

THE LEGEND



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Volume 41 #1
January 2023



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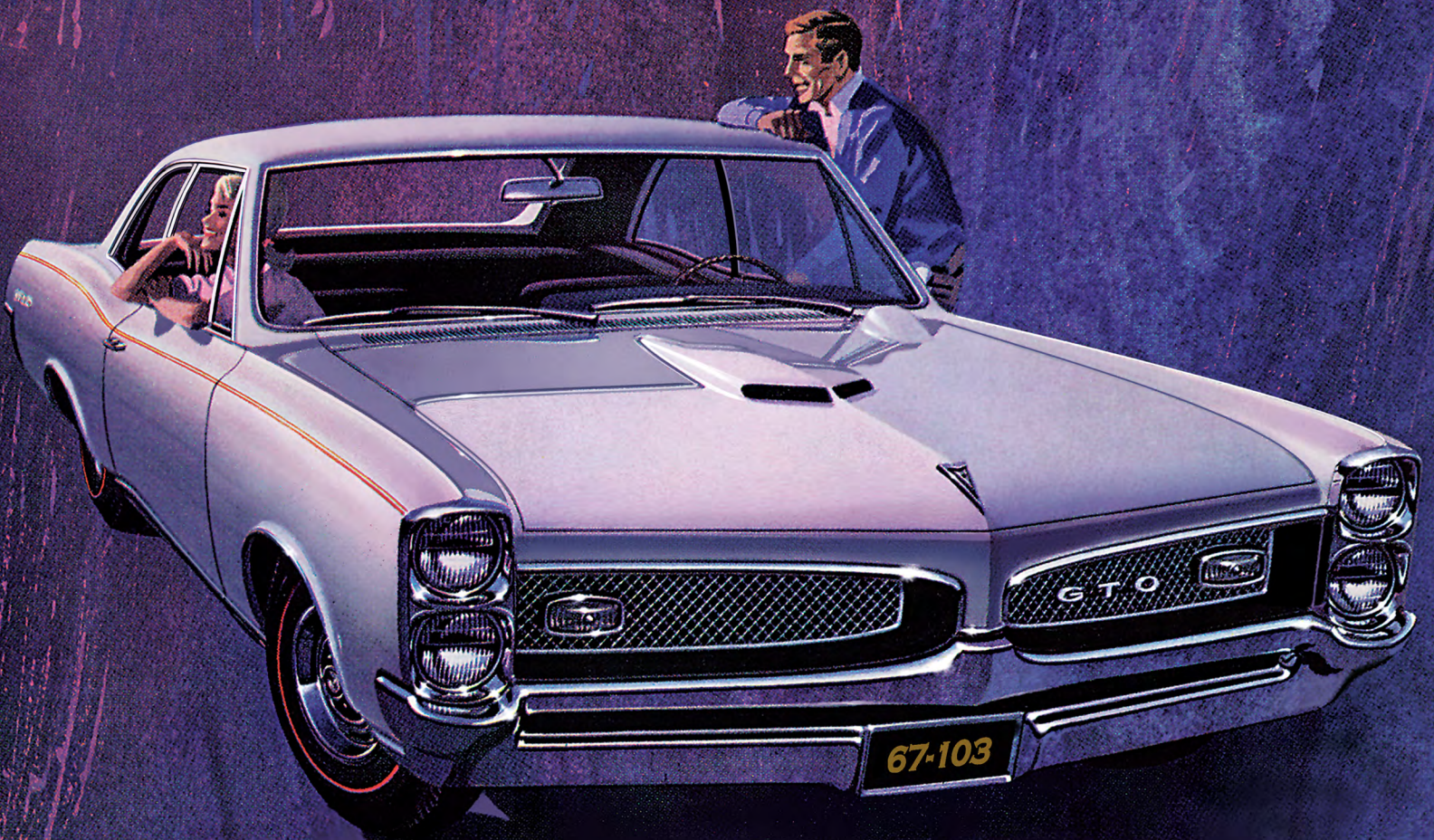
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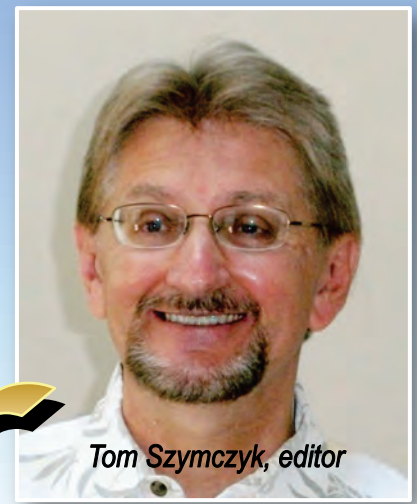
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1st Gear



Tom Szymczyk, editor

Here we are at the beginning of a bright and shiny New Year. I am writing this late in November, but I am already thinking about the New Year's resolutions I will have broken by the time you receive this issue.

