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Volume 40 #8
August 2022

Frank Kuhn's 69 GTO



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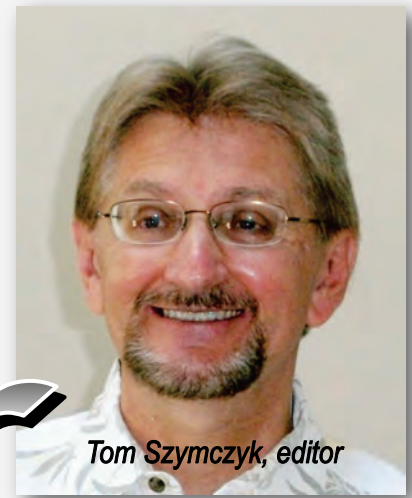
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Tom Szymczyk, editor

You are reading this long after our annual convention in Tennessee, but I am writing it a week before it starts. So at this point, you probably know more about how it went than I do, what with Facebook and Instagram and whatever. We will have a convention wrap up in the September issue like we usually do.

Towards the end of June, we had some convention cancellations from folks who had registered earlier. Crazy high gas prices were the culprit in most cases. I can't imagine trailering any distance at 10 or 11 mpg, and driving a classic GTO or Pontiac probably isn't much better. So, understood, for sure. Nobody wants to take out a second mortgage just to fill the tank.

Fuel costs seem to be affecting the turnout at local car shows in my area. I guess everybody is choosing to stay as close to home as possible. Which brings us to our next topic...

Déjà vu all over again



Remember these buttons from 49 years ago? Ah, the good old days!

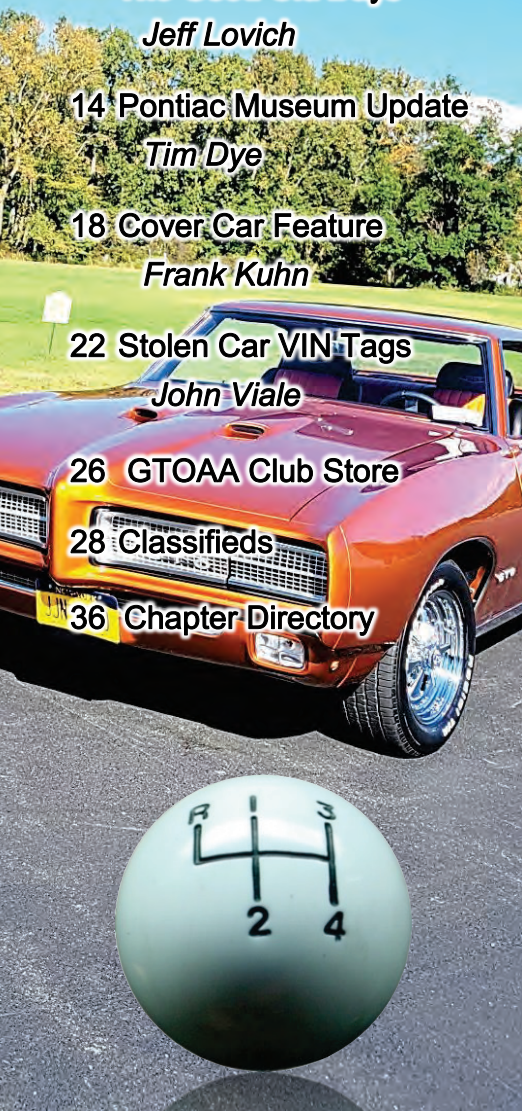


Decades-high inflation has increased the value of your collectible car, as Frank Fregiato pointed out in his "Quarter Mile With The Judge" article in the May *Legend*. You maybe can't afford to drive it, but it's definitely worth more than it was a couple years ago.

Just a reminder...

The Legend is a publication of the members, by the members, and for the members. So feel free to add your two cents -- articles, reports, and stories from the membership are what this newsletter is all about. People always ask for "more tech articles" so it would be great if we could get them. That's up to you. You write 'em, we'll print 'em.

Would you like to become a contributor? Just let me know. My e-mail address is GoatGuyTom@aol.com and my office phone number is 856-439-0314. Feel free to call anytime from noon to midnight Eastern Time. As they say on TV, operators are standing by. Our call center is in the USA. Well, New Jersey, anyway.





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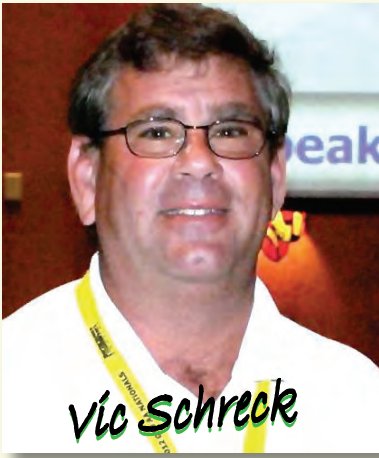
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Gearbox Chatter

Tom Foster & Chapter Of The Year Awards

The Tom Foster Award

Each year during our awards banquet at our National Meet, we recognize and award a GTOAA member the Tom Foster Award. Not much is mentioned of Tom Foster throughout the year and to the hundreds of new members to the GTOAA we've welcomed this past year, they have no idea of this award let alone know who Tom Foster was. It's timely that I remind everyone about this award, why we present it, and recognize those who have demonstrated the qualities that earned them this award.

This award, originated in 2004, is named after Tom Foster who was a strong supporter of the GTOAA and co-founded the Goat Herd GTO Club of Oregon and helped originate the Tiger Run, the Northwest GTOAA Regional Meet. Through his leadership, his chapter with over 100 members was 100% affiliated within GTOAA. He had a desire to help anyone who needed it and was a person anyone would want

as a friend or neighbor. Tom perished in a tragic accident in October of 2003 at the young age of 45. Because of the kind of individual Tom was, his unselfish giving of his time to help others, his friends and peers worked to create a memorial award in his name that would be given to others in the GTOAA who exude the same type of enthusiasm Tom had.

Each year since its inception, we select a GTOAA member who demonstrates the same qualities Tom Foster had. This year's selection made it a mission to revive a former GTOAA Chapter that chose to relinquish its charter many years ago. He knew of many GTO owners in the area and saw the need to revive the chapter, spending much time and promotion of it. His desire to re-form the chapter has put our presence back in the southwestern part of Florida. Congratulations to Eric Johnson, President of the Sunshine State GTO Association, our 2022 Tom Foster Award recipient.

Below is a list of past recipients:

2004	Jim Evans	GTO Association of Central Ohio
2005	Eric White	Author, past GTOAA president
2006	Steve Hedrick	Gateway GTO Association
2007	Bob Axtman	Delaware Valley Old Goat Club
2008	Steve Calabrese	Long Island GTO Club
2009	Quint Stires	GTO Association of North Texas
2010	Bob Dransman, Paul Freese, Chris Hooten, Doug Pulskamp	Pontiacs of Southeastern Indiana
2011	Duwayne & Holley Geist	Goat Herd GTO Club of Oregon
2012	C. Victor Schreck	Susquehanna Valley GTOs
2013	Judge Frank Fregiato	Author
2014	Cap & Robin Proffitt	GR-RRR8'R Wichita GTO Club
2015	Chris Carrejo	Land of Enchantment GTOs
2016	Dan Gregory	GTO Association of Central Ohio
2017	Chris Winslow	Gateway GTO Association
2018	Jim Barham, Rod Nichols, Gary Dillon	Goat Herd GTO Club of Oregon
2019	Rick Hicks G. Tom Oxler	Greater Ohio GTO Club Gateway GTO Association
2020	Will Bowers	Gateway GTO Association
2021	Wally Santella	Northwest GTO Legends
2022	Eric Johnson	Sunshine State GTO Association

Chapter Of The Year Award

Each year at our “Chapter Night/President’s Meeting” or, as was the case for this year, Saturday Morning Chapter Breakfast, we present our Chapter of the Year honors to a Chapter who has been the most active in their community, with their charity, and in general, active with their membership. We make our selection from Chapters who submit their Charitable Works form with their accomplishments for the past year. It’s not always easy selecting a Chapter; many are very active and generous with their charities. Throughout the year, we get monthly chapter newsletters sent to us on a routine basis from a few chapters which can play a part in our selection process.

There may be chapters out there who are deserving of the COTY award but don’t submit a Charitable Works Form with their Chapter Survey. If your chapter is one of those, you may be missing an opportunity to be considered for this award. I encourage you to submit the Charitable Works Form with your Chapter Survey, listing your chapter’s accomplishments. Please forward your monthly chapter

newsletters to Holly Geist, Tom Szymczyk, and myself. Each year we recognize the past year’s COTY winner with the Convention Wrap up. Perhaps your chapter will appear as the 2023 COTY? I’d like to recognize all the previous COTY winners. The data on those winners begins with the year 1985. As you look at the years, you’ll notice there are three years missing: 1994, 1996, and 1999. If you may know who the COTY winners were from those years, please let me know so I can add those chapters to the list.

