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Volume 40 #2

February 2022

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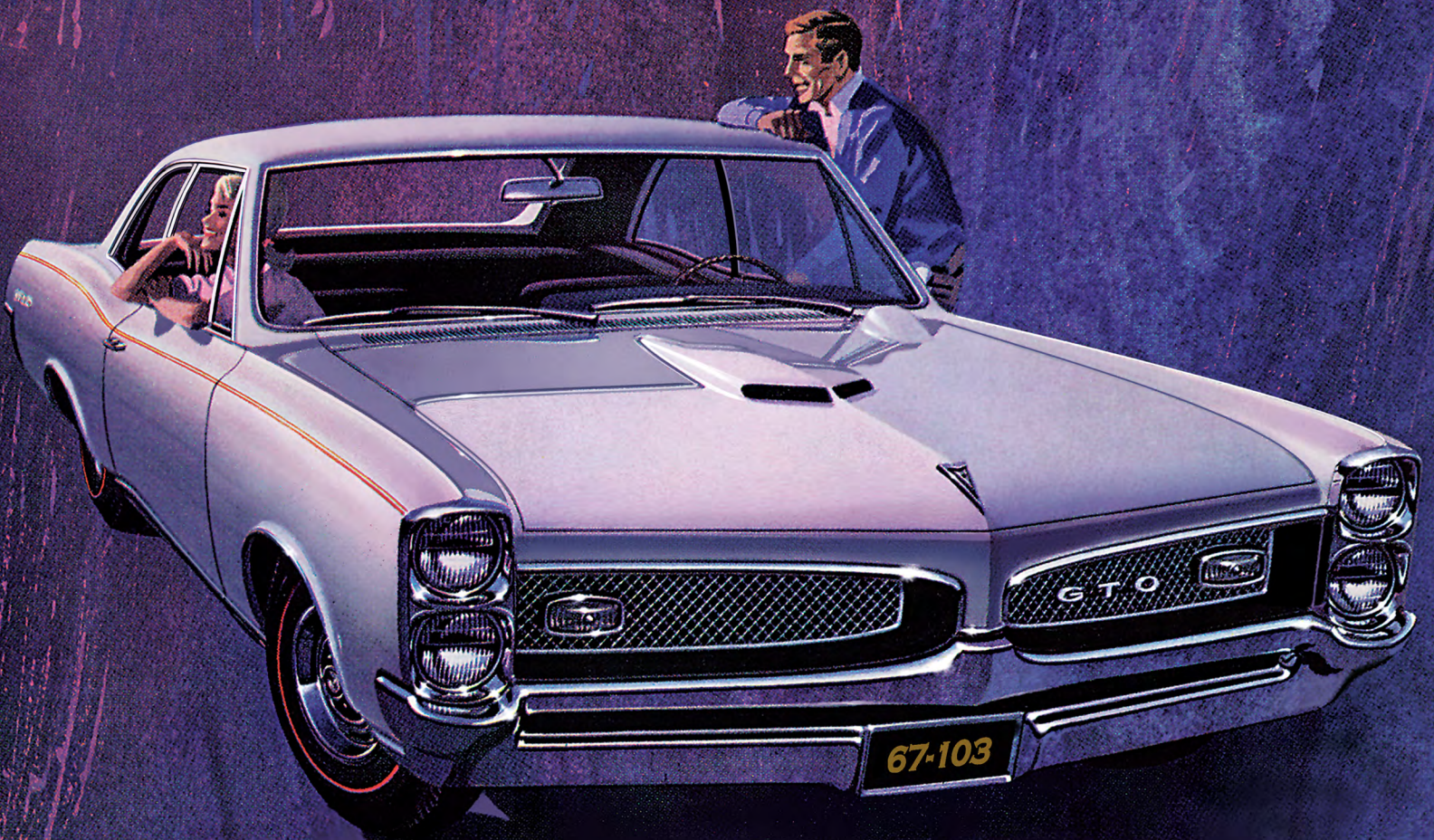
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OFFICERS & STAFF

President

Vic Schreck 717- 898-8107
president@gtoaa.org

Membership / Magazine Mailing

Monica Hooten 812-212-0529
P.O. Box 277 Batesville, IN 47006
gtoamembership@gtoaa.org

Legend Editor / Board Member

Tom Szymczyk 856-439-0314
GoatGuyTom@aol.com fax 856-866-9003

Tech Advisor Admin / Board Member

John Johnson 573-581-8013
johnjohn@midamerica.net

Popular Vote Chairman / Board Member

Bob Alexander 970-214-4234
bob06gto@LPbroadband.net

Concours Coordinator / Board Member

Bill Markowski 716-652-1911
wmarkowski@gtoaa.org

Original Owner Program / Board Member

G. Tom Oxler 636-928-5548
toxler@prodigy.net

Corporate Secretary/Treasurer

Beth Butcher 970-493-3932

Concours Administrator Restored/Original

Doug Pulskamp 812-212-6280
humbler70gto@yahoo.com

Concours Administrator Modified

Paul Freese 812-614-3332
gtoresto@yahoo.com

Concours Administrator New-Gen

Chris Winslow 636-294-8104
chriswinslow@charter.net

Convention Coordinator

Chris Hooten 317-694-6187
convention@gtoaa.org

Scale Pontiac Coordinator

Tim Sickle 240-678-9885
gtoguy@verizon.net

Chapter Coordinator

Holly Geist 503-507-6574
chapters@gtoaa.org

Commercial Advertising Coordinator

Mark Melrose 314-968-3106
advertising@gtoaa.org

Public Relations Coordinator

Steve Hedrick 314-640-4020
thehoodscoop@aol.com

Social Media & Technology Manager

Chad Logan 765-575-4136
socialmedia@gtoaa.org

Club Store (Custom Auto Apparel)

Chris Sklenar 412-678-8402
Website: www.customautoapparel.com
E-mail: clubstore@gtoaa.org

TECH ADVISORY STAFF

Tech info online: visit www.gtoaa.org, click on "Tech Advisors"- links to PY Forums

Tech Advisor Administrator

John Johnson 573-581-8013 email: johnjohn@midamerica.net

1964	Craig Gibney 64 Dietterick Road Orangeville, PA 17859-9008	570-784-7475	1974	Terry Doolittle 543 Serenity Lane Grants Pass, OR 97526-9795 terry_doolittle@msn.com	541-476-4280
1965	Lee Barnes 1429 Highway 86 Piedmont, SC 29673 blclassics@gmail.com	864-414-2929	2004-06	Jerry E. Klaus 1884 Guide Board Road Schuyler Falls, NY 12985-2216 2004gtojer@gmail.com	518-645-2576
1966	Marvin Minarich, Sr. 26265 West Highland Drive Channahon, IL 60410 gtomarvin@hotmail.com	815-467-0381	Judges	Darrell Davidson 15709 Marshallville St NW Canal Fulton OH 44614-9017 dcdavidson69@yahoo.com	330-352-0110
1967	Terry Weiner 409 Ronnie Drive Buffalo Grove, IL 60089-1151 gto67tech@comcast.net	847-758-6112 (days)	GT-37	Bill Weeden 708 East 3rd Avenue Brodhead, WI 53520-1248 bill@GT-37.org	608-295-4890
1968	Scott Veracka 26 Pleasant Street Lyme, NH 03768 scott@verackas.com	603-795-4342	Exhaust	Gardner Exhaust Systems 15 Glenn Pond Drive Red Hook, NY 12571 845-758-8003 gexhaust@frontiernet.net	
1969	Scott Tiemann 11817 E. Grand River Portland, MI 48875 supercarspecialties@gmail.com	517-647-2433	Engine Interchange & Heads	Ronald Rocchi Pontiac Performance Engineering 9444 N. Marion Morton Grove, IL 60053-1258 pontiacron421@comcast.net	847-966-0998
1970	Chuck Henley 3626 Broad Vista NW Uniontown OH 44685-9329 amehenley1@msn.com	330-714-7916	Carbs	Jon Hardgrove 204 East 15th Eldon, MO 65026-2524 carbqueen@sbcglobal.net	573-392-7378 (8-5 CST)
1971 & 72	Dan Jensen 11929 E. Grand River Portland, MI 48875-8444 dajensen@wowway.com	517-647-2474	Paint & Body	Gary Godfrey 8400 Sharon-Mercer Road Mercer PA 16137 gotiger@zoominternet.net	724-662-1040
1973	Bill Markowski 1341 Stolle Road Elma, NY 14059-9734 wmarkowski@gtoaa.org	716-652-1911			

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Missing magazines or changes of address: direct correspondence to Monica Hooten, PO Box 277 Batesville, IN 47006, or e-mail gtoamembership@gtoaa.org. Please include membership number.

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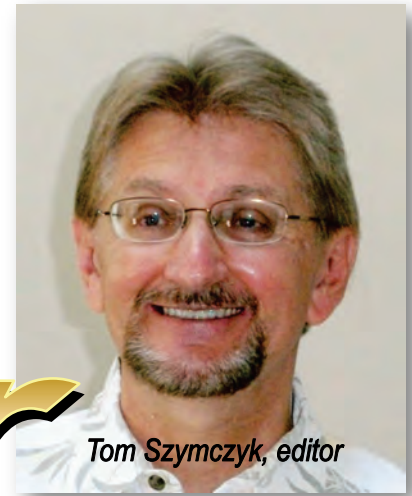
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1st Gear



Tom Szymczyk, editor

As February finds most of us house bound, escaping from the weather, it seems like a good time to have a *Legend* issue with lots to read. So this month, in addition to our usual columns and features, we have two long but hopefully interesting tech articles.

The first is a do-it-yourself story about installing seat foam padding on a GTO bucket seat. Veteran contributor Jeff Lovich walks us through the whole process, step-by-step. I never even heard of listing wires before reading about them in Jeff's article. I learned a lot and I hope you will, too.

