s interim treasurer (Mike Gerdes, 923 Nature Lake Circle, Brownsburg, Indiana 46112). **Please make all dues checks payable to HPOC or Hoosier Pontiac-Oakland Club.**

**2023 MEMBERSHIP APPLICATION or RENEWAL: HOOSIER PONTIAC-OAKLAND CLUB**

Check which category applies:

- ☐ Annual membership with electronic newsletters (\$15), or
☐ Annual membership with USPS-mailed newsletters (\$20), or
☐ Lifetime membership (\$100) – one time payment

NAME: _____

What Pontiacs, Oaklands and/or GMCs do you own?

ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

HOME PHONE: _____

CELL PHONE: _____

EMAIL ADDRESS: _____

POCI # (if avail) _____

Mail your registration form & dues check (made out to HPOC) to: Mike Gerdes, 923 Nature Lake Circle, Brownsburg, IN 46112

EVENT ANNOUNCEMENTS:

- ❖ 2023 Noblesville Weekly Cruise-in on the Square – every Saturday starting in **May*** thru ???
- ❖ 2023 Danville "First Friday" Cruise-In on the Square – first Friday each month, **May*** thru October
- ❖ 2023 Avon Weekly **Saturday cruise-ins*** at Lowes on US 36. Cars generally start gathering around 6PM.
- ❖ **Note(*) – Given residual COVID-19 concerns, please double-check event dates to see what's "real"**
- ❖ Warbirds Show at Grissom Air Museum – 8/5/2023, Peru, IN
- ❖ Indian Uprising – 8/11-8/13/2023, Crystal Lake, IL
- ❖ 8th Annual Stoops Buick/GMC Car Show – 8/12/2023, Plainfield, IN
- ❖ 23rd Annual Kunkel Cruise-In - 8/18-8/19/2023, Honeywell Center, Wabash, IN
- ❖ Trans Am Nationals – 8/25-8/27/2023, Holiday Inn, Fairborn, OH
- ❖ Folds of Honor Show and Cruise – 8/26/2023, Carmel, IN
- ❖ Auburn Cord Duesenberg Festival – 8/31-9/2/2023, Auburn, IN
- ❖ Summer Place Show – 9/2/2023, Sharpsville, IN
- ❖ Artomobilia – 9/9/2023, Carmel, IN
- ❖ Ducktail Run – 9/21 -9/24/2023, Gas City Park, Gas City, IN
- ❖ James Dean Run – 9/22-9/24/2023, Playacres Park, Fairmount, IN
- ❖ Muscle Car and Corvette Nationals – 11/18-11/19/2023, Stephens Convention Center, Rosemont, IL

**To contact your club officers:**

PREZ: MIKE GERDES 317-250-0722

mgerdes737@gmail.com

V. PREZ: MARK HENDERSON, 765-438-3322

doodle1701@gmail.com

SECRETARY: JIM CASASSA

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