This year’s selection goes to a chapter that is always very active. They host multiple car shows a year, and each year drive considerable distances rain or shine, to support other GTOAA Chapters car shows. They are generous with the Pontiac Transportation Museum and Saint Jude’s children hospital, and, also attended numerous charity functions to support area car clubs on Long Island. Under the guidance of their president, Gary Heicklen, the Long Island GTO Club’s active presence in their area has benefited not only their charity but other organization’s charities. Congratulations Long Island GTO Club as our 2022 COTY winner.

Long Island GTO Club	2022		Delaware Valley Old Goat Club	2004
Indy GTO Association	2021		GTO Association of Central Ohio	2003
GR-RRR8-R Wichita Pontiac Club	2020		Cruisin’ Tigers	2002
Gateway GTO Association	2019		Southern California Gathering of Goats	2001
Northwest GTO Legends	2018		Cruisin’ Tigers	2000
Pontiacs of Southeastern Indiana	2017		GTO Association of Central Ohio	1998
Pioneer Valley GTO Association	2016		Goat Herd GTO Club of Oregon	1997
Greater Pittsburg GTO Association	2015		Goat Herd GTO Club of Oregon	1995
Gateway GTO Association	2014		Western NY GTO Club	1993
Susquehanna Valley GTOs	2013		Original GTO Club	1992
GR-RRR8’R Wichita Pontiac Club	2012		Cruisin’ Tigers GTO Club	1991
Southern California Gathering of Goats	2011		Southern CA Gathering of Goats	1990
Ohio Valley GTO Association	2010		Louisville GTO Club	1989
Long Island GTO Club	2009		Land of Lakes GTO's	1988
Gateway GTO Association	2008		Greater Tidewater Owners	1987
Cruisin’ Tigers	2007		GTO Association of Central Ohio	1986
Goat Herd GTO Club of Oregon	2006		GTO Association of Denver	1985
Woodward Tigers GTO Club	2005			

1966-67 A-Body Sheet Metal Date Code Stampings

Greg Fett

In the mid- to late-1960s, GM-stamped GM body panels commonly had numbers and/or letters stamped on various locations. There are those who believe these stamped codes meant something, and those who believe they did not. My four decades in the automotive industry tells me they are meaningful. If someone is going to take the time and effort to include them, they are meaningful. Identification on a component typically includes a manufacturing date and quite often a manufacturing location. This information can be valuable in case of a quality problem. If a time window (date the problem started and date it ended) can be established, the suspect parts in the field can be found by looking at the code.

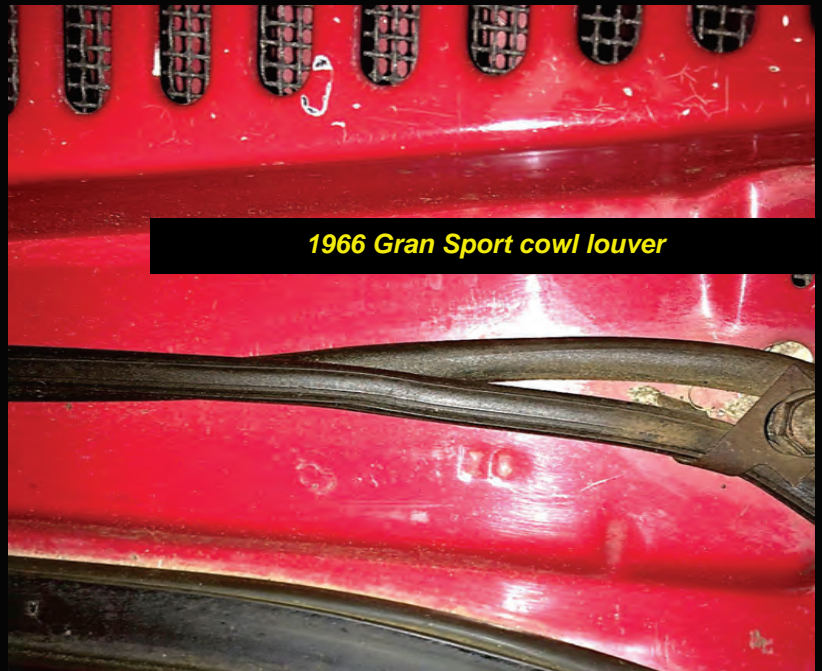
In order to determine what these codes mean it was necessary to find vehicles that were unrestored. I have a 1966 Buick Skylark Gran Sport that is unrestored. I was also able to look at an unrestored 1966 Pontiac GTO, courtesy of *Cars Remember When* in Denver, Colorado.

My red 1966 Gran Sport was built at the Kansas City plant the third week of February (02C on the cowl tag). This was week seven for the year. Each week begins on Sunday. The following stamped codes were found on the vehicle. The meaning is also shown.

Left front trunk opening (quarter panel), 2 W 6, the 6 is the week the stamping was made.

Right front trunk opening (quarter panel), 1 W 5, the 5 is the week the stamping was made.

Trunk, 5A, the 5 is the week the stamping was made.



1966 Gran Sport cowl louver



1966 Gran Sport left front trunk opening

Cowl louver, Z5, the 5 is the week the stamping was made.

Left front fender, none.

Right front fender, none.

Left inner fender, none.

Right inner fender, none.

Hood, none.

The letter in the various codes is likely the manufacturing location for the stamping. On the trunk opening the 1 or 2 could have also been the week, but in this case the 5 and 6 agree with the other stampings and the body build date. None of the stampings on the front end of this vehicle contained any codes. The stamping codes do contain a manufacturing date and likely a plant location; however there is no standardization from stamping plant to plant on the format of these codes.

The green 1966 GTO was built at the Pontiac assembly plant the second week of May (05B). This was week 19 for that year.

Left side of trunk opening (quarter panel), Z182417, this is a part number.

Right side of trunk opening (quarter panel), Z172417 (first 7 was upside down), this is a part number.

Trunk, 2X1823369, this is a part number.

Cowl (firewall), AA16, the 16 is the week the stamping was made.

Left front fender, M 4A 23, April 23 is likely the stamping date.

Right front fender, 4B 25M, April 25 is likely the stamping date.

Left inner fender, B29 66, the 66 is the year, not sure what B29 means.

Right inner fender, C29 66, the 66 is the year, not sure what C29 means.

Hood, 5 AG 3 (or AO?), May 3 is likely the stamping date.

Left rear corner trunk opening, 7A16 (7 is upside down), the 16 is the week the stamping was made.

On the inner fenders it is possible B29 would be February 29th and C29 would be March 29th. This would then be the same format used on castings, such as the in-



1966 GTO Hood



1966 GTO driver's side fender



1966 GTO driver's side fender near inner fender

take manifold, and engine block. However, this would be several months before the body was assembled. The 5 AG 3 on the hood could also be the first week of May similar to the cowl tag. Again, there is no standard format to the stamping codes.

My turquoise 1967 GTO was built at the Framingham plant the third week of July (07C). This was week 29 of this year. This is a restored car, and not everything is original.

Left side of trunk opening (quarter panel), Z282317, this is a part number (compare to 1966 GTO above).

Right side of trunk opening (quarter panel), Z272317, this is a part number (compare to 1966 GTO above).

Cowl louver, A 28, the 28 is the week the stamping was made.

Trunk, 2X2623369, this is a part number (compare to 1966 GTO above).

Left front fender, 2A 15J, February 15 is the stamping date (not original to car).

Right inner fender, 11C 18 M, November 18 is the stamping date (not original to car).

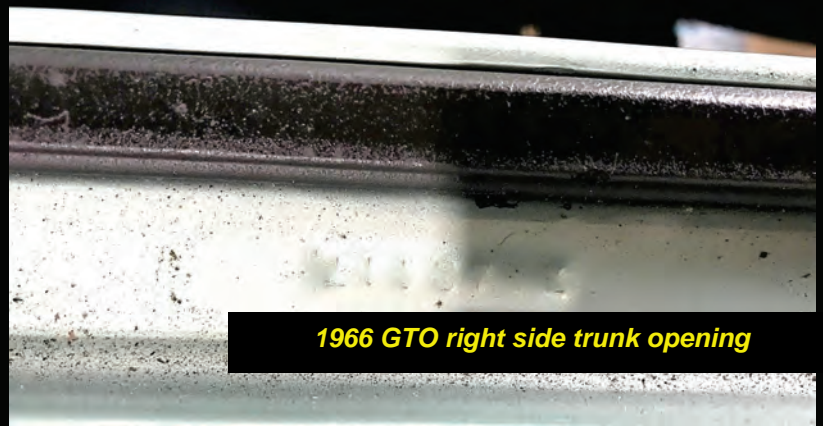
Both inner fenders, none.

Hood, 07 B, July week two is the stamping date (similar to the cowl tag format, compare to 1966 GTO above).

Information from a 1966 Buick Skylark Gran Sport found online, built at the Flint plant the third week of November (11C). This was week 46.

Left front trunk opening (quarter panel), 1 W 42, the 42 is the week the stamping was made.