The second tech-related article is from Greg Fett. Greg chases down some electrical issues on his 67 GTO. It's a lot like a mystery story where you have to figure out what is causing the problems Greg describes. Having no photos to go with the text, I hope Greg doesn't mind that I added some graphics to the story to make the reader notice it.

It's great to have members step up and provide material for our club publication. I really appreciate it.

Speaking of member contributions, this issue features another installment of GRR88 PL88s, where members send photos of their interesting and/or unusual vanity plates from their GTOs, past and present. When I have enough to fill a page again, we will have more. A tip when submitting you photos -- please include your name in the e-mail so we

can give credit where it's due. I have a whole file of unidentified license plate photos that need to be claimed by their owners.

The 2022 Chapter Survey deadline was January 31. If you still haven't sent your updated information to chapter coordinator Holly Geist, hurry up. As a former chapter coordinator myself, I know what a headache it is to be chasing club officers for correct information. That info needs to show up here in *The Legend* and on the GTOAA website and you certainly would like it to be correct and up-to-date. Holly would appreciate it and so would I.

Don't forget...

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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Vic Schreck

Gearbox Chatter

Website Update

In mid-2021, we introduced a newly formatted website. After the past 20-some years, our old website had become outdated and with the progression of digital technology, that site was no longer sustainable. We recognized this and began searching for a website that would be easy to use, navigate, and manage with a reasonable budget. We explored several options and decided on one that we felt best suits our needs.

Migration of content from the old site to the new began while the old site was still being utilized. This was a tedious process. A major change was to our merchant account. A new system was implemented and underwent testing before it was ready to be introduced. The new website offers us more features than the previous site allowed, and if you visited our website the past few months, you noticed.

We also recognize that a vast majority of our members are of “pre-digital” age and rely on older technology. This is evident at renewal time as we receive a large percentage of our renewals in paper format as a lot of our members do not provide e-mail addresses.

Mark Melrose, our Advertising Coordinator, has been encountering many of our advertisers who are now migrating to digital advertising and foregoing print. This reduces their costs; however their digital advertising does not reach our members who do not utilize it. We’ve taken steps to accommodate them as you see each

month in our e-newsletter with advertiser placements. Mark has developed advertising packages that incorporate print and digital formats with fast pay discounts. We’re now able to offer our advertisers ‘more bang for their buck.’

We’ve been slowly shifting to digital format as well. We have to, to keep up with the changing times. A main feature of the site is the ability for our members to create their own account. Using a login and password, you will be able to create and manage your account. Once logged in, you will be able to view a “Members Only” section (*If you still have one of those jackets, you are definitely of “pre-digital” age -- editor*). There, you’ll have access to restricted content. If you select *The Legend* magazine for example, you’ll notice the current month’s issue and the two previous months’ issues in PDF format for you to browse or download if you choose. Our Technical Advisory staff contact list is located there as well as our digital library, and more.

Another feature added to our members-only section is Mecum Auctions. We enjoy a special relationship with Mecum and with it, our members are afforded a 50% discount on a Bidder’s pass that also provides the bidder one guest pass. The Discount Code that was previously provided in our monthly e-news has been removed and is now accessible on our website in our secured member section. For those who do not have an e-mail address they could not access ‘My-Mecum’ and enter the discount code via our e-news. With the placement of

the code on our website, that code is now accessible through your online account on our website.

Our digital library will give you access to our archive of past *Legend* issues. Once our site is fully implemented, members will be able to view and download their member ID cards. We’re not quite there yet.

We continue to appeal to our members to provide an e-mail address and renew online. This greatly reduces manual data entry that our Membership Coordinator spends a lot of time on. Often times what is legible to the member is not always legible to our Membership Coordinator, or information missing from a credit card which results in a phone call to verify.

We continue to ask the membership to provide e-mail addresses and consider renewing online. Doing so greatly reduces the work load of our Membership Coordinator. An automated process will make her life much easier and with an e-mail account, it will afford you the ability to keep updated monthly on GTOAA happenings right to your inbox.

When it’s time to renew your membership, please consider renewing online then creating your account. Your information is encrypted and secure. We never share our members’ contact information outside of the GTOAA. Members are reminded of renewals each month in our e-newsletter, e-mail notifications from our PR department, and on the address label on the back of *The Legend*.

If you have issues renewing online and need assistance you can click the contact Webmaster at the bottom of a page or e-mail Chad Logan. His e-mail is socialmedia@gtoaa.org. Once your membership lapses, so will your ability to log in. You'll need to renew your membership online to gain access to the members-only area.

Our monthly e-newsletter is a program separate from the website. Once we get more features added we'll be able to publish the monthly e-news through our site, thus reducing cost of publishing the e-news with a 3rd party. The same will occur with reduced mailing costs as more of the membership provides e-mails for electronic delivery of member ID cards and such. That can be done without raising membership dues.

The cost of printing continues to rise and thanks to Tom Szymczyk's diligence in looking for the most cost-effective ways to get *The Legend* printed, we have been able to keep those costs in check rather than pass on the increase to our membership.

In essence, as our advertisers look to reduce costs in advertising to stay

viable, they are going either fully digital or mostly digital. We must also adapt to the times and do the same. For those who receive our monthly e-newsletter, you see the appeal for those who continue to snail mail their renewals to consider do so electronically.

We send out monthly updates in our e-news. This is of great importance with our yearly convention. Everyone who receives the e-news is frequently updated on GTOAA news, especially the convention. We can't do that with *The Legend* as it's almost a two-month lead time to get information out. Those with no e-mails or who do not supply e-mail addresses are not getting updated as quickly as they could be.

We've had great success online with our social media page. Our website will offer our members without a Facebook account the ability to cross link between the two, providing them additional information to keep them updated. Chad Logan manages both our Facebook page and website and shares content from both. For those who don't utilize Facebook you'll be

able to get a lot of the same information by visiting our website, viewing our You Tube account, and member pages. Where we share pictures of our conventions on Facebook, our members can view them on our website.

Our website continues to be a work in progress as we add features and make improvements. If you haven't already, I encourage you to visit our website www.gtoaa.org, to renew your membership, surf the site, create your personal account, and take advantage of what is being offered. If you have navigation problems with the site you can contact Chad. If you need to contact one of our departments you can click on the contact tab at the top of one of the pages and select your choice on the contact list.

We strive to keep our costs down while keeping you updated in a timely fashion. The way we've structured our social media, our e-news, and our website, we can do this without raising your membership dues.

In A Few Words

A few years ago my blue '67 GTO eased up to a stop light. The weather was perfect and all windows were down. The beautiful uneven idle from a large cam was satisfying to listen to through the open air. A cute gal with sporty blonde hair and near my age pulled up alongside. She was admiring the GTO. "What year is it?" she asked. I smiled back and proudly said, "It's a '67 GTO." She said, "It's beautiful," and then looked me in the eye said, "I'm pretty sure that's the kinda car I first did it in." She followed up with a very warm smile and lifted her eyebrows. I looked forward for a moment considering the perfect response and saw the light turn green. I looked back with all my passion and said, "You chose the right car." Then I let the clutch out and enjoyed driving one of America's greatest cars.



Convention Corner 2022

June 28 - July 2, Kingsport, Tennessee



John Johnson

I was going to start this article with a rip-off of "East Bound and Down" from *Smokey And The Bandit*. Something like, "We've got a whole lot to do, and a short time to do it," but I couldn't come up with a good GTO catch-phrase, so let's get started anyway. We do have a LOT of activities to offer you while at the 2022 GTOAA convention.

First -- and it is very important-- if you haven't yet done so, **PLEASE REGISTER ASAP**. Waiting to register for events at the convention is not a good idea. Why? Because if we don't have enough interest, we will cancel those events that aren't meeting minimum attendance numbers at about 30-45 days prior to the convention, and you won't have the option to do that activity at all. Also, some events have a limited number of spaces available, and you might miss the cut-off. If you register early to ensure we know of your interest, the chances improve that we will be able to offer that event.

If you've already registered, you can use the link that you received with your registration confirmation to be able to go back in and make changes, as it will lead you right to your own registration. If you decide to do a cancellation prior to the cut-off, your payment(s) will be refunded to you after the convention concludes.

Wednesday June 29, 2022. First we have the enormously popular event at the **Bristol Motor Speedway**. Note your cost to attend this event **INCLUDES** lunch at the track. Yes, eve-



ryone gets lunch, which will be a deli-sandwich buffet with sides and a beverage/soft-drink.

Remember, you must be pre-registered prior for this event to attend! There will be more information posted on the GTOAA.org website about all of these events under the convention tab, so be sure to check that out.

We'll start out at the Meadowview Resort (our host hotel) in Kingsport. You will have the option of driving your GTO or other Pontiac (or even your tow vehicle) to the BMS, leaving at about 9:15 AM. For those who do not want to drive there, we are offering an option for a motor coach to take you there and back. We will first assemble on one of the parking lots next to the BMS Gift Shop where you may shop for your souvenirs as well as fill

out the mandatory release forms that are necessary for entrance to the track. **The release forms will be in your Registration Packets and we ask you to have this filled out before you get to BMS.**

Concours Car Show owners, take note: If you want to drive your car on the track, complete the car's tech and photo process **BEFORE** Wednesday morning and then put it back in your trailer. **Don't** drive it inside, as you can't leave once you're in. For more info, my contact info is in the front of *The Legend* magazine.

