

The RopeShaft Reader



Little Indians Chapter
Pontiac Oakland Club International



The Rebirth of a Legend

The Tempest Guys
Build A Tribute
To the #50 Tempest

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Gary Stoiber
Newsletter Editor

Little Indians Chapter

Dedicated to the history, preservation, modification, ownership and continued interest in Pontiac's most innovative and unusual ropeshaft-design compact car. A proud Pontiac-Oakland Club International, non-regional, specialty chapter serving the needs of owners and enthusiasts worldwide.

Please visit our website: www.littleindians.com

LITTLE INDIANS CHAPTER - POCI - VOLUME 19 NUMBER 5- Sept-Oct 2015(C)

The Recreation of the #50 Tempest

Jim Luikens

When Roger Rosebush and I committed to re-creating the #50 Tempest last year, we recognized that it would be a multi-phase, multi-year build. At that time we sketched out a two-year program that would encompass the entire build in an orderly fashion. We also committed to sharing our interim progress with our fellow Pontiac friends and enthusiasts so that they could get a first-hand look at our project.

Our original build schedule went something like this:

- 1) Repair body and put into HD primer: Winter into Spring 2015
- 2) Build roll cage and install necessary NASCAR safety equipment: Fall into Winter 2015.
- 3) Build and install engine and driveline: Spring 2016.
- 4) Finish final body work and paint: Summer 2016.
- 5) Race at Daytona in 24 Hour Historic Race for cars that ran in the the original 24 Hours of Daytona races or predecessor events like the Daytona 6 Hour, Daytona 3 Hour and Daytona Continental (which our car did): November 2016.



Paul Goldsmith Signs the #50 while Roger Rosebush looks on

I'm happy to report that the build remains on schedule. We showed our car for the first time at the Ames Performance Tri-Power Nationals back in August at Norwalk. The car was very well-received with nothing but positive words of encouragement and enthusiasm coming our way. Even your editor chimed in with kind words in his last issue.

The single most-common thing that we heard at Norwalk was thanks. Thanks for undertaking this. Thanks for doing what no one else has attempted. Thanks for building a legendary car that I would never gotten to see otherwise. Thanks for being a blessing to the Pontiac hobby. Several of the swap meet vendors even gave us a token part for our re-creation at no charge. They said they just wanted to be a small part of such an epic build

Gratified by the overwhelming approval that we had gotten at Norwalk, Roger and I began to think about where else the car might be shown this year. One thought that came to my mind was the excellent All-Pontiac Show and Cruise that Tim and Penny Dye put on each September with the members of the GTOAA's Gateway Chapter. Better yet, since Pontiac, Illinois is only 99 miles from Griffith, Indiana let's see if Paul Goldsmith is available that day to come down to Pontiac.

As it turned out he was. The weatherman cooperated perfectly and a great day was had by all. Earlier, Tim had asked me if I would be the dinner speaker for the Saturday night banquet that is held in conjunction with the weekend's events. I jumped at the chance since he wanted me to talk about my favorite topic: The #50 Tempest.

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Roger and I are patiently waiting for the 2015 NASCAR season to conclude so that some of the stock car tradesmen and fabricators that are down south will have time to work on our car during their off-season. We hope to complete that work in a timely fashion and return the car to the north for its driveline installation by spring.

Thanks to everyone for the support and well-wishes that we have received so far. Hopefully we'll have much more to show you next year.



One of the real pleasant surprises of the weekend was having Pontiac legend Herb Adams (center) stop by for a few moments to chat.

On the Cover: Paul was nice enough to pose with the re-creation crew. From left: Paul Goldsmith, Chief Technical Officer Pat Wall, Chief Financial Officer Roger Rosebush and Chief Authenticity Officer Jim Luikens.

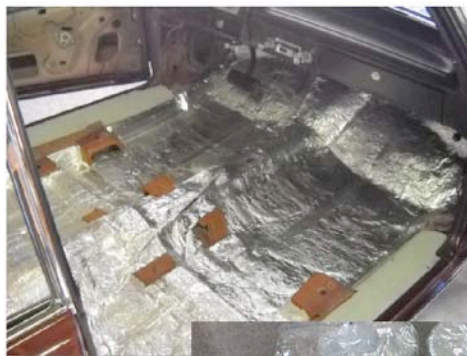


#50 and the Tempest Guys At Norwalk

Budget Insulation.

Who Says You Always
Have To Use
The High-Priced Spread?

Jim Colln



In looking for a good product to insulate the floor of my 63 Lemans convertible, I read on a forum that they used Frost King duct insulation material. The pros and cons of this product made me try it. Since the car had nothing under the carpet before (except what was left from 1963) I hoped to notice a more quiet ride and I did. Installation was quick and it was very easy to cut and stick in place.

I used 2 packages (15' rolls) of Frost King, one package of their pipe wrap tape and half a roll of 3M metal repair tape. All together my cost was under \$60 in materials and purchased at my local Lowe's Home Improvement store. I think it came out great!

Editor's Note: It's simple, but great tips like this that help us all solve problems and save money on our restorations. If you've got a great tip, make sure to send it in.