Hopefully this information will provide some guidance when trying to determine the manufacturing date on GM A-body stampings from the 1966-1967 timeframe. Unfortunately, there is no standard format to these codes. Shown are selected photos from this study.



1966 GTO right side trunk opening



1966 GTO trunk lid



1967 GTO cowl louver



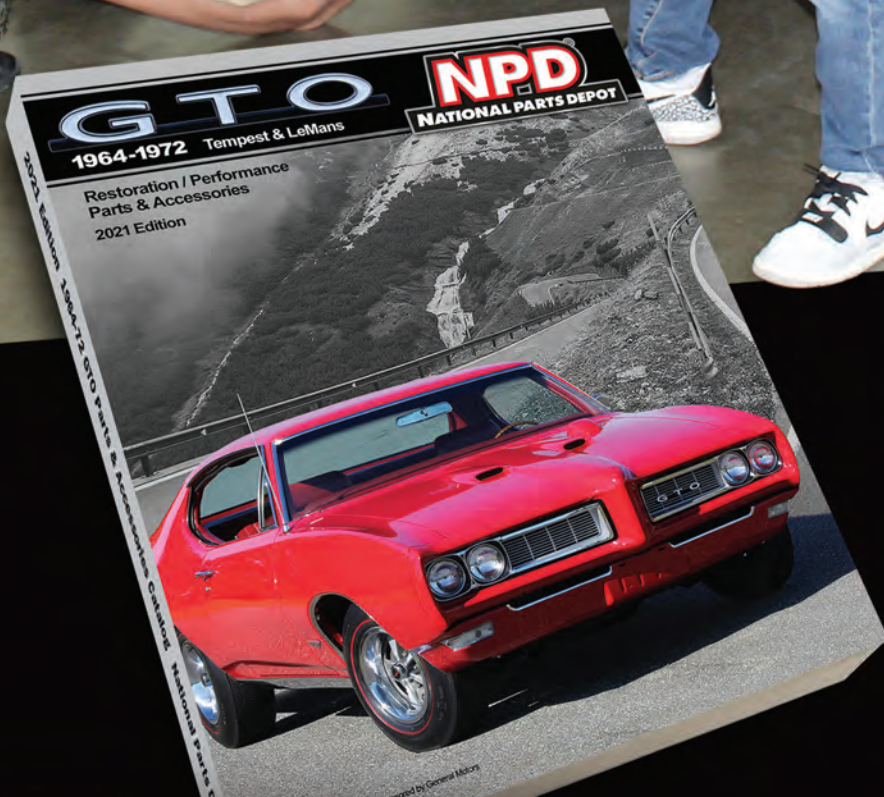
1967 GTO left side trunk opening

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Jeff Lovich

Finding GTO Cars & Parts In The Old Days

The Thrill Of The Chase

Today it is easy, albeit not cheap, to obtain parts to restore a GTO. With an abundant supply of reproduction parts, the modern GTO aficionado never has to leave the comfort of the computer screen in their home to order almost any part they need on the internet. Miraculously, those parts are typically delivered right to their door several days later, supply chain problems notwithstanding.

It wasn't always this easy. In fact, in the 1970s and 1980s when few or no reproduction parts were available, finding parts for GTOs required a lot of work and luck. Parts were a lot less expensive then, but when you factored in time, effort, and the gas required to get the parts you needed, maybe things were more comparable. We used several general techniques to find the right parts as described be-

low. I'm sure many members of GTOAA did the same thing and have similar recollections. Here are a few of mine.

Visiting junkyards was often the first method used because there were lots of GTOs in junkyards back then. I found a bunch of good stuff cruising junkyards including a complete power antenna setup in a 65 GTO one time. It was a hot and muggy Virginia summer



I bought this 1967 GTO from behind a shop near Aiken, South Carolina, for \$300 just by stopping by and asking if it was for sale. It had a California emission code WV block since it was an HO 4-speed. I parted it out but today it would have been a good candidate for a restoration.

day and I ended up getting heat sickness climbing around in the car trying to remove the wiring harness. Luckily, my friend Brian Tressler was with me and he helped complete the removal while I recovered in the scant shade. I forget what I paid for it but it wasn't much by today's standards.

We found some good things in junkyards for other cars, too. The same yard where I found the power antenna had a wrecked 1970 Buick GSX (678 manufactured) with a model specific and thus rare steering wheel. I bought low and sold that steering wheel high using *Hemmings* to get money for more GTO parts.

There was even a 1970 GTO Judge in the yard. Someone had tried to remove the Judge emblem on the glovebox door and cracked it in half. I removed both halves successfully and

bought it as a memento. It's glued together and sitting in my shadow box of car memorabilia today.

At another yard in southern Maryland, I found a Rally I rim buried $\frac{3}{4}$ of the way into mud. If I hadn't rescued it, the rim would have disappeared forever. At another junkyard in Maryland there was a 1966 GTO with a nice gold interior. A friend in Pittsburgh had a 1966 GTO that needed a new gold interior so he bought everything out of the junkyard car and took it home to install. Remember, this was in the days before repro upholstery so your only choice was to find something better or go with an incorrect pattern from an upholstery shop.

There used to be a big junkyard on Interstate 95, south of Springfield, Virginia that is now a shopping mall. We got a lot of good stuff there, like a

tilt steering column for my friend Brian's 68 GTO, an AM/FM radio out of an early 1960s Grand Prix, and a folding back seat out of a 1968 Firebird.

One day I was looking for parts for my 1964 GTO and I noticed two 1964 LeMans parked behind a chain link fence next to the office. I asked if I could go in and look them over and was told that I could. One of the cars had a near perfect set of tail light housings and a gas door and I asked if they were for sale. The counterman said yes and I bought them for \$150.

I came back a week or two later to get more parts off the well-preserved car. This time the owner was there, and when I asked about the cars, he told me how mad he was that his son had sold me the parts earlier as he wanted to restore the cars. I never got any more parts off those Pontiacs!



I bought this nice 1968 GTO with an HO and 4-speed for \$220 in the late 1970s just by knocking on the door and asking if it was for sale. It had a snapped pinion gear. I traded some parts to another hobbyist for a drum to drum 3.23 posi rear and drove the car for over a year before selling it to find others.

Another good way to find parts, especially rare parts, was to go to big swap meets like Carlisle, or go to POCI conventions. Carlisle was one of my favorites and I went rain or shine, slogging Tri-Powers and other desired parts through the mud when it rained, which it seemed to do often. Still in my early 20s, I would drive there the night before and sleep in the vehicle (an old 1964 Tempest or a 1962 Dodge pickup) so I would be there when the vendors opened up the next day.

My first trip there was in the mid-to late-1970s. One of the rarest parts I ever saw there was an NOS 1965 GTO Ram Air pan in the original GM box. The vendor wanted \$300 for it. At that time, I didn't even know that such a thing existed and I wanted to get one. However, \$300 was too rich for me while a college student so I had to pass.

On a subsequent trip there was a long-time vendor that had assortments of rebuilt Tri-Powers and components for sale. There on his table was an original 1965 Ram Air pan that looked like it had never been used. He wanted \$150 for it but said he was looking for a 1967 GTO wood wheel and would trade for one of those plus a small amount of cash. I had just come from looking through another vendor's piles of NOS parts and one of them was a 1967 wood wheel. I ran back to the NOS parts, bought the wheel for \$40, and had my first 1965 Ram Air pan.

On another trip to Carlisle (a very rainy trip), I found a nice set of wire spinner hubcaps for the early GTOs. I can't remember what they wanted for the set, but I was in a trading mood. I told the vendor that I had a 6-71 blower that I would trade for the caps. He said he would, so I slogged back through the mud-soaked field to my

truck and lugged the heavy blower back for the hubcaps.

One final Carlisle story comes to mind. Steve Ames was there with a small collection of original parts. Reproduction parts were still in their infancy and Steve has just reproduced the Tri-Power air cleaner lids and bases as one of his first forays into the repro parts industry. I had a pair of mint 1968 GTO Ram Air II exhaust manifolds and after swapping them to a reluctant Steve, I had a set of the new repro air cleaners. Given that they only made 246 GTOs with the Ram Air II engine, that was not a good decision on my part. Steve would later become a leader in the reproduction parts industry and I never bought a Ram Air II GTO so I got what I needed.

Another way to find parts in the pre-internet world was to peruse things for sale in the classified ads or any number of weekly magazines like the "Want Ads" or the "Autotrader." Car people would anxiously await their publication and rush to 7-11s and other convenience stores to grab a fresh copy. There were sections on cars and trucks for sale as well as parts for sale. I remember buying a couple of hoods for 1964 GTOs for \$75 and \$45 respectively, prices that seem ridiculous today. We found a lot of stuff like that in the classifieds.

Another technique we used to get cars and parts was by knocking on doors. If we saw an old, unloved GTO, sitting in someone's driveway or field, we'd knock on the door and ask if they were for sale or could be parted out. One particularly good find was a 1965 GTO convertible sitting on the side of a house in Barnesboro, Pennsylvania. After a brief negotiation, I bought the car for \$20. One reason why it was so cheap was because the 2-speed automatic would not move the car in forward, but it worked in reverse. My friend towed it back to our farm with

his old Citroen DS (remember those unique French cars?).