We have the track infield reserved for our cars, trucks, and trailers. Once there, those persons who have paid to do laps on the track will park in a specified location, while the other vehicles are sent elsewhere. You may also sign-up to ride with someone in

their GTO or other vehicle on the Speedway. NOTE THERE ARE DIFFERENT FEES associated with this event. See the registration sheet, or go online. Don't miss out! Register **Now!**

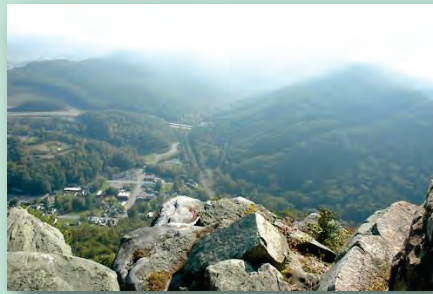
Starting at about 11:30 AM, lunch will be served in the APEX Building on the infield. At about 12:30 PM, the track laps will stop while those who need to exit the infield can do so, perhaps to go to the SCCA autocross time trials held next to the speedway (see the next paragraph) or go back to the hotel. We can also let in late arrivals who were volunteering for work at the GTOAA event and couldn't leave earlier. The track laps will resume about 1:00 PM and we will wrap up our visit by 3:30 PM at which time we return to the Meadowview Resort. **You must be pre-registered prior to the event to attend!**

Special SCCA Opportunity: although not a GTOAA sponsored event, the SCCA will be hosting time and tune runs that afternoon on their autocross track, prior to their big national event later in the week. You may register with them to run laps (you don't even have to be an SCCA member) if you wish. Their contact person is Jeff Cox: jcox07@comcast.net.



Thursday June 30, 2022. We have three different activities options for you to consider. Remember we will have more information on all the activities on the GTOAA.org website under the convention tab; check there for more information.

The first is a driving tour of the Daniel Boone Wilderness Trail. This event is limited to 20 cars so get your registrations in to avoid disappoint-



ment. We will leave Kingsport and follow the route Daniel Boone blazed in the 1750s, which helped lead homesteaders westward. There will be several stops at points of interest along the trail, including The Wilderness Road Blockhouse, Martin's Station, and the Cumberland Gap National Historic Park. Maps and the tour leader's phone number will be provided in case you get separated from the group. We will ultimately reach Cumberland Gap where we will stop for lunch at Angelo's Restaurant, which is included in your \$25 per person fee.

When it's time to return to Kingsport, you may stop back by any sites you missed or wanted to spend more time at, or proceed directly back to the Meadowview. While not a part of our planned tour, fans of Abraham Lincoln might want to stop at nearby Harrogate, TN, and spend some time at the **Lincoln Memorial University**, which boasts one of the largest private collection on this president's memorabilia in the country.



Also on Thursday June 30, 2022. The other event we are offering (this one is tentatively to be offered twice) is a tour of the **Birthplace of Country Music Museum** in Bristol TN. Now, I am more of a rock 'n roll guy but when we went to tour the museum prior to selecting it as an activity, I was very pleasantly surprised and found it (as Artie Johnson used to say) ...verry interesting.



The museum is an affiliate of The Smithsonian Institution, and tells the story of the legendary 1927 "Bristol Sessions," a historical event that sparked what is now known as the "big bang of country music." These recordings continue to influence and inspire the music of today. Johnny Cash was quoted as saying the Bristol Sessions were *"The most important event in the history of country music."* The museum staff will have a special tour for our group to help maximize your enjoyment of their displays, and Banjo Bingo might even be offered! Lunch will be "on you" at any of the 18 restaurants within a 2-3 block walk from the museum.

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After the museum tour, the bus will proceed to Tiny Roberson's **Tennessee Mellowmoon Distillery** in Piney Flats, TN. While there you will have the option to 'sip' some of his award-winning 'shine, and even purchase some if you wish.



Also on Thursday June 30 we are offering another Special Opportunity (again, this is not a sponsored GTOAA event) at the **Thunder Valley Dragstrip** next to the BMS. This is the *Gambler's Challenge Drag Races*. You can get in on the timed practice runs, and even participate in the racing (which costs more) should you wish. The contact person is Jarrod Pennington 205-612-3502.

Saturday July 2, 2022. For those of you who could not make it on Thursday, once again we are offering the motor-coach tour to *The Birthplace*

of Country Music Museum (see above) and Tiny's distillery. We will return to the host hotel in plenty of time to get ready for the banquet and awards ceremony.

Also on Saturday, **The Street Legends Cruise & Open Car Show** to downtown Kingsport begins at 10:30 AM, which will include a police escort and reserved parking next to **Bellafina Chocolates**, one of our convention sponsors. This car show will be open to all makes and models. While there, we encourage you to shop in the downtown area and enjoy many of the fine shops and restaurants there. We will return to the host hotel mid-afternoon, leaving plenty of time left to get ready for the supper and awards ceremony that evening.



Once again, there will be more information posted on the GTOAA.org website about each of these events under the convention tab. If you can't find the answers you need, my e-mail and phone number are at the end of this article.

To conclude, I urge you to **register as early as you can** to ensure you get the maximum enjoyment out of your vacation. For any specific tour questions, please contact me (e-mail preferred) from my info listed below.

If you have any other questions about the convention, please feel free to contact any of our GTOAA convention staff below.

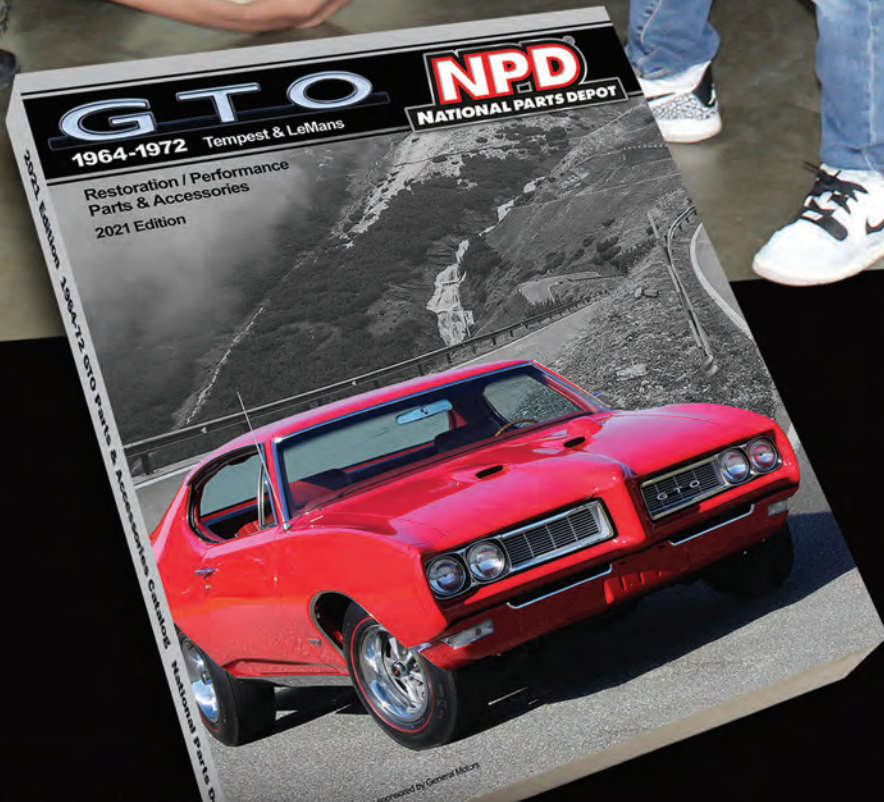
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BOB ALEXANDER 970-214-4234, BOB06GTO@LPBROADBAND.NET
CHRIS HOOTEN 317-694-6187, CONVENTION@GTOAA.ORG |
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| HOTEL & TRAILER PARKING — | TOM OXLER 636-288-1426, TOXLER@PRODIGY.NET |
| CONCOURS — | BILL MARKOWSKI 716-652-1911, WMARKOWSKI@GTOAA.ORG |
| POPULAR VOTE — | TOM SZYMCZYK 856-524-2588, GOATGUYTOM@AOL.COM |
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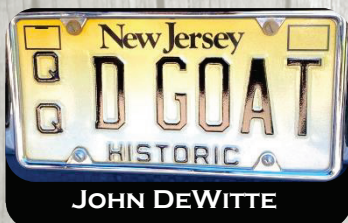
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Jeff Lovich

Recushioning A GTO Bucket Seat Bottom

My 1964 GTO is now 57 years old. Although I bought it in 1978 with a nice all-original interior nothing lasts forever. The carpet was the first to require replacement and that was back in the early 1990s when it was already showing signs of wear. The medium blue vinyl seats and door panels remained factory fresh with a few areas of worn or missing piping on the driver's seat being the only visible damage.

Fast forward to now. The bottom padding in the bucket seats was dead, especially the driver's seat. The foam had turned to something looking like powdered parmesan cheese and I was vacuuming up yellow particles of decaying foam regularly. It was time to reupholster the buckets. I had no experience with automotive upholstery so I decided I would buy the reproduction bucket seat covers, new foam padding, and seek out the expertise of a local upholstery shop. Fortunately, I already had the seat foams made by American Cushion Industries.

The first call was to a leading supplier of reproduction interior upholstery in classic cars. I made the call in May and ordered new skins for my bucket seats. When I received the receipt for the order in my email, I noticed it said they would be shipped to me in January, eight months later! I called the vendor and was told that was the soonest I could expect to receive the product due to supply chain problems, another victim of the pandemic no doubt. I decided to cancel the order and try another supplier, only to get the same estimated shipping date. That would not do: I needed new padding sooner than that to continue enjoying my GTO during the summer.

In light of all this, I decided that I would keep my original seat skins since the seats had a familiar patina that had been a part of the character of my GTO since I first bought it. In addition, even though repro seat upholstery is a close color match to originals, it wasn't perfect based on the swatch I received, because the new upholstery hadn't been exposed to almost 60 years of sun and use. I was concerned that I would have to reupholster all the seats for a good match. Because of the situation, I decided to take the seats to an upholstery shop and ask them to install the new cushions under the old still pliable skins. Pontiac's Morrokide upholstery is as tough as they say it is!

