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On the cover: Restoring any car can be a challenge but when you are refurbishing vintage American iron over in Sweden, it can be even more so. Yet Roger Frith was able to bring his 1969 OHC-6 powered LeMans back to its original glory. Jim Black's story and photos start on page 44.
The Cruisin' Tigers GTO “Indian Uprising” has become an annual homecoming for me and since I did not have to divide the weekend with the Ames Performance Pontiac Nationals this year. I rented a car and drove out by myself. I was able to spend the entire weekend there and ended up having a fantastic time.

A total of 453 cars showed up for the 2014 edition, which included the special 50th Anniversary celebration of the GTO on Sunday, with guest of honor Jim Wangers officiating the ceremony. Jim was also on hand with Robert Johnson to sign autographs, sell memorabilia and take part in the weekend's activities. Your editor was also fortunate to participate in a special collector car panel discussion headed up by Jim Mattison.

Chris Vegas accepted the Smoke Signals Editor’s Choice award for his spectacular 1966 421 Tri-Power Bonneville coupe, though it was a really tough choice, as there were so many deserving cars on the ground that day.

As always, the Cruisin' Tigers GTO Club has been very welcoming and I appreciate the hospitality they extend to me. Mark your calendars because the 25th Annual Uprising is coming soon—August 8-9, to be exact. This year, it will be across the street at the Pheasant Run Resort. Log onto cruisintigers.com for updates and information on how to join POCI’s specialty GTO Chapter.
More high-quality Pontiacs on display in the Expo Center. This is the premier summer Pontiac show in the Chicago area.

This '66 Tempest Custom Sprint two-door hardtop belongs to Overhead Cammers Chapter member Michael Sypien. It even has power windows—a great example of the breed.

Canadian Pontiacs are frequent sights at Midwest shows and Dave Kirkel's rare '58 Parisienne convertible looked great in turquoise. It features a 283 Chevy V-8 from the factory.

Jim Wangers addresses fans at the awards ceremony.

Matt Planning's 1964 Tempest Custom features a 215 cubic-inch six and was a recent feature car for Collectible Automobile Magazine. It looks great in Sunfire Red.
This shot gives you an idea of just how large the showfield in St. Charles is and in reality, there was a lot more to see.

Here is a rare one—Arnold and Barb Boris’ ’67 2+2 convertible features the 428 HO, 4-speed, power windows with power vent windows, power seat, power trunk release. It is unlikely you will find another one just like it.

One of the organizations benefitted at the Uprising is Friends for Therapeutic Equine Activities, a non-profit organization that provides therapeutic equestrian activities for people with disabilities. FTEA is unique in providing individualized horseback activities assisted by certified staff and trained volunteers for people of all ages who have a wide range of disabilities. Check them out at ftea.org.

It is pretty obvious that Pontiac designers knew what they were doing in the 1960s, as evidenced by Dan Grabowski’s ’63 Bonneville droptop. The 8-lugs are an elegant touch.

Late-model GTOs, both stock and modified, have been part of the Cruisin’ Tigers GTO Club since they were re-introduced and many owners have both new and old versions.
Shirley and Eric Carlsen’s ’72 Grand Prix was a standout example with its eye-grabbing color combo and white-wall-shod Rally II wheels.

With its white paint and impressive length, Jill Laughlin’s 1960 Catalina Safari reminded us of the cars of our youth but the late-model rubber made it even cooler.

Chris Vegas’ 421 Tri-Power ’66 Bonneville won the Smoke Signals Editor’s Choice Award...

...and here he is receiving the trophy from your editor. Congratulations!

A row of GTOs and a ‘41 Pontiac coupe are seen basking in the late afternoon sun in St. Charles, Illinois.