I should have restored that GTO but I parted it out, including a posi rear end. It had a good 400 engine in it from a later model Catalina that I swapped into my 1965 GTO hardtop, the latter of which had a 389 that needed rebuilding. I also obtained a 1969 Ram Air IV engine in the late 1970s by knocking on a door as described in the December 2006 issue of *The Legend*.

My first set of 1964 GTO spinner hubcaps came off of a 1964 LeMans I found near Punxsutawney, Pennsylvania. I knocked on the door and negotiated a \$20 price for all four. Getting back in the car my friend chastised me for not offering to buy the whole car for that price. A couple weeks later I went back and did just that! Forty dollars for a whole car with spinner hubcaps wasn't a bad deal, especially compared to today's prices.

Back in those heady days you could buy a lot of cars for \$100 or less. For example, I bought the 1964 Tempest mentioned above for \$45 dollars and drove it all over the east coast looking for GTO parts. Those were indeed the days! Now, most of the junkyards of my youth are gone, to be replaced in some areas by modern yards full of late model vehicles. And when was the last time you saw an unloved GTO sitting in someone's field? The barn-find era is coming to an end but my memories of chasing cars and parts in the good old days live on.





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Update: PONTIAC TRANSPORTATION MUSEUM

by Tim Dye, Executive Director

I'm sure that many of you are curious about the status of the all-new Pontiac Transportation Museum that is currently under construction in Pontiac, Michigan. Simply said, great things take time, but great progress is being made!

Through this note, I'd like to update you with the latest progress. But first, allow me to share a little background of the museum's history to bring everyone up to speed.

Following General Motors' 2009 announcement stating they were dropping the Pontiac brand, my wife Penny and I decided to set the wheels in motion to start a museum with the mission of preserving the history of our beloved Pontiacs and their related brands. With the help of a fellow car enthusiast who happened to be a lawyer, we completed all the necessary steps to form an official 501(c)(3) not-for-profit organization, called the Pontiac-Oakland Museum.

Soon after, I reached out to the officials in Pontiac, Michigan, only to find that there was no interest from them in our museum project — at least from a financial perspective.

However, a stop in Pontiac, Illinois, on August 1, 2010 would prove to be much more fruitful. The day following my brief, unplanned visit there — upon returning to my house in Broken Arrow, Oklahoma — I received a phone call from someone in that Illinois city. It was Mayor Bob Russell, tell-

ing me of his great enthusiasm for potentially hosting an auto museum in his hometown along Historic Route 66.

After several return trips to Pontiac, Illinois and subsequent phone conversations, the mayor and I were able to iron-out nearly every detail, outlining what it would take to make such a museum possible.



One of many displays at the Pontiac, Illinois, museum.



Interior view of the Pontiac, Illinois, museum.

In the meantime, GM's October 31, 2010 deadline was fast approaching. That was the day in which all remaining contracts with Pontiac dealers would expire — in other words, the day that would officially mark the end of the Pontiac brand of automobiles.

To signify the occasion, I was contacted for an interview by a correspondent of *The New York Times*, and their photographer was dispatched to my home where literally hundreds of pieces of Pontiac-Oakland memorabilia and nearly two dozen of my personal cars were kept. During that interview, I casually mentioned that plans were in the works to form a Pontiac Museum in Pontiac, Illinois.

Once the newspaper story was published, things started moving rather quickly. On January 3, 2011 the Pontiac, IL, city council approved an agreement between the city and the museum. They would provide an appropriate building and storage along with a modest stipend, and we would set up the exhibits and displays and oversee its day-to-day operations.

The very next day, following my input, city workers started renovating the historic downtown building which was officially earmarked for this project, and Penny and I started packing. It is 625 miles from Broken Arrow to Pontiac, IL, and we lost count of the trips made with truck and trailer, plus U-Haul trucks and the three semi transporters that hauled the bulk of our cars.

Today, looking back, it seems like nothing short of a miracle that it all came together so quickly, but on July 23, 2011 — not even one full year after my original, unplanned visit to that town — nearly 2,000 people attended the Pontiac-Oakland Museum and Resource Center's grand opening!

Initially, the cars, the library, and artifacts found on display inside the museum were largely comprised of items from our personal collection — and officially “on loan” to the museum. Then, the donations of vehicles, more library materials, and memorabilia started rolling in. After about five years it became evident that we would outgrow this facility.

We were then approached by a group representing Pontiac, Michigan — a private group that collectively sought to bring cultural improvements to their fine city. They felt that a museum which highlighted the transportation history of their region would be a positive step towards that goal. These folks came from various backgrounds but none were connected to city management.

Ultimately, a 55,000-square-foot building (a long-closed elementary school) was donated to the cause by one of these citizens, and with that, a new chapter for the museum began.



A vehicle entry door being installed in the Pontiac, Michigan building, a former grammar school.



Drop ceilings removed, stage waiting to be demolished in the Michigan building.

With this development and expansion, it is important for everyone to understand that there is no intention to shutter the original museum in Illinois. It is felt that the two operations can complement one another.

However, because the building in Illinois is still owned by the city itself, that operation will never be fully within our control. That simple fact provided ample motivation for our moving forward with the second museum in Michigan, as the shared 501[c](3) organization is able to retain full control of that structure (building) — a huge benefit for long-range planning that will sustain the museum well into the future.

The Michigan museum is named the “Pontiac Transportation Museum” because it will feature all of the rich transportation history from the Pontiac, Michigan area. By far, General Motors’ Oakland Motor Car Company, Pontiac Motor Division, and GMC Truck Division (trucks, coaches, and buses) were the biggest contributors to local transportation history.

While promoting these three brands’ products and histories, the Pontiac Transportation Museum will also celebrate many other local historical transportation concerns. We intend to be a team player with area businesses and schools as we feel there are great opportunities through STEM and STEAM programs to bring a positive impact on future generations.

We have assembled a wonderful group of volunteers in Michigan, and although our new facility is not yet officially open, we have made our presence known in the region by participating in many community events.

Yes, we have already hosted a few small open-house and fundraising-type of events at the future museum site, but we still need to raise more capital to fully renovate this building before we can put out the welcome mat for the public.

Our plan is to open the museum in phases. We are still in Phase One with major renovations and improvements to the former school’s gymnasium, cafeteria, and band room areas. With the help of some wonderfully dedicated volunteers, we have made serious progress in regards to demolition, remodeling, and upgrades to these big spaces.

As funds become available, we pay for work that cannot be done by our volunteers. Currently, electricians are busy retrofitting this area, with the likelihood of HVAC upgrades (heating, ventilation and air conditioning) being completed by late spring 2022.

We are hopeful that your donations will continue to roll in so that we can focus next on plumbing concerns (including ADA-compliant restrooms and so much more). It is only when that facet has been completed that we can start constructing the actual automotive exhibits and displays, outfit the administration office, and finish our kitchen/catering areas. As you can tell, we’ve got big plans with some major steps remaining on the horizon.



Old front wall at the Michigan grammar school.



New front wall at the Michigan school building.



Inside view of new front wall.



Demolition inside the Michigan facility.

Much crucial work has already been completed. Two large overhead doors have been installed to allow vehicular entry to both the building's upper and lower levels. A large stage was removed, and concrete and block work was done to finish that area. Three interior doors have been cut-in and many temporary walls have been removed. The old carpet and drop ceilings have been removed throughout the building. A new exterior wall on the parking lot side has been installed. And, because the old school building sat unused for several years, major grounds keeping work was necessary and has since been accomplished.

Further, we have constructed a temporary tool room and service area that will be utilized for working on the ever-growing number of donated vehicles. (Our long-range plan is to build a dedicated shop behind the museum building for working on cars and for holding educational workshops and classes.)

Unknown to me at the time, when we first approached the City of Pontiac, Michigan with our project many years ago, they had "hit bottom," financially speaking, and were under emergency city management. Since then, they have seen great strides in their daily operations and morale. Recently, there was a clean sweep with the city council and the mayor's office. Optimism and confidence are now quite evident regarding ongoing municipal improvements — which finally includes a valued endorsement for the museum too.

Last year, in 2021, we celebrated the 10th anniversary of the original museum in Illinois. If all goes well, later in 2022, we hope to make an official announcement regarding the opening of the Michigan facility.

We are thankful for the financial support shown thus far by so many car clubs and chapters. Until the second museum opens, there are no paid employees and, with the exception of utilities, taxes and necessary overhead, 100% of donated funds go directly towards the completion of Phase One renovations.