Flagstaff is a small town so there were only two upholstery shops that I called. Both told me – get ready for this – they couldn't get to them until January at the earliest because they were having trouble getting help! OK, now I was in a real bind. Like most GTO owners, I'm a do-it-yourselfer so I thought, how hard can this be? I'll teach myself how to do the job. Remember, I had no previous experience with automotive upholstery other than carpet replacement. So, follow along, and I'll tell you how I replaced the bottom foam cushion in my bucket seats and reinstalled the factory skins. The process is basically the same for installing new skins. Note, since the upper seat cushions don't take the beating of lower cushions, I didn't replace mine because they are still soft and pliable and don't have decaying foam falling out.

The first step I recommend is watching videos on YouTube showing how to disassemble and then reassemble bucket seats. Although seats differed among various GTO years, the process is remarkably similar for all of them. A video showing how to take a 1965 Malibu bucket seat apart is at <https://www.youtube.com/watch?v=x7gAYDzmPtE>.

In addition, Legendary Auto Interiors has an excellent one at <https://www.youtube.com/watch?v=y4kaFLY47VI> showing how to install foam and upholstery for a 1970 Chevelle. These videos will give you an overview of the process and should increase your confidence. I have to admit, it's a little scary when you finally take the seat apart and have to confront the prospect of putting it back together again. However, if I can do it, anyone can. In addition to these web resources, use your cell phone to take lots of photos during disassembly. They will be invaluable.

If you decide to tackle the job after watching the videos, you need to obtain the items necessary for the restoration. You'll need seat foam and an installation kit. I bought the latter from Legendary Auto Interiors along with several hundred hog rings and hog ring pliers. The kit comes with lots of cotton batting, burlap, paper coated listing wire, and two inch felt. Mine did not have enough of the latter to finish the job but a call to Legendary quickly remedied that for no extra cost. I did not buy a pair of hog ring cutters but I wish I had. Diagonal snips are a poor substitute for tough hog rings.



Figure 1. Notice the hog rings all around the skirt bottom of the seat and the gray panel pulling the rear portion of the upholstery tight.

Obviously, you have to remove the seats from the car to install the new foam. That sounds like the easy part as they are held down at only four points with ½" bolts and nuts. However, my back doesn't lift from that awkward angle like it did when I was a teenager, so lower back pain was my souvenir from the job. To remove the upper seat from the lower seat on 1964-1965 GTOs you have to pull off a pair of chrome caps, one on each pivot point. I used a pair of vice grips, lightly clamped on the cap, to pull them off. You may be able to reuse the caps if you are careful but repros are cheap and readily available from restoration suppliers. Next, pull the upper seat arms apart at the pivot points and separate the upper from the lower half of the seat.

There are two rubber bumpers where the seat back contacts the lower seat and you will need to remove those by taking out their securing screws with a Philips screwdriver. I also removed the seat tracks at this point, being careful to note where the return spring attaches (take a photo). Now you are ready to start stripping the upholstery from the bottom seat. There are LOTS of hog rings holding various parts of the skin to the seat and you should take photos of the odd locations so you remember to put them back in the same place and in the same general numbers.

Flip the seat over and start removing hog rings around the periphery (Figure 1 top of page). The easiest way I found to remove hog rings was with a pair of channel locks. Grab part of the hog ring and twist until you can remove the ring. Do this all the way around the seat. Figure 1 also shows a gray panel that pulls the very back of the seat upholstery tight. Take note of how it is attached and remove those rings too. Those hog rings, and the ones attaching the padding and burlap to the back of the seat, should be the only ones you remove from the bottom of the seat springs at

this point. When loose, you'll see a piece of cardboard underneath that protects the rear upholstery from damage on the springs when people kick it while in the back seat. You can save or replace that cardboard depending on condition. Mine were reusable. There are some hog rings at the rear of the seat that pull the sides down too, so take photos of those before you remove them.

The seat frame will still be firmly attached to the upholstery after you remove all those hog rings from the bottom. The upholstery is still connected to paper coated listing wires that define the difference between the middle seating area and the side bolsters that give lateral support. There are extended pockets on each side of the middle seating portion of the upholstery that fit into grooves in the seat foam to anchor the hog rings deeper and give the seats their sculpted look. If you run your finger down in that pocket you will feel the paper coated listing wire and the 5-8 hog rings on each side that attach the upholstery to the seat frame. You will need to push down into that pocket with your channel locks to remove those hog rings and the upholstery should lift off the padding. If it doesn't, find and remove any remaining hog rings that you missed.



Figure 2. Decaying foam is obvious in this photo. You can see the grooves in the seat where the listing wires formerly resided along the inside of the side bolsters.

You should now have a seat with no upholstery (Figure 2 above). Look around the seat for hog rings securing the foam and padding and take photos before removing them. The next layer beneath the foam is a simple piece of burlap over the seat springs. Remove it too and throw it away with

the padding. You should now be left with a bare set of seat springs with a few patches to keep springs from rubbing on each other (Figure 3 below). Leave these on if they are still serviceable. If your seat springs are rusty, you can wire brush them and spray on rust encapsulator or have them sandblasted and sprayed with paint to prevent future rust.



Figure 3. This is what your seat bottom looks like with no upholstery or upper padding. The remaining padding can stay on if it is still serviceable like here. Note the paper coated listing wire that is used to attach hog rings so the side bolsters have definition from the center seating area. More on that later.

You are looking at a mass of bare metal springs. It's hard to believe these will become comfortable seats. Before you continue, inspect it to make sure none of the springs are broken. You can buy some replacement springs from restoration suppliers if needed. Mine were in good shape. Now would also be a good time to watch the video at <https://www.youtube.com/watch?v=y4kaFLY47VI> mentioned earlier about seat reupholstery to get an overview of the process. I referred to it periodically and repeatedly during the process for details and you should too. The remainder of this article describes the general process I used for my 1964 GTO, but again, the process is remarkably similar across years with minor deviations.

The first step is to cut a piece of burlap from the seat installation kit to fit over the seat springs with a few inches



Figure 4. Putting a single layer of burlap on the seat springs is the first step in reupholstering the bucket seat bottom from my 1964 GTO. Note the spacing of hog rings around the perimeter.

hanging off the front and sides and leave enough on the back to attach hog rings there. Start attaching the burlap at the rear by putting new hog rings there and then around the periphery of the seat, spacing them every 2-3 inches (Figure 4 above). As you install them, flatten the burlap and form it to the seat bottom so it is relatively taught, but you don't have to make it super tight. Just smooth it out as you go so it conforms to the seat. You can trim it a little around the sides and front if necessary so a couple inches hang off. The excess will not show when finished. Now take the 2-inch black felt that came in the kit and run it around the outside edge of the seat, fastening it in the middle as you go, with hog rings spaced about 2-3 inches (Figure 5 below).



Figure 5. Two inch felt is installed around the edge to prevent the springs from sawing into your new seat foam or upholstery. Again, spacing of hog rings is about ever 2-3 inches.



Figure 6. You can use a black Sharpie to trace over the factory paper-coated listing wire in the seat springs as a guide to make sure everything lines up. This is important when you install the foam cushion and fasten the paper-coated listing wires in the pockets hanging off of the bottom of the upholstery to the listing wire in the seat springs. If you want, you can install a new listing wire on top of the burlap and over the original.

Take the new bottom seat cushion and notice the two grooves on each side of the middle portion where the listing wire pockets go. Take a razor knife and cut through both sides (see video) so they become slits that you can reach through later. Be careful not to cut the entire length of the cushion. You'll see where to stop cutting, about a couple inches from the end of each slit. Returning to the seat bottom, take a black Sharpie and trace lines down the factory-installed paper-coated listing wires that are now underneath the burlap (Figure 6 above). The video shows how to do it using the slits in the seat cushion you cut. Either way works.

These lines will be your guide when you hog ring the listing wire hanging from the bottom of the seat upholstery to the listing wire in the seat springs. An alternative is to install more listing wire on top of the factory coated listing wire INSTEAD of tracing the black lines with a Sharpie. Either technique will work but I think it's easier if you do the latter. If you do install more listing wire on top, make sure you bend the ends of the new listing wire 90°, hog ring them at the ends too so they won't slide around, and tuck the front 90° bend of the wire under the black felt so it won't cut your seat (see video).

The next step is to take a single layer of cotton padding that came in the seat installation kit and fit it to the seat bottom as you did the burlap, with a small amount hanging off the front and side. Again, you will tuck the small amount of excess under the muslin on the upholstery along with any overlapping burlap. The cotton is very hard to cut with scissors but pulls apart more easily with your fingers. You will

also need to pull apart two slits in the cotton directly over the listing wires attached to the seat springs as show in Figure 7 below.



Figure 7. Install a single layer of cotton padding over the burlap and pull apart slits over the listing wires as shown.

You can now position the new seat foam on top of the cotton (Figure 8 below). Make sure the slits you cut in the cushion are directly over the slits you made in the cotton AND the black lines/listing wires. You should be able to put your fingers in the slits in the cushion and feel the listing wires directly underneath. Use hog rings to attach the mus-



Figure 8. The seat cushion goes over the cotton and the slits you cut in it should align with everything underneath (e.g., slits in cotton, black line, listing wires in seat springs).

lin on the cushion to the seat springs around the frame for a secure fit without distorting the foam or moving the slits away from the listing wires. You won't need many hog rings for this because the upholstery will also hold the cushion in place. You can roll the muslin, cotton and burlap to use up excess length when hog ringing. The factory used a wire rolled into the muslin to attach the rear of the foam to the springs on my 1964 GTO and you can do that too if applicable.

Now you are ready to attach your original or existing upholstery. Upholstery definitely installs easiest when warm and pliable. I put mine in my truck, parked outside on a summer day, and it warmed up fast. Turn the front corners of the upholstery inside out and position over the cushion. Install it over the rear of the seat frame first and align the holes to install the rubber bumpers for the seat back for preliminary alignment. Make sure the upholstery it is positioned correctly over the seat frame.