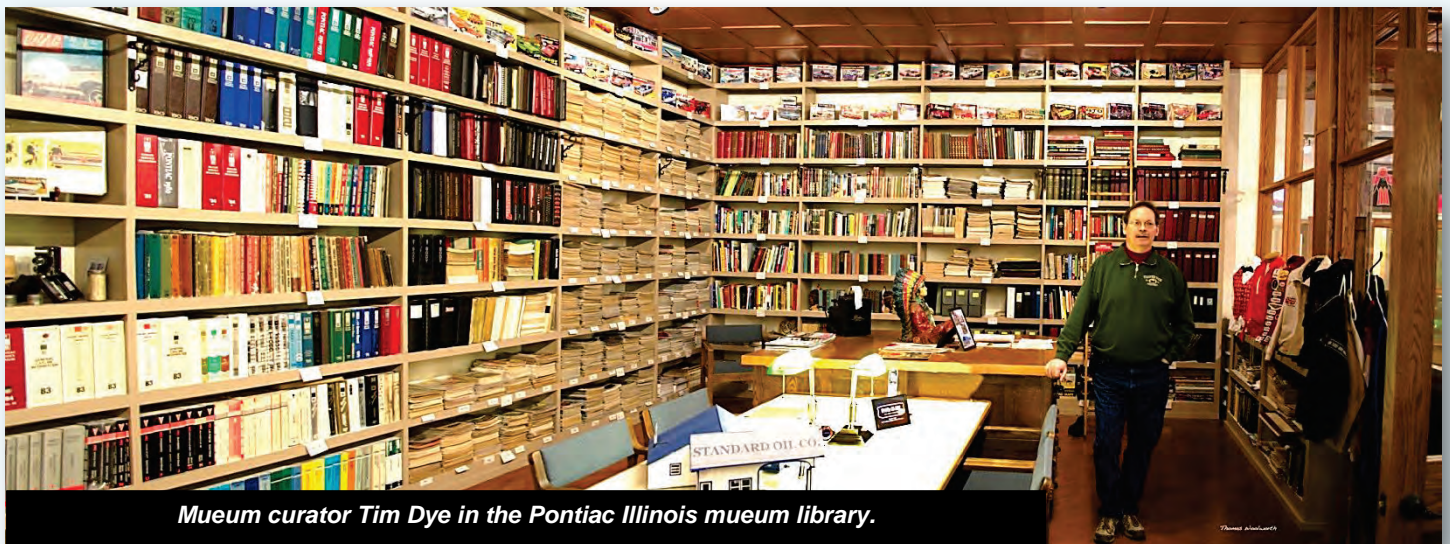
Removing old carpet at the grammar school.



Cinder block repair after demolition.

Yes, we are as anxious as you are to see the new museum potentially open later this year, so please consider how you might be able to assist. The importance of making a financial donation remains as strong as ever. Why not make the museum the beneficiary of your local club's annual car show? Please feel free to reach out to me with any questions or concerns.

Learn more at www.pontiactransportationmuseum.org. Thank you!



Museum curator Tim Dye in the Pontiac Illinois museum library.

My first introduction to a Pontiac was in 1971. A friend of mine, Bob, owned a 1962 Bonneville with a 389 cubic-inch Tri-Power and an automatic transmission. The transmission eventually gave out and Bob decided not to invest in a transmission and purchased another vehicle. Bob decided to keep the 389 and scrap the Bonneville. His idea was to rebuild the 389 and find another car to put it in.

In 1972 we located a 1966 GTO that had a blown motor, a three-speed manual transmission, and Bob decided to buy the car. This started our venture of working on cars together. We installed the rebuilt 389, a Muncie 4-speed, 3:55 positraction rear end, refurbished the interior, and had the car painted.

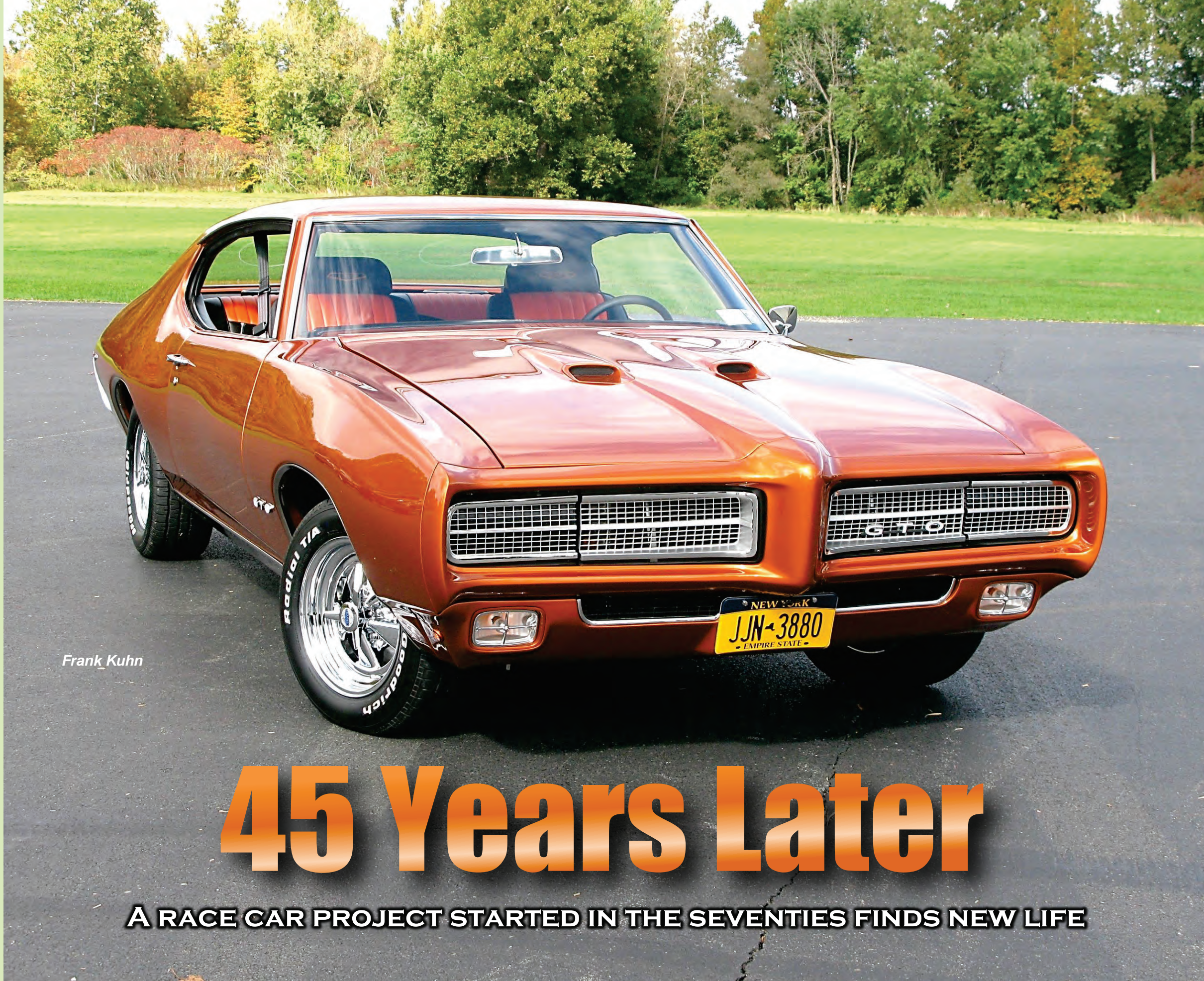
Now we move forward to 1976. Bob still has the 1966 and he works with a guy who is selling his 1969 GTO. Bob introduced me to the owner, we looked the car over and I purchased it. The GTO was not numbers matching as it did not have the original engine. The original color was Lime-light Green with a green interior. It had a 1971 455 cubic inch with Tri-Power, Muncie M20 and a 3:55 positraction.

I drove the car for a couple of summers and then we decide to set the car up for drag racing. We pulled the 455 out and replaced it with a newly rebuilt bored 389. We just about had the car completed when everyday life took over. Family, careers, and other priorities came into play. We never got to race the car; it was parked and we moved on with our lives.

Somewhere around 2010 Bob and I reconnected and caught up on the past 25 years or so and started to get the GTO itch. Bob still had his 1966 which had been sitting since the early 1980s and I still had my 1969 which had sat in my backyard since the early 1980s.



In 2013 Bob and I both retired and started restoring his 1966 GTO. It was only right since he got his in 1972 and I got mine in 1976. The 1966 GTO is a hardtop and went through a complete frame-off restoration. The project started in October 2013 and was completed in May 2017.



Frank Kuhn

45 Years Later

A RACE CAR PROJECT STARTED IN THE SEVENTIES FINDS NEW LIFE



That brings us to my 1969 GTO. We started the project in July 2017. The car was a mess to the point that not many people would try to restore the car. The fact that we had the car for so long added a sentimental value which made it worth the effort.

The frame was in decent shape with the exception of the far rear section which we replaced from a donor. All of the sheet metal was in bad shape. In order to do the frame off restoration we needed to get the body strong enough to remove from the frame. We replaced outer rocker panels, floors, firewall, cowl, inner and outer wheel wells, and core support. Now that the inner core of the body was complete, we moved to the outer panels and replaced the fenders, doors, quarter panels, hood, trunk lid, and roof. The tailpanel housing the tail lights was rusted beyond repair and tends to be a hard part to find. Unable to find one Bob recreated one by hand.

At this point we were able to separate the body from the frame utilizing two foldable engine hoists. We positioned the body on top of a portable homemade wooden support frame with casters for ease of movement around the garage. We cleaned, encapsulated, primed, and painted the frame.

We installed Global West front and rear suspension with coil over shocks. Up front we replaced the stock steering with a Flaming River rack and pinion setup. Brakes are Wilwood dual piston disc front and rear. Brake and fuel lines were replaced with stainless steel front to rear.

Now we were able to mount the body to the frame. We test fitted all of the glass, moldings, grilles, headlights, tail lights and bumpers. Once this was accomplished the car was ready to go off to paint. The finish body work and paint was handled by Caprara's Auto Body in Troy, NY, which has been in business since 1967. I personally started doing business with this shop in 1974. Unfortunately at that time it was for collision repair. Robert Caprara Sr. and Robert Caprara Jr. were willing to take on the task of the GTO.

The bulk of the work was performed by body technician Brian Grosso and paint specialist Tony Lanaro, although many other Caprara associates pitched in when needed. One of the most difficult tasks was properly fitting the front bumper. As many of you know these Endura bumpers are not an easy fit. Brian and Tony worked diligently to attain a proper fit.



The Caprara crew did an extraordinary job preparing the car and applying the PPG Atomic Orange paint. Once the car was back from paint it was time to reassemble.

The Butler Performance engine consists of a year-correct 400 cubic inch block bored .030" over, the cast Eagle crank has a 4.250" stroke resulting in 461 cubic inches which produces 450 horsepower and 550 ft. lbs. of torque. Pistons are Ross forged flat top, rods are Eagle forged, cam is a Lunati hydraulic roller. The engine has Edelbrock 87cc D-Port heads with 2.11" intake valves and 1.77" exhaust valves. The intake manifold is an Edelbrock Performer topped with a Stage 2 Rochester Quadrajets 800 cfm carb. The distributor is the MSD ready to run Street Pro.

Exhaust is accomplished through a set of coated Ram Air manifolds leading to a Pypes X-pipe exhaust system with street mufflers. The 11-inch clutch disc and pressure plate are from McLeod, the transmission is the original Muncie M20 coupled with the original driveshaft and original 3:55 positraction rear end.

A complete wiring harness from American Autowire was installed and the vacuum operated hideaway headlights were upgraded to electric from Retro Electro.

Now it was time to tackle the interior. My wife who was a big part of the paint color choice also had a big part in the interior design and color selection. We chose JS Upholstery located in Watervliet, NY, who had done Bob's interior, to do the stitch work. Jesus Sarda, owner of JS Upholstery, did an excellent job on the door panels, seats, console, dash, and headliner.

Bob and I redesigned the dash and outfitted it with Auto Meter gauges. The stereo is from Vintage Car Audio along with Kenwood speakers front and rear. We also designed and hand built the console to finish off the interior.

Where the rubber meets the road is accomplished with a set of four 15x 7 Cragar S/S wheels with BF Goodrich TA Radial P225/60R15 tires up front and BF Goodrich TA Radial P235/60R15 tires in the rear.

The restoration was completed on July 31, 2021. Now all that is left to do is to drive and enjoy!

I would like to give a special thank you to Bob who worked with me side by side during this restoration.



Stolen Car VIN Tags

John Viale

Car theft was a big problem back when our GTOs were brand new. Popular cars were targeted and more than a few GTOs were stolen back in the day and never recovered. Pro thieves would acquire VIN tags from auto salvage yards, swap a “clean” VIN tag onto a similar stolen car and nobody would be any the wiser. Pros were good at it; it is impossible to detect that a VIN tag was installed by a thief and not the original one installed at the Final Assembly Plant.

No surprise that some of these cars still exist today. Over the years I have encountered maybe a dozen GTOs that suffered such a fate. They are made evident because thieves never bothered to swap the Data Plate on the firewall. Nobody paid attention to Data Plate codes; few even understood the paint and trim codes much less the other coded data. But today it becomes obvious when the VIN tag is an obvious mismatch to the Data Plate. Some examples I have seen: a '66 VIN on a '67. A VIN tag from one Assembly Plant with a Data Plate from a different Plant, a LeMans VIN with a GTO Data Plate, and many where the Time Built code on the Data Plate makes no sense for the VIN.

Many years ago I came across a '70 GTO for sale that had such a mismatch. The Data Plate reflected a Paint Code that matched to the car but the PHS for the VIN was for a GTO painted another color. Both the VIN and Data Plate were for Fremont built GTOs. But it was obvious they were from two different GTOs built about three months apart.

I took a deep dive into the Fremont Data Plate codes to narrow down the VIN that would match to the Data Plate. As I recall, I had it narrowed down to a range of about 2,000 VINs, maybe fewer.

Of course, if it still had the original engine and/or trans, I could pull the VIN from the block or trans case stamping. And likely, the original VIN could be found stamped on the frame but that is very difficult to find unless the body was off the frame.

Since I didn't have access to the car, I was reliant on the seller to be forthcoming. I did attempt to contact the seller but he didn't respond. Either he sensed I was not a serious buyer or he already knew something was suspicious about the car.

So I contacted PHS asking for help in determining the VIN. The response was: if the car seems suspicious, I should look for a different one to buy. Not exactly what I was hoping for, but I understand PHS would need to sift through hundreds of records to find the needle in the haystack. I realize PHS is running a business so I'm not criticizing if they don't care to do the research.

Years ago Fred Simmonds combed through the records to identify all the Super Duty VINs among others. That required sifting through thousands of VIN records.

I pursued it as far as I could but hit a dead end. I contacted the National Insurance Crime Bureau and the California Highway Patrol but with only a partial VIN got nowhere. I even talked to a good friend who was a career FBI agent to see if he knew how I could pursue it but aside from telling me I missed my calling as a detective, he had no ideas.

A few years later the same GTO was back up for sale and I learned that another hobbyist had also noticed this discrepancy but aside from keeping a record of the incorrect VIN that the car was wearing for reference, nothing else came of it.

You may remember the Corvette that was recovered 38 years after it was stolen. The story made national news. The original owner got the car back as it was not insured when stolen. A few other such decades-later recoveries have also made news.

My sister explained to me that if a claim had been paid for the theft, the insurance company would be the rightful owner today. Since they aren't in the old car business, she believed that in most cases, a car that had been discovered to have been stolen long ago would probably be “sold” by the insurer to the current “possessor” for a nominal price, making that person the legitimate owner. Basically, no harm no foul.

The risk would be if, like the uninsured Corvette story, the current “possessor” would forfeit the car, without compensation, back to the theft victim as the rightful owner. Especially painful for a guy that just spent tens of thousands to restore “his” car only to discover the law says it isn't his!

I tried to help a dealer trying to sell a '64 GTO convertible. The VIN identified a LeMans but it was very likely a pretty original GTO with a legitimate GTO data plate. The car was widely seen as a “fake” in the hobby. I thought that was a shame. I lost contact with the dealer and have no idea what became of that GTO.

For Pontiacs no longer wearing their born-with VIN tag, the associated PHS document is of little value. I think it would be an interesting part of a particular Pontiac's history to learn it was stolen when new and suffered a VIN tag swap that has stuck with the car through all these years. One of many subtopics within the GTO hobby and the Pontiac hobby in general that I find fascinating!


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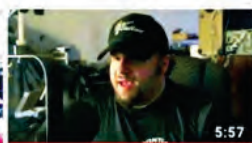


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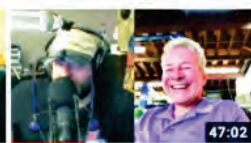
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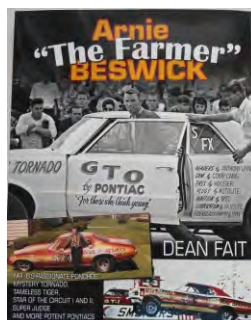


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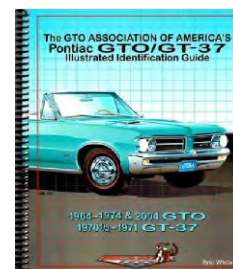


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64 GTO 3x2 factory 4-speed convertible. One of 10 on the GTOAA registry. Skyline Blue with dark blue interior and white top. Low mileage (67,000) miles older restoration (1996). Sold in Akron, OH, from Anderson Pontiac. More photos available on eBay. Rick Perry 336-854-7777 #5761 **aug**



66 GTO convertible, solid #2 driver, frame-off restoration and total engine rebuild in 2016, driven less than 500 miles since. Tri-Power, 4-speed Hurst, new Cragars and tires in 2021. Interior excellent, runs great. \$72,000. Martin Kanne. E-mail mkanne3616@aol.com or 816-898-3253, leave message #10275 **sep**



67 GTO 4-speed, Hurst, black, white top, new white top, new Parchment interior, PS, PB, AC, all electric, Cragars, woodgrain dash and console, looks brand new. Have assembly manual and many more books and manuals. Marie Rissmiller 610-863-7659 10AM - 9 PM Eastern time. #5862 **dec**