The next step is hard to explain so make sure you watch the video. You need to attach the listing wires in the pockets hanging down from the bottom of the upholstery through the slits in the cushion to the listing wires on the seat springs. It sounds difficult but it really isn't. If you bent the listing wire anywhere when removing the old hog rings, now is a good time to straighten them as needed.

Starting at the bottom, tuck the listing wire pocket hanging down from the upholstery into the groove on the cushion directly over the listing wire/black line on the burlap and seat bottom. Next, take the hog ring pliers and push them down into the pocket so when you clamp the hog ring it grips the listing wire in the upholstery AND the listing wire on the seat bottom.

If you "miss" the bottom wire, no problem. Just remove that hog ring with cutters and try again. You have to push firmly to grip both wires and you'll know when you do: just pull up on the upholstery and it should be attached to the seat frame. Continue on both sides until they are secured. There were 5-8 hog rings attached to the listing wire on each side of my seats and yours will be similar.

You are now ready to install the front corners of the upholstery over the cushion. Put your hand in the first inside out corner and push forward. Use your other hand to force the foam back. This takes some force to get the upholstery over the foam so push hard. Once the corner is over the foam you can massage and rub the upholstery to smooth out wrinkles. Repeat the process on the other corner.

You can now pull the rear corner skirts of the upholstery down to align the original holes in the upholstery over the posts where the upper seat hinges attach. Flip the seat over and start by pulling up the skirt of the upholstery and attaching the front hog rings to their original locations to keep everything aligned.

Continue hog ringing the sides of the skirt. The original hog ring holes in the material around the bottom of the upholstery skirt should line up with the hog ring securing locations on the seat frame. Make sure you reinsert the cardboard piece mentioned earlier before you hog ring the back. Remember, the 1964 seats have that gray panel shown in Figure 1 of this article that need to be hog ringed to the original location on the seat springs. Refer to your photos for any remaining hog ring locations that need to be secured, especially on the rear corners.

Congratulations! You have a new bottom seat cushion and you won't need to sit on phonebooks to see over the steering wheel. Install the seat back and put the buckets back in the car. You probably won't have to do this job for another 50+ years (can Morrokide last 100 years?). My seats now look and feel great (Figure 9 below), and if I can do it, you can do it.



Figure 9. The lower seat cushions fit perfectly in my 1964 GTO. They feel fantastic and add greatly to driving enjoyment.

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The Adventures Of Alan And His GTO



*text Alan Crane
photos Gerald McCracken*

I have been a gearhead for as long as I can remember, probably since I was five years old. I built my first go kart out of scrap wood, an ironing board, and a Coach baby carriage's wheels and axles. Boy did I get in trouble when the owners in my apartment building discovered their missing wheels, axles, and ironing board from our common room in the basement. I knew someday I would want a real car and I never looked back. That is when I started to save for that real car.

Fast forward to December, 1964, when I was 16 years old. I knew I had to have a red convertible GTO when I observed a red 1964 GTO convertible at our local hamburger drive-in. I almost had enough money, as I was employed

pumping gas, mowing lawns, and I had been saving for years. The car cost \$3,405. That was a lot of money back then. The \$3,405 included the cost of the convertible option which was \$400 and the GTO option on a LeMans which was \$295. My father had to sign for the order at Mal Pierce Pontiac in Bethpage, Long Island, NY. You had to be at least 18 years old in NY to order a car.

The car was to be assembled in Pontiac Michigan. Then as bad luck would have it, GM went on strike for six weeks. I ordered the car at the beginning of January 1965. I did not get the car until the end of February. My car was delivered to the dealer -- not quite finished. I can only guess that GM had a backlog of orders and rushed to deliver cars to deal-

ers. In short order, the bolts fell out of the torque converter to the flywheel. They forgot to tighten them up. When the bolts fell out, the bell housing part of the automatic transmission must have been damaged because years later, it cracked in half, almost killing me at over 110 MPH. That is another whole story. The GTO sat at the dealer waiting for parts (flywheel and bolts) for over five weeks.

Then I had trouble with the rear metallic brakes over-adjusting and one wheel caught on fire, causing me to lose all braking. How scary is that? The car was back at the dealer four times for braking problems prior to the wheel fire.

Through thick and thin, I still love my 1965 GTO. I restored it two times. In 1979 I started my first restoration. There was nothing reproduced at this time in the aftermarket, so I bought what I could from Pontiac. I patched the rust spots myself. I had a new top put on at a local car top store. I did most everything else myself, including paint. I rebuilt the two-speed Super Turbine transmission on my kitchen table and I even put in a shift kit. I had the motor over-bored .030 inches, and put it together myself. I sent the heads to a local head rebuilder who worked out of his house. He did a fantastic job at a reasonable price. I spent about five years on that first restoration.

All the while, I searched for the options that I could not afford to order in 1965 at the age of 16. I went to every salvage yard within 40 miles of my house. Since A-body cars did not stop very well in 1965 with 9-1/2 inch front drums, there were a lots of wrecked GTO/LeMans cars in the salvage yards to purchase all the options I needed or wanted.

I found a complete Tri-Power setup, power driver's seat, power antenna, exhaust extensions, Rally gauge cluster and tachometer, inside non-glare mirror, under hood lamp, back up lights, power windows, remote electric power trunk release from a later year car, (1965 used a wire cable that rusted out that ran under the passenger door), five various interior light options, remote outside driver's mirror, and last but not least, two-speed wiper/washers. I hope I did not forget any. I had ordered the car new with power steering, power brakes, automatic transmission, custom wheel

discs, GTO option on a LeMans convertible, AM push button radio, tinted windshield, Saf-T-Track differential with a 390:1 performance axle ratio, which then mandated metallic brake linings, and finally, redline tires.

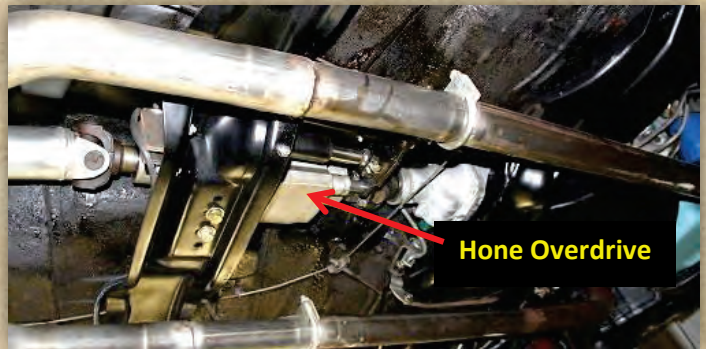
I sometimes repaired other GTOs for friends and would do it for free to obtain an option I wanted off their car. That is how I received a complete factory air conditioning system from a '65 GTO coupe. A friend had no heat in his GTO, which is not a good situation in our very cold NY winters. All I had to do was give him a working heater in his GTO. It took two weeks of work removing my right front fender and changing everything over. He had heat, and I had a \$337 option with cold air. I also obtained his factory wood sport steering wheel and padded dash cover (both in like-new condition).

I then pulled out my two-speed transmission, which I hated, and put in a three-speed 350 turbo transmission. I rebuilt it myself and put in a shift kit.

It would chirp the tires between shifts. I added electronic ignition to the original distributor. The radio looks all original, but internally it is AM/FM and I can play anything externally through an accessory wire. I then bought NOS original floor mats. All in all, I added about \$1,800 in options during the first restoration.

I painted the car using DuPont lacquer, in Montero Red, the original color. The lacquer paint did not last very well after 30 years, as lacquer never does. Fast forward to 2011. I had the car professionally restored (frame off). Since I first restored the GTO about 30 years earlier, I had only driven it a few thousand miles. A second marriage, boy/girl twins, and a new house will keep you very busy. I just wanted the car to look like a #1 restoration which then took three years. I even had them replace the box frame that convertibles had for stiffness, because you cannot see inside of it to ascertain condition.





The GTO had seen lots of NY snow and salt because as a student, I had to drive to Hofstra University between 1965 and 1970. I even put studded snow tires on the GTO. Limited slip diff and all, the car and I hated snow.

The restoration shop I used shall remain nameless. They did a fantastic job on the body and frame, but were not honest. They charged me for a whole bunch of things they did not do. The car was also returned in dirty condition. I personally had to get the car mechanically correct and installed a new aluminum radiator. Thank goodness the body/chassis was painted and done to perfection. Body was done in two-step urethane paint (red/clear-coat), with GM chassis black on the frame.

I again started to attend car shows in Long Island, NY. I most always got first place in my class. They really judge cars with a 100 point sheet and give out different size trophies for first, second, and third place. I sometimes got best of show. I even got best of show one time in South Carolina, my new home of five years. The one

question I most always would be asked at car shows is, "How did I know to keep the GTO?" I would answer, "It was a cool car in 1965, and I knew it would always be cool, even in my later years." I would then add, "I feel like I am 16 years old again when I drive the GTO. I kept my first car, and I kept my second wife, and I do NOT loan either one out." That always gets a big laugh. I would guess that because I kept my loving wife, I did not have to sell the car in a divorce. She also loves my car hobby, but she is afraid to drive the GTO. "Something might happen," and she would feel terrible. I always tell her, "That's what insurance is for, as long as you do not get hurt."

I had ordered a 3.90 performance rear end for \$2.15 when new to street race from red light to red light. What a deal! I then did some research for highway driving and bought and installed a Hone Overdrive transmission behind the original transmission. Imagine, a car with two transmissions! It could change the final drive ratio to 2:60 to 1 at will. It has 30% less RPM in overdrive.

That took a lot of engineering and fabrication. The drive shaft had to be shortened and a cross member made and installed. The tunnel had to be slightly enlarged, with not much room to do it, as the console is right above it.

I had to devise a way to shift it, leaving the car to look original inside. I used a boat outdrive cylinder (12 volt) under the car to shift in and out of overdrive. Using a soldering iron, I melted a power window button into the driver's side plastic arm rest, out of sight, to control the boat outdrive.