69 GTO, 47,000 original miles!! PHS doc, auto, AC, 3rd owner, runs perfect, vinyl top flawless, Hideaway headlights functional, fac-



tory 14-inch Rally II wheels, interior perfect, no rips or tears. Great driver as is. Looking for a GTO fan to carry on this car's history. 35k OBO. Hal Hoagland 406-490-7035 #21705 **aug**

70 GTO, matching number frame-off rotisserie restoration 10 years ago; 42,000 original miles, 400 auto, AC, PS, PB, Pepper Green, dark green interior; mint condition, always garage kept. Will trade + cash for 70 Judge matching-number car. Frank Hickman 727-599-4809 #21707 **sep**



2005 GTO, silver with red & black interior, 6-speed, g-Force COMP 2 245/40ZR18, Pedders Track-2 kit with poly bushings, very tight. Pioneer Bt/cd player. All LED lights and turn signals, aftermarket taillights, 66,500 miles. Mark Marschlowitz 951-264-4221 #15827 **sep**



2006 GTO, Torrid Red, black, auto, 42,500 miles, second owner for 11 years, stock, \$29,500. Walt Wasylw 615-500-5009 #16173 **sep**

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miles, stock, \$29,000. Walt Wasylw 615-500-5009 #16173 **sep**

PONTIACS WANTED

Wanted: 69 GTO The Judge, must be a 4-speed car, any shape. Mike Pipia 414-581-8733 #18246 **nov**

Wanted: 69 GTO Judge, must be a matching-numbers car, 4-speed, in excellent condition. Documentation a must. Ralph Papa 610-721-2750, e-mail raremusclecars@aol.com #20685 **sep**

Wanted: 69 or 70 Judge. Looking for nice original or restored to stock. No Resto Mods. Prefer PHS documented. Larry Weiss 502-648-7401 larryweiss@gmail.com #21418 **jul**

Wanted: 70 Judge numbers-matching car. Will trade my 70 GTO plus cash. My 70 GTO is number matching frame-off rotisserie restoration 10 years ago; 42,000 original miles, 400



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Wanted: 70 GTO 4-speed convertible, matching numbers drivetrain. Looking for an original car or recent restoration with documentation. Any 400 or 455 with VIN #s stamping. Car is for my own personal collection. I am willing to fly anywhere in the USA to see the car. Joe De Giosa 818-383-2333 #19674 *aug*

PARTS FOR SALE

64 GTO: convertible top switch \$100, convertible quarter access covers \$50, convertible top mounting brackets \$50, convertible rear courtesy lights \$45, convertible mirror bracket \$30, rear speaker switch \$85, tilt directional

switch \$50, windshield wiper/washer switch \$85, console door \$75, console mounting bracket \$35, heater hose bracket \$35, dash trim \$100, automatic shifter \$325, AM radio \$225, heater controls \$115, clock \$135, cigarette lighter \$45, dash ash tray \$45, NOS grille emblem \$75, NOS trunk emblem \$75, NOS quarter emblems \$150 pair, NOS Tri-Power center air cleaner \$225. Lots more! Greg Spretzer 440 382-8161, e-mail nightdaygp@yahoo.com #1199 *oct*

64 GTO convertible rear window regulator \$50, dog dish hubcaps set \$80; **66 GTO** front and rear bumpers pair \$475; automatic shifter with switches \$300; dash bezel for A/C \$450; original T3 headlights \$30, original reverb \$150; front + rear window regulators \$45; pair of tail light assemblies \$300; hood \$450; more 66 parts available. **67 GTO** pair of tail-lights \$100; dash bezel with gauges \$250; pair of backup lights \$40; pair of turn signal lamp assemblies \$100. Pictures available on request. Walter Clark 304-552-6483, e-mail wfclark51@gmail.com #5173 *sep*

64 GTO cylinder heads, part #9770716, casting #B294, reconditioned by local machine shop \$1,500. Ken White 315-769-5243 #20172 *oct*

65 GTO: sun visor supports (two good shape); kick panels (new in the box, black); AC/heater controls; bucket seat chrome side arm covers (good shape); chrome thermostat housing; door handles; rear armrest ashtrays; door reveal moldings; dash trim; headlight rings; window handles; headlight bezels. No set price on any items. All are negotiable. Tom Zine 612-280-9618 #21063 *oct*

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66-67 GTO: NOS automatic wood console top with complete attached chrome top plate and wood shifter insert plate in original GM box \$700; show quality original taillights with no lens cracks complete with factory gaskets \$375; very nice Black custom retractable LH

seat belt with plastic cover \$100; excellent rust free working Rally oil/water gauges \$125; nice original wire grille with complete parking light assembly and GTO emblem \$150; mint condition steering wheel center cap \$100; very nice rust free original set Rally I center caps \$250;

excellent original interior day-night mirror \$75. Scott Bluhm 616-481-6612 #3311 **oct**

65, 66, 67 GTO front inner liners \$100 per pair, sold in pairs only. 65 GTO trunk lid \$450. Buyer arranges and pays for shipping. Gary Major 206-218-3809 (WA) #12124 **aug**

67 GTO, pair of taillights \$100; dash bezel with gauges \$250; pair of backup lights \$40; pair of turn signal lamp assemblies \$100; pictures available on request. More 66 parts available. Walter Clark 304-552-6483, e-mail wfclark51@gmail.com #5173 **aug**

64-72 GTO/LeMans owners... is your center link near or rubbing the front of your oil pan? When you put your car in gear, does your fan hit the bottom of the fan shroud? My 69 GTO had the same issue. I engineered a spacer plate to fit between the frame cradle and engine mount brackets. Works on ALL A-body frames with V8 engines except 455. \$45 shipping included via USPS. E-mail for purchase details. Mike Spizziri 215-896-5379, e-mail: mike@mrgto.com #8654

67 -74 GTO/LeMans parts, sheet metal, interior, engines, carburetors, trim, glass and much more. Call with needs. Mike Pipia 414-581-8733 #18246 **nov**

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Parts: 65-67 chrome alternator strap w/o power steering \$10; chrome water pump pulley 7-1/4 diameter single belt \$15; chrome water pump pulley 7-1/4 diameter two belt \$15; pair taillights for Pontiac G8 \$30. Larry Zdunek 906-228-7219 #19647 [aug](#)

NOS parts – 64: decklid molding clips; 64-65: hardtop roofrail weatherstrips; 3-speed (except 65 Dearborn) speedometer cable; 64-66: headlamp switch; vacuum Tri-Power check valve; GF61P blue fuel filter; 65: deluxe steering wheel horn cap; 66: custom wheel covers; brake master cylinder; 67: RH grille molding; 67-73: original style THM-400 transmission vacuum modulator; 69-72: oil pressure sender; 71-72: brake combination valve; 72: evaporative thermostatic valve. **USED parts:** 64: AC/HD 19-1/2" fan; 64-65: headliner bows / tack strips; 65: AM radio; 65-72: 4-speed shifters/linkages; 66: RH fender; decklid; 68: JC Rally II wheels. Marvin Koots, 248-760-7866 (leave message), e-mail: pontiacparts@comcast.net #1594 [aug](#)

Pontiac – GTO – Firebird – Grand Prix parts (pre-1980) bought, sold, or traded. Over 35 years of salvage yards and swap meets during that time have left me with a mixed bag of various used parts. I am looking for Judge and/or round-port motor parts, literature, trivia. E-mail johnjohn@midamerica.net for specifics, please put GTO in subject line, or call 573-581-8013. John Johnson #1390

PARTS WANTED

Wanted for 65 GTO: four (4) 14x6 1964 through 1967 GTO factory stock wheels in nice condition and four (4) 1965 GTO custom spinner hubcaps (factory part # 984491) in good condition, NOS/OEM 60 psi oil sending unit and one 14x6 factory stock wheel in good condition, notched 7 blade fan, gas pedal trim piece and two (2) Tricor wiper blade assemblies. John Snyder 240-707-1059, e-mail ssdi8765@gmail.com. #14247 [aug](#)

Wanted for 65 GTO: Set of four (4) Custom Wheel Discs (3-blade spinner hubcaps) in excellent to concours condition, and one (1) straight, non-rusted 14x6 standard steel rim for a Fremont built GTO stamped "A" by the valve stem and "NT" on one of the lug ribs. Jeff Schaffer 970-238-0284 or e-mail: schafferj421@yahoo.com #7197 [sep](#)

Wanted for 66 GTO: the Deputy Robert Kunze Memorial Car Restoration needs a few parts that are not reproduced. If you are not aware of this project, look at the April 2020 or the October 2021 *Legend* for the full story. We need a full dash assembly with all components, gauges switches, etc., for an AC car. We also need an automatic shifter assembly. We



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have the console but no shifter components. We need everything from the transmission to the console. We could use a nice steering column as well, tilt or standard. Donations would be great but if you need some cash for your parts that works as well. Sam Nance 316-264-1887 (no text) e-mail: jbhnanance@hotmail.com