I then installed front disc brakes from a 1970 Cutlass A-body. The whole brake system, including spindles, was given to me by a friend for free. He had totaled his Cutlass. It included everything, soup to nuts (and bolts). I finally was able to stop the car safely.

I bought a set of 14" x 7" Rally One rims, which are one inch wider than stock (the stock wheels did not allow the brake calipers to fit) and installed a set of homemade redline radial tires. I then stained the white stripes on the

tires with red dye. Next I added a rear stabilizer bar, a larger front stabilizer bar, along with a much quicker variable ratio power steering box from a newer model Olds 442. It has two and a half turns lock to lock vs. four turns on the original box.

I bought a complete Pypes "Street Pro" two and a half inch dual exhaust system. In short, I made the car a re-

ally fun car to drive. When taking the GTO out for a ride with my wife, the big decision, since it is very hot in South Carolina, is always "top down or top up and AC on?" I almost always go for "top down."

While cruising around, every once in a long while, PD would pull me over. The first thing the officer would say is, "You did nothing wrong. Is it all right

if I look at your GTO?" They seem totally amazed to see a new-looking 1965 GTO convertible.

I hope you enjoyed a little bit of my GTO history. There are a lot more GTO stories in my life after 55 years of ownership, but they will perhaps be for another day. Maybe I will call them, "The Further Adventures of Alan And His GTO."

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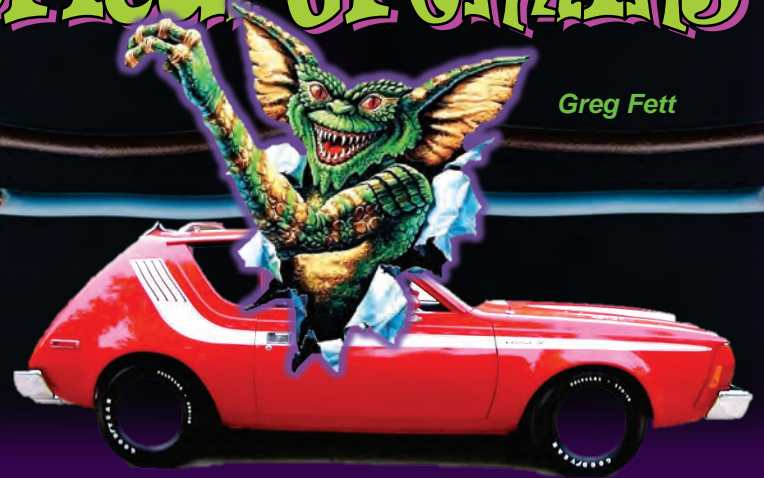
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Chasing Electrical Gremlins

Greg Fett

Editor's note: No, this isn't a story about somebody installing a Tesla driveline in an old AMC compact. But I didn't have any photos to go along with this article, so I thought this might get your attention. It's really a mystery story that will keep you guessing.



In late September, I went out to my storage facility to exercise my 1967 GTO. The starter turned over for a fraction of a second and quit. I turned on the headlights to see if I had electrical power and there was none. In February of 2019 I had this same exact problem. At that time, I assumed the battery was the problem and I replaced it. However, this did not fix the problem.

Back then, I retrieved my old 1980s multimeter and started to investigate. I had 13.2 volts across the new battery posts and across the battery cable terminals. I then checked continuity from the negative battery terminal to the stud on the cylinder head where the negative battery cable connects. I had 0 Ohms, which meant the circuit was closed and I had a good ground. I then proceeded to check voltage to ground at the starter and then at the bulkhead connector (black double red stripe wire) on the firewall. I had 13.2 volts.

I had power all the way to the firewall, but nothing in the rest of the car. I then cleaned the contacts on the bulkhead connector with rubbing alcohol and Q tips. I reconnected the bulkhead connector, but there was still no power in the vehicle. I then decided to clean the new battery posts and the cable terminals.

I now had a very weak dome light when I opened the door. I tried the ignition several times to no avail, but about the sixth try it turned over. I held the ignition on until the car started, and I had no problems until now. I assumed the new battery may have not been sufficiently charged even though the voltage was correct.

This time, with the second coming of the same problem, I was confident the battery was not the cause. I went through the same exercises of checking voltage and continuity and again found I had 13.2 volts at the firewall, and good continuity on the negative battery cable. I also

checked continuity at all ground straps, around the engine compartment, and under the dash. I again cleaned the bulkhead connector contacts and the battery posts and cable terminals. None of this did any good. I also checked the battery by connecting a spare headlight to the battery cable terminals.

I decided to continue checking with my multimeter and started to work my way into the vehicle. I also got out my 1967 Pontiac Service Manual and became very familiar with the wiring diagrams. The horn, headlight switch, and ignition switch are directly connected to the battery and should always be hot. The headlight switch and ignition switch are fed from a splice in the wiring harness (red wire under the dash). The horn is fed through a relay on the firewall.

Since I had no lights or ignition, it seemed to me I might have an open circuit somewhere in the wiring harness under the dash. I turned the light switch



Chasing Electrical Gremlins

on to be able to see if I found a solution. I then pulled the tumbler from the ignition switch, removed the ash tray and mounting bracket, and the ignition switch itself. I then removed the connector from the back of the switch and checked the voltage to ground at the battery terminal (red wire). It was 0 volts. This seemed to confirm the open circuit theory; I had no power under the dash.

I then decided to back feed power directly from the battery to under the dash and see if I could get the headlights to work. I did this by connecting a long jumper wire from the positive battery terminal to the battery wire on the ignition switch connector. The headlights did not come on with the switch on.

When I came back from lunch that afternoon, I could see the courtesy light under the dash was on. This should not be happening with the doors closed. I opened the door and it remained on. I could also see the dome light that should have been on was not. This was very strange. I turned the headlight switch on and the headlights did not come on and the courtesy light went off and would not come back on. This was the time I started to seriously wonder if the car might be haunted!

I examined the courtesy light and could see the bulb and receptacle had come loose from the housing and was touching the ash tray bracket which was also hanging down. This probably provided a ground, but why didn't the dome light also come on when the door was opened?

I then decided to check the battery wire for continuity from the positive battery cable connector to the ignition switch to confirm the lack of continuity. I was surprised to find out this was a closed circuit with 0 Ohms. How can this be? I have a closed circuit all the way from the battery, and the battery is good, yet there is no voltage at the ignition switch. I had to ponder this for a while. I decided to charge the battery overnight, just to make sure there was no issue with it.

The next morning when I opened the door the dome light came on. This is what happened in 2019 except this time it was bright. I quickly put the ignition switch back in and tried to start the car. It would not start after multiple attempts.

My next plan of action was to remove all the fuses to see if some other circuit in the car causing the problem. My plan was to add them in one at a time from top to bottom and measure voltage at the battery terminal on the ignition switch. With all

fuses out I had 13.2 volts at the ignition switch. Now I was finally getting somewhere. I should be able to power something. I jumpered the battery wire on the ignition switch to the solenoid wire and nothing happened. Once again, my hopes were dashed.

I continued to add fuses back in from top to bottom and each time check the voltage at the battery terminal on the ignition switch. Each time the voltage was 13.2 until I put the second fuse from the bottom (cigar lighter, clock) in. Now I had 0.5 volts.

When I added the bottom fuse (stop, dome lights) the voltage went to 0. None of this mattered, because no matter what the voltage was at the ignition switch there was no electrical power anywhere in the vehicle. Very strange.

Next, I moved my attention back to the engine compartment. I decided to do something simple. The horn relay is on the firewall and is fed directly from the battery wire. I decided to run a jumper wire directly from the positive battery terminal to the wire that goes from the horn relay to the horn. This should definitely set off the horn. However, it did not.

About this time, I was seriously beginning to doubt sound electrical engineering principles, and my sanity. This was crazy. I then measured continuity from the horn relay wire to the ground connections on the radiator supports on both sides. 0 Ohms. This just can't be happening.

Just for the heck of it I decided to measure voltage between the battery terminals when I turned on the headlight switch. I connected the multi-meter leads to the battery cable terminals. With the headlight switch off, the voltage was 13.2. When I turned the switch on, the battery voltage immediately dropped to 0 volts.

As usual the headlights did not come on. I did not understand what was going on here. I was confident the headlight circuit was not really overloading the battery, because it had been on now for a couple of days and the battery was still fine. However, this would explain why the voltage was 0 at the ignition switch earlier.

Most of the time I had left the headlight switches on so I would know if the power came on. However, it would not explain why the clock/cigar lighter circuit read 0.5 volts at the ignition switch. When I originally measured 13.2 volts at the battery terminals the clock would have been connected.

The next thing I did was to check the voltage between the negative battery terminal and stud on the cylinder head, where the negative cable connects. The headlight switch was in the on position. I don't even remember what the reading was because the headlights actually came on when I touched the voltmeter probe to the stud.

What the #!&\$ just happened? Could this be a bad negative ground cable after all? I got one of my battery jumper cables and connected the negative battery cable terminal to

the stud on the cylinder head creating a temporary cable.

Suddenly, I had lights and power to everything. Next, I jumped inside and tried to start the car. Click, click, click. There was power to the solenoid but maybe I had more than one problem. I got the starter rebuilt, and had the solenoid replaced and the problem was finally fixed.

I probably spent about 20 hours over four days diagnosing and repairing this problem. I have always used continuity, or resistance to check a circuit to see if it is open or closed. I now realize this may not always tell the whole story, especially with only a 10,000 Ohm scale. The negative battery cable was a closed circuit, but it had corrosion and likely increased resistance, which I was not able to detect.

As a result, I had good voltage to ground until something was turned on, then the voltage dropped to 0. Much of the time the headlight switch was on, and when I was working under the dash the door switch was also on. I am not sure why the headlights came on when I measured voltage through the negative cable, as the voltmeter should have high impedance and not allow much current to flow. However, it is a good thing it did, because that was the clue I needed.

I have now invested in a new digital multimeter, which hopefully will make troubleshooting a little more precise in the future.

Let's hope that makes those Gremlins easier to catch!

One other side note I would like to bring up. I have owned this car for 13 years, and the entire time I have had a static issue on the AM radio when the vehicle speed gets above about 30 mph.

I purchased a different radio, replaced all of the ground straps, checked continuity at all locations on the vehicle, replaced the antenna and cable, and put in the star shaped anti-static devices in the front wheel hubs that were missing.

The only thing that has helped was the last item. It cut down the severity, but did not eliminate the problem. I even grounded the antenna by running a wire to the LH cylinder head. I also took one of the radios and put it in my 1966 Buick Skylark Gran Sport and it was fine.

The problem is in my car and not in the radios. I have always felt that vehicle was building up static electricity and that this was likely a grounding problem. I was hopeful replacing the negative battery cable would take care of this issue, but it did not.

I had this exact same issue with a 1967 Austin Healy Sprite I owned when I was in college. The car had no radio, so I had the dealer put in an AM radio and antenna, and I had the same static problem at speed. They never were able to fix this issue so they took the radio out and refunded my money.

If anyone has any ideas as how to fix this problem I would appreciate your comments. My email is fetteng@gmail.com.

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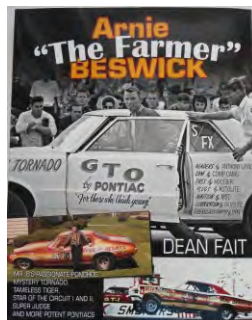
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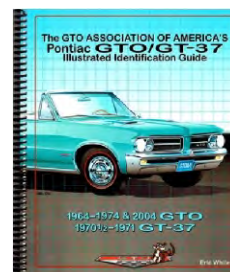


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65 GTO, YH 462 with Tri-Power, TH 400 Dual Gate shifter, 3.55 12-bolt posi, 4-wheel disc, power steering & brakes, tach & gauges, electric fuel pump, AM/FM radio, body is straight-no rust. Nightwatch Blue, blue interior, new correct power antenna. \$37,500. Greg White 309-408-4621 #1253 **feb**



67 GTO convertible, 4-speed, Hurst, black, white pinstripe, 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 **jun**



67 GTO convertible, PHS documented numbers matching factory equipped HO car, Turbo 400 AC power windows power brakes power steering frame off resto in 1999 when I purchased it. Silver Concours award at 2004 Nationals. Richard Candek 219-851-5427, e-mail for info and pics at pcandek@gmail.com Price is \$63,000. #11199 **feb**

68 GTO, special order, M214-speed, Hurst, 4.33 posi, 400 refreshed w/2,800 miles, PHS documented, matching #s, original except paint, Carousel Red in excellent condition. Dealer installed hood tach, new suspension,



brakes and tires. Includes manuals, sales and magazine literature. \$46,000. Richard Johnson 208-520-8022 or johnrich2011@gmail.com #19195 **apr**

69 GTO hardtop, 4-speed, very solid project. All original sheet metal 99% rust free. Rebuilt 3.55 posi- rear, M20 trans, 48 heads. Short block needs built. Correct JA wheels. Owned for over 30 years. Asking \$22,000. Scott Skinner 423-295-5719 (TN) #9043 **jan**



71 Judge, Aztec Gold, YE 455 HO, auto trans, A/C, posi, PS, tilt, disc brakes, hood tach, AM/FM stereo push button, eight track, sport mirrors LH remote, rear window defog, Rally gauges, ride & handling package, G60x15, PHS, plus many more options. \$60,000 OBO. Ted Burgin 901-378-5578 #10551 **apr**

PONTIACS FOR SALE



73 Grand Am, 47,000 miles, one owner, AC, 8 track, auto, PS, PB, original, new tires, paint, replaced Endura bumper, Cameo White, red interior., pics available on request. \$25,000. David Driver 540-434-2232 NO TEXT, davidwdriver@aol.com (VA) 4868 **mar**

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PONTIACS WANTED

Wanted: 67 GTO convertible, preferably PHS documented HO 400/360 HP engine with correct 670 heads, intake and exhaust manifolds. Would consider PHS documented 400/335 HP. Prefer 4-speed but am open to automatic. Andrew Gibbons 203-859-2501 e-mail Agorthopedics@gmail.com #21255 **jan**

Wanted: 67 GTO, looking for a nice original or restored to stock. No resto mods. Prefer PHS documented. Larry Weiss 502-648-7401 larrygweiss@gmail.com. #21418 **mar**

Wanted: 67 GTO. Looking for a 1967 GTO convertible in nice condition. Prefer automatic and PHS documented. I live in east Tennessee and would love to drive my wife through the beautiful mountain roads in a nice GTO convertible to enjoy our retirement. Rick Potts 239-839-0257 e-mail rickenpotts@comcast.net #21438 **feb**



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Wanted: 67 GTO, red with red interior and a four-speed, NOM is not important but needs to be nice original or restored, no rust buckets. Trying to duplicate my first car. Tom Pavelka 402-461-1796 or e-mail tpgto@yahoo.com #5576 **mar**

Wanted: Looking for 68 or 69 GTO hardtop with 4-speed, daily driver. Will travel. John Leitner 920-319-1764 #21297 **mar**

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

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 raremusclicars@aol.com #20685 **feb**

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 **feb**

Wanted 70, 71, or, 72 GTO, must be original 455 HO automatic. Looking for a car that is done, needs nothing, located in or near Michigan. Keith Leibold 231-218-3815, please leave message or e-mail leiboldk@yahoo.com #21087 **feb**

Wanted: 2005-2006 GTO. Looking for something under 40k miles. Prefer manual transmission but would consider an automatic. Open to colors. Jason Cristina 985-869-0259 or e-mail carjh00@gmail.com #19543 **mar**

PARTS FOR SALE

64-65 GTO: very nice original day-night mirror \$100, rare factory AC or Tri-Power notched 7-blade heavy duty fan in mint condition \$225, excellent rust free AM-FM radio \$600. **66-67 GTO:** convertible top interior latches \$125, mint Rally gauges with complete factory dash wiring harness \$575, nice original taillights with gaskets \$350, complete grills with parking lights, wiring, trim moldings and GTO emblem in very nice original condition



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\$600, mint original wood console door with lock \$125, working AM-FM radio with control knobs \$575, factory Rally oil/water dash gauge \$150. Scott Bluhm 616-481-6612 #3311 [apr](#)

65 GTO: sun visor supports (2 - nice), kick panels (new - black), AC/heater controls, new Summit high perf 10.5 inch clutch, bucket seat chrome side arm covers (nice), new coil

springs, new coilover shocks, new tubular control arms, bucket seat conversion brackets, chrome thermostat housing, 4-speed linkage, 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 [mar](#)

66 GTO parts: hood, front fenders, trunk lid, and other small miscellaneous parts. Also have right door for 65 GTO hardtop. Charlie Infantino 908-232-3360 #6963 [mar](#)

67 GTO: air conditioning controls with harness \$250, air conditioning lap vents \$250 pair, air conditioning dash ball vents \$60 pair, air conditioning controls harness \$50, dash ashtray \$50, dash ashtray protector \$35, clock \$125, 11 *Pontiac Parts Tips* magazines \$100, reverb switch \$100, rear speaker switch \$85, vacuum gauge \$100, trunk light \$65, instrument cluster with speedometer \$275, dash grounds \$35, radio power connector \$25, heater controls \$115, remote mirror \$175, open hood scoop insert \$175, hood scoop insert \$175, hood release \$115, NOS dash courtesy light \$115, NOS transistor voltage regulator \$100. More! Greg Spreitzer 440-382-8161, e-mail nightdaygp@yahoo.com #7902 [apr](#)

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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

70 GTO: Rally II wheels, JL code - dates 9-7-3 (qty 3) & 9-7-2 (qty 1) from 1970 GTO built in August 1969, \$500 all 4; Rally II wheels, JL code- dates 9-7-7 (qty 2), 9-8-8 (qty 2), 9-8-20 (qty 1), 9-9-11 (qty 1), 9-9-17 (qty 1), 9-8-21 (qty 1), and JT code dates 9-12-18 (qty 1), and 0-3-19 (qty 1) (NOS). All JL & JT wheels \$75 except JT NOS wheel \$200. All in good restorable condition. Buyer pays shipping or pickup. Kevin Kutsch 563-221-3420, gtokevin@hotmail.com (Iowa) #5719 mar

2006 GTO project or parts car, Spice Red, gutted rolling shell, 21,327 mile car, would make good start for race car project. Very good condition firewall back. Good glass; has doors, deck lid, rear bumper and valance, straight quarters. \$2,600 OBO. Jim Witowski 219-879-2195 (IN) #6367 apr

GTO parts: Hurst wheels, 4-3/4" bolt pattern, thin shank, full polished centers \$4,600; Hurst wheel trim ring clips, new \$100/set; Hurst wheel lug nuts, new \$180/set; 65 GTO/Lemans restored tail panels, have several, call for prices, Tom Rubinate, 480-390-9058, e-mail trubinate@yahoo.com #6445 mar

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

Parts for sale: 1- Canton oil pan #15389 \$140, 1- Milodon oil pan #30355 \$190, Edelbrock RA4 5057 new in box cam/new lifters \$235, 1- new Edelbrock 11 bolt hole #8856 \$195, timing chain cover #9796346 \$169, 1- 19" 5-blade flex fan \$110, Center Force gold clutch cover plate #CF165552 new in box \$185, 2 - 14x7 Rally II wheels very good to excellent shape have not been painted \$135 each. JD Patterson 720-319-6478, e-mail agentjoo4@yahoo.com (letters oo not zerozero) #12624 mar