Wanted: 69 Ram Air IV 400 WW code casting number 9792506 engine block, pair 722 heads, and other parts. Also looking for a 7029273 Quadrajets carburetor. Mike Pipia 414-581-8733 nov

Wanted: Still looking for Q-jets including 7029273, 7029270, or other round port motor parts. I have other Q-Jets and 67-72 GTO / LeMans, Firebird, Grand Prix intakes, blocks, heads, and other parts to sell/trade. John Johnson 573-581-8013, 6-10 PM Central, or johnjohn@midamerica.net

SERVICES

GTO documentation: Looking for documentation on that GTO? Original equipment and options? The information is available from PHS Automotive Services. PHS is not affiliated with Pontiac Motor Division, but has access to production and build invoice information. With your order you will receive a copy of the factory build sheet, information on decoding it, and copies of press info. Visit www.phs-online.com for ordering details. Results sent to you via e-mail \$85; via e-mail in one day \$100; via e-mail in one day plus hard copy mailed \$115. Fax to 586-781-5167. Ordering by regular USPS mail, send your Vehicle Identification Number (VIN) along with a check (a cashier's check or money order will speed up the process) to PHS Automotive Services, PO Box 183251, Shelby Township, MI 48318. Visa and MasterCard accepted. Office phone 586-781-5164

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MISCELLANEOUS

Danbury Mint 1/24 Scale diecast \$150 each: 65 GTO hardtop, black; 65 GTO convertible, black; 65 GTO hardtop, Iris Mist; 67 GTO hardtop, Plum Mist; 67 GTO conv, Turquoise, 69 GTO coupe, Turquoise; 69 GTO convertible Verdoro Green; 69 Judge Carousel Red. Buyer pays shipping. Note; All Cars are new & never been out of the original boxes. Wally Obermann 715-614-2903 cell or e-mail wallyo@nnex.net (WI) #5519 *sep*

SEEKING INFORMATION

Information on my dad's 1964 GTO coupe. Purchased at Jack Blank Pontiac in early 1964. Silver with black interior, Tri-Power 4-speed, aftermarket bullet mirrors, under dash Sears AC unit, home-brew console, chrome alternator cover, and in-dash tach. GTO was left at a junkyard in Weirton, WV on a 1971 road trip. Had front driver side damage -- looked fixable -- dad always thought someone may have saved it. Odds are slim, but if anyone has info on this car, it would really make my 81 year old dad's day. Greg Laxton 352-585-0802, e-mail greg.laxton@gmail.com *sep*

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I would like to locate the 1968 GTO convertible I bought in Oct/Nov 1968 in Columbus, GA. Burgundy with black top and interior, A/C, 4-speed, reclining bucket seats, power antenna, no hood tach. Last known in SE PA (Chester County). James Weisbrod 267-688-1958 #20668 *dec*

Info wanted: Trying to track down 1969 GTO convertible. Totaled car I restored in SC with my father in the late 1980s. 4-speed, hood tach, originally red garnet pearl coat with tan interior. VIN # 242679B166217. Lenny Buckner 843-696-8337 #21704 *dec*

Looking for information about a 70 GTO Ram Air III convertible, 4-speed, AC, Formula steering wheel, silver body, black top and interior that was purchased from the original owner living in Roseville, MN, in the late 70s or early 80s. Information on previous owners would be appreciated. Paul Wegleitner 952-994-1275 #7598 *oct*

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HELP: looking for anyone that has a 1971 GTO or LeMans/Tempest 455 HO car built at any plant but particularly at Framingham. I do not want your VIN or personal information. I would like to know how close your casting dates are to your build date and how they cast these parts in group lots. If you have a car built in 1971, please call, DO NOT TEXT, Bill Stoval 410-952-2571 #7799 aug

GTO MODEL REGISTRY

65 GTO Tri-Power 4-speed convertible Registry: members have full access to an enormous spreadsheet that contains detailed data from all the registry cars. Cars can be in any condition to join. Just share your PHS documentation to verify that your convertible was originally factory equipped with Tri-Power and a 4-speed. Bill Murrell, e-mail: wmurrell@comcast.net

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come. It would be great to share info. Paul Bourbeau 413-267-5834, or e-mail: hisandhers67gto@aol.com #9507

UPCOMING EVENTS

August 13, 2022, 41st Annual Original GTO Club All-Pontiac Car Show, historic downtown village of Greendale, Wisconsin, 8:00 am - 3:00 pm. \$10 entry fee, no pre-reg, 14 classes, rain or shine. 50/50, live music, food tent, craft fair, farmers market, raffle baskets. Paul Hauser, e-mail paulhauser59@gmail.com or call 414-416-0991

August 13, 2022, Pontiac Happening, Chanhassen Autoplex, 8200 Audubon Road, Chanhassen, MN. Hosted by the Land of Lakes GTO Club and the Tomahawk Chapter of PO-CI. Saturday morning (9-12 noon) for Pontiac people having fun. All Pontiacs welcome. Feature model this year is the Fiero. Free admission. Tom Snook 612-834-1888

August 19 & 20, 2022, GTOAA East Coast Regionals presented by Susquehanna Valley GTO. All Pontiacs welcome! 1670 Nissley Rd., Landisville, PA 17538. Friday casual cruise-in Noon - 6 PM, show Saturday 8 AM - 3 PM. 18 Popular Vote classes, plus Best Of awards. Food, music, shade, raffle, door prizes, model car contest. Trailer parking available. www.svgto.com or svgtoprez@gmail.com

August 28 2022, 42nd Annual All-Pontiac Show at the Garage Eatery, 170 Bridge Road, Islandia NY 11749, 9am-3pm. Great food, raffles, trophies, 17 classes, P/V. Sponsored by Long Island Pontiac Clubs. For flyer and registration info see GTOCLUBLI.COM or call Gary Heicklen 917-208-7864

September 4, 2022, The GTO Association of Central Ohio 38th Annual All-Pontiac Indian Uprising, Quaker Steak & Lube, 8500 Lyra Dr, Columbus, OH 43240. Registration 9am - noon, awards at 3pm. Points judged show with 13 classes. Ron Cozzo 740-777-1135, rcozzo@earthlink.net, www.gtoaco.com

September 16-17, 2022, Pontiac Uprising #33, all-Pontiac indoor car show and drag race hosted by the Kansas Pontiac Club. Held at historic SRCA drag strip in Great Bend, Kansas. Test & Tune Friday afternoon with evening tech session & dinner, race & show on Saturday. Host Hotel Best Western. Mike Cooper 316-655-1408

September 17-18, 2022, 11th Annual GTOAA Regional All-Pontiac Cruise and Show at the Pontiac-Oakland Museum, Pontiac, Illinois, hosted by Gateway GTO & Heart of Illinois GTO. Cruise, tours, and entertainment on Sat-

urday, all-Pontiac car show on Sunday. See www.gatewaygto.org or call Chris Winslow 636-294-8104 for more details

September 18, 2022, Greater Ohio GTO Club 10th Annual All-Pontiac Show, Toth Buick-GMC, 3300 South Arlington Road, Akron OH. Registration 9:00 AM to Noon - \$15.00; judging starts at noon; awards 3:00 PM. Trophies, DP, DPZ, 50/50, DJ, food. Louis 330-592-9898, louis.backyard@hotmail.com

September 25, 2022, 38th Annual All Pontiac / Oakland / GMC Fall Car Show sponsored by the Nutmeg Chapter POCI and Barberino Nissan at Masonicare of Wallingford, 67 Masonic Ave. Wallingford, CT. Rain date October 2nd 2022. Mike O'Neill (203) 266-7089, e-mail chrisonell73@charter.net or visit website www.nutmegchapterpoci.com

September 25, 2022, 21st Annual GTO Association of PA car show, Star Buick-GMC, 260 Country Club Rd., Easton (Palmer Twp) PA 18045. 10am-3pm. All makes welcome, music, food & drink, dash plaques 1st 100 cars, door prizes, awards. Pre-registration \$15, day of show \$20. Rain or shine. Flyer and registration info at GTOPA.org. Bob Jones 610-905-1292, e-mail 62straycat@gmail.com

October 2, 2021, 42nd Annual All-Pontiac-GMC Car Show, hosted by Garden State Chapter POCI, Clifton Masonic Lodge, 1476 Van Houten Ave., Clifton, NJ 07013. Registration 9 am until noon, 17 classes, dash plaques. Rain date October 9. Steve Kiellar 201-652-5651 H, 201-264-8521 C, website www.gardenstatePOCI.org



EVENT LISTING GUIDELINES

Maximum 50 words

We publish only Pontiac events or events run by GTOAA chapters. Listings MUST include contact name and phone

October issue deadline is August 15

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Is Your Info Correct?

If it isn't we haven't received your Chapter Survey information yet. This list reflects updated chapter info received by July 1, 2022.

If your club's new info was received after that date, it will appear on the chapter list posted on the GTOAA website.

We would all like to have the chapter listings correct and up-to-date. Please contact Holly Geist -- chapters@gtoaa.org -- with any questions, updates, or corrections.

Thanks!

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