67 428 4-bbl disassembled, not bored, but will need to be honed. Has balance shafts by Geo. Montgomery. Product not finished \$800. Pontiac 380 Tri-O-V motor, 4-bolt main, #12624 \$500. Muncie 4-speed close ratio transmission out of 67 Pontiac 2+2, #17029 complete not disassembled. Augie Herman 937-866-3795 #17029 feb



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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: left front wheel opening molding for low mileage car. Prefer used or OEM, no aftermarket. Richard Frank 570-439-0539 #19956 apr

Wanted: good solid OEM 65 rear bumper (no aftermarket) with rear light cutouts core for 65 GTO/LeMans restoration. Manny Banegas 713-410-2728 please leave message #20084 apr

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 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: jbhnance@hotmail.com

Wanted for 67 GTO: interior for a 1967 GTO convertible bucket seats, door panels,



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and back seat, white or blue. Steve Ollerich (South Dakota) 605-940-4227 #19718 feb

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

Wanted for 69 GTO: 4-barrel Rochester carburetor for 350 hp, 4-speed 69 GTO. The correct number is 7029263. Prefer carb ready to bolt on, no missing parts. Rebuildable okay. Frank Schilling 281-389-2023 #4755 apr

Wanted for 69 GTO street machine project: 2x4 intake system (421 SD bathtub, 421 SD medium rise, Nash/Warrior, Edelbrock P65, etc.), or 57-58 bare fuel injection intake, round port headers, 5 or 6-speed manual trans with overdrive, fiberglass hood, fenders, bumper, etc., 15x8 Rally II wheels. I have some interesting parts to trade including RA, HO, SD engine parts (intakes, heads, blocks, rods), 88 Fiero GT engine, Ram Air system parts, 1978 WS6 TA gold wheels, Turbo TA wheels, other miscellaneous parts for GTO, Firebird, Trans Am, and Fiero. Lynn Johnson 636-359-1028 6:00 PM - 9:00 PM Central M-F, Noon - 8:00 PM Sat/Sun or lynnj@centurytel.net #18863

Wanted for 70 GTO convertible: I am restoring a numbers matching 70 GTO 455 HO convertible. Quarter panel installation will be Fall 2022. I own NOS OEM hardtop quarters but not crazy about cutting them down to fit. I am asking the community to help me find NOS

OEM "convertible" quarter panels. Jeff Pluchino e-mail: TribalRoadKing@optonline.net or 973-962-6654 (landline) #6993 mar

Wanted for 70 GTO: desperately need the RH and LH quarter window regulators (POWER windows) for a 1970 GTO convertible. I believe they are the same for the hardtop and the same for GM A-body cars 1968-72. I have motors and harnesses. In fact I have tons of power and manual door regulators, motors and harnesses as well as manual quarter regulators if anyone needs them. Buy or trade (I have a LOT of '70 parts). James DeRespino 941-504-2152 #1147 mar

Wanted for 71 GT-37: my car is a very early car off the assembly line in August of 70. Looking for late June or early July HD 3-speed Muncie M13 manual trans, interior door panels for 71 T-37 / GT-37 in tan, brown, or Sandalwood, 14x6 Rally II rims, two-spoke basic steering wheel, and fiberglass header panel for 71. Mike Seeley 541-350-2780 e-mail nwtraditions@yahoo.com #20786 feb

Wanted: original Hurst wheels, any style or bolt pattern, singles, pairs or full sets, will also buy trim rings, clips, and center caps, can also restore your wheels, please call or email what you have. Tom Rubinate, 480-390-9058, trubinate@yahoo.com #6445 mar

Wanted: Repairable 1969/1970 Custom Sports Steering Wheels. Must be straight; no major rust on spokes. Cracks in steering wheel okay. Will pay for shipping. E-mail photos of

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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

Rare Limited Edition GMP Judge diecast models: Extremely rare 1970 red Judge convertible diecast limited edition 1 of 1000 produced, 1:18 scale, new in box, very deluxe & very detailed \$200. Extremely rare 1971 GTO lime green Judge hardtop 455 HO limited edition 1 of 2004 produced, 1:18 scale, new in box, mint condition, deluxe model \$200. These models are no longer produced. Pictures available by text on request. Buyer pays shipping. Wally Obermann 715-614-2903 cell or wallyo@nnet.net #5519 (WI) *feb*

Monkeemobiles: Remco 1/64: mail in only, not in stores; 4 car "set" red, yellow, blue, & green + mail in card-1970; individual cars available. 1/18 Monkeemobiles: no Monkees on doors; gold plated 1 of 200; bare metal--



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SEEKING INFORMATION

Looking for the 67 GTO I purchased December 1966, soon after returning from Viet Nam. I believe the dealership was Don Meadow Motors, South Bend, Indiana. It was Regimental Red, black pinstripe, black interior, 4-speed, no AC, PB, PS, or PW. It did have Rallys. I think radio was AM only. Last seen early 70s Fort Wayne, Indiana. I installed a reverb chamber with a rear speaker and a set of coil-over-shock overloads. I just want to know if it's out there somewhere. I've got stories and a couple pictures for the owner. Dave Wilson 260-672-8673 or bludux4@outlook.com #21542 jun

Found: original owner's manual and Protect-O-Plate for 1968 GTO VIN 242378Z115592 sold new in La Crescenta, CA. Steve May 310-251-3822 or smay1156@aol.com #21250 mar

Found: original Bill of Sale from Pontiac dealer documenting my purchase of new 1968 GTO, Serial No. 242678P207230. If you're the current owner and plan to keep this car (which I wish I'd never sold), I'd be happy to give this document to you. Ed Russ 847-644-7377 e-mail: Edmond.Russ@outlook.com feb

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 feb

Looking for information about a 70 GTO, 455 HO, 4-speed, triple black, purchased at Selzer Pontiac in Chicago November 1969. Any information on previous owners greatly appreciated. James Colgan 815-784-6385 #12346 mar

GTO MODEL REGISTRY

64 GTO Tri-Power 4-speed convertible Registry. Our database contains all the PHS data on certified cars. Info is available to all members of the registry. Be prepared to share your PHS docs to verify that your convertible came from the factory as a Tri-Power, 4-speed car. Rick Vander Heide 504-568-6033 (business hours) e-mail: rvand3@lsuhsc.edu #11381

65 GTO Tri-Power 4-speed convertible Registry: members have full access to an enor-

mous 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: wmmurrell@comcast.net

The Judge Survey: for a brief, easy to fill out form to help document how these unique cars were built, please contact John Johnson 573-581-8013, 6:00-10:00 PM CST or johnjohn@midamerica.net

455 Registry for 1970-73 hardtop and convertible owners. 7,088 were built. Anyone with information on these great cars is welcome. It would be great to share info. Paul Bourbeau 413-267-5834, or e-mail: hisandhers67gto@aol.com #9507

UPCOMING EVENTS

April 3, 2022, Akron Ohio, 12th Annual All-Pontiac Indoor Swap Meet, Toth Buick-GMC, 3300 S. Arlington Road, Akron, OH 44312. Hosted by the Greater Ohio GTO Club. Vendor spaces \$20 each, vendor set-up 7:00 AM, doors open to public 9:00 AM. \$3 general admission, \$5 early bird. Vendor info contact Rick Hicks 330-801-3396

May 7, 2022, 32st Annual All-Pontiac show, Enderle Center, Tustin, CA, sponsored by SCCPOCI. All years welcome, trophies, raffle prizes. Register online thru 5/05/2022 at www.SCCPOCI.com. Bill Baker 714-931-6058 or Carter Chee sccpoci@gmail.com

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

EVENT LISTING GUIDELINES

Maximum 50 words

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

April issue deadline is February 15

E-mail to: GoatGuyTom@aol.com

Or fax to: 856-866-9003

Or mail to: GTOAA Event Listings, 30 Sandhurst Drive, Mt Laurel, NJ 08054

GTOAA Membership Application Form

Mail completed form to:
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REFLECTS CHAPTERS REPORTING AS OF JANUARY 1, 2022

AL Heart of Dixie GTO Association
PO Box 31, Altoona, AL 35952
Carl Marinelli 205-259-3057
carmarine@aol.com
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AZ Cactus GTOs, Inc.
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Mike W. Fleury 843-860-0791
MwFleury@bellsouth.net
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CO Northern Colorado GTO Association
655 Zuni Circle
Fort Collins, CO 80526
Jay Robinson 970-214-3257
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CT Connecticut GTO Club
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North Haven, CT 06473
Carlene Magro 203-627-5156
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FL Sunshine State GTO Association
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GA Southeastern GTO Association
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Eatonton, GA 31024
Dan Williams 706-991-5273
dlwilliams51@att.net
www.segtoa.org

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2709 Hayes Lane
Bloomington, IL 61704
Brian Sorensen 630-991-1465
hoigtobrian@comcast.net
www.HOIGTO.com

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Ken Braun 630-961-1298
gtoken2003@yahoo.com
no website

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OH GTO Association of Central Ohio
1810 Upper Valley Drive
West Jefferson, OH 43162
Stan Farlow 614-230-4529
skfarlow@aol.com
www.gtoaco.com

OH Greater Ohio GTO Club
7919 Brakeman Road
Painesville, OH 44077
Dean House 440-231-0444
dmhouse76@gmail.com
www.gogtoaa.com

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Cincinnati, OH 45249
Don Kruse 513-706-9321
dkruse@cinci.rr.com
www.ovgto.com

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www.greaterpghgto.com

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PA GTO Association of Pennsylvania
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George Meier 908-319-3012
my65gto@comcast.net
www.gtopa.org

PA Susquehanna Valley GTOs
109 5th Street
Biglerville, PA 17307
Brian Little 717-521-8277
president@svgto.com
www.svgto.com

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TX GTO Association of North Texas
9500 Feathergrass Ln Suite 120-106
Fort Worth, TX 76177
Robert Hale 214-684-6489
gtoantx@gmail.com
www.gtoant.com

TX Gulf Coast GTOs
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Eric Stevens 281-684-4243
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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 January 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.

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