Plans are well underway for our 2023 national convention in Springfield, Illinois at the end of June. Meet information and registration forms start on page 14. A convention overview of the host hotel and the registration process starts on page 23. You can register online at gtoaa.org or by using the forms in this issue. Those forms will appear again in the March and May issues. June may seem like a long way off at the moment, but it will sneak right up on you. Start planning!

Chapters should have their 2023 Chapter Survey in the works. The survey gets all the chapter info updated here in the magazine and on the website. Contact Bill Sanders via e-mail at chapters@gtoaa.org if you have any questions. As a former Chapter Coordinator myself, I know Bill doesn't enjoy hounding everyone to get their info to him. Please help him do his job by filling out your Chapter Survey expeditiously.

GTOAA member Dennis Levitt, whose car was on the November issue cover, sent me an e-mail about police reporting a new way of stealing classic cars. Thieves go to a car show and attach a GPS tracking device to a particular car, then go steal it a few days later. I guess any technology can be

weaponized. Maybe the answer is having your own GPS tracker on your classic car so that you know if it's moving when you aren't driving it. You always have to stay one step ahead of the bad guys.

If you are snowed in during the first couple weeks of January, you can catch the Mecum Kissimmee auction on TV or streaming on your computer, tablet, or phone. Even if you aren't snowbound, watching the auction is like a car show where they drive the cars right to you. And you find out what the market thinks about them in real time. Many GTOAA folks will be there enjoying the Florida warmth and the cool cars.

Monthly 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 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 to take your call. Our call center is in the USA. Well, New Jersey, anyway.



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Vic Schreck

Gearbox Chatter

2022: Year In Review

It's late November 2022 as I draft this month's article and I am wondering: just where did this year go? The movie *A Christmas Story* began showing on TV the last week of October, and with the Hallmark Channel showing Christmas movies during the summer, Lowe's and Home Depot putting up Christmas decorations in August, I'm not exactly sure when the Christmas season begins anymore. I do know when the year ends, so I took a look back at 2022 and.....

We began 2022 with a few personnel changes. Effective in January 2022, Beth Butcher relinquished one of her three GTOAA positions. If you count her previous positions as our convention registration coordinator, board member, *Legend* editor, and various other duties she's devoted her time to the past 30 plus years, you can understand why she decided to slow things down a bit.

Monica Hooten took over Beth's position as membership coordinator. Beth, however, still retains her other jobs as our corporate secretary and treasurer. Those positions still command a lot of her time.

Monica has done a great job in her new role as membership coordinator. Although it's been nearly a year since she's handed off the membership coordinator position to Monica, Beth continues to receive many monthly USPS membership renewals. This sometimes causes those members who mail their renewals to Beth to miss receiving their next month's issue of *The Legend* magazine. For some, by the time the correction can be made, the mailing deadline for our publisher has passed and those affected members call wondering why that hadn't received their magazine despite renewing on time.

So, if you haven't already, please take note of the GTOAA membership USPS address: **GTOAA Membership, P.O. Box 277, Batesville, IN 47006**. When renewing by USPS please make sure you mail it early enough so it's received no later than the 15th of the month. If not, you will likely miss the next month's issue.

With Monica stepping into her new role as membership coordinator, her former position as Chapter Coordinator was assumed by Holly Geist. Holly did a good job while holding that position until the latter part of the year. Bill Sanders has since undertaken the role as Chapter Coordinator. Reminder to our chapter leaders: You should have received your Chapter Survey; please return them ASAP to Bill so he can get them processed.

Bill Sanders has undertaken the role as Chapter Coordinator. A reminder to our chapter leaders: you should have received your Chapter Surveys; please return them ASAP to Bill so he can get them processed.

With the complexities of running a website we began searching for a dedicated webmaster. Our search was short-lived as Chad Logan, our IT administrator and Social Media Coordinator, volunteered to fill that position. By now I suspect you have visited our website. If not and you have internet access, I suggest you give it a look see. www.gtoaa.org. Chad has made that site as informative as a website can be; it's loaded

with information on the GTOAA and crosslinked with our Facebook/Instagram/You Tube channels.

For those who don't utilize Facebook you can still get important information posted on our website. Chad is constantly updating the site, so keep an eye out for freshly added content. On our members only page, our monthly issue of *The Legend* is now available in downloadable PDF format. Our digital library is also accessible as well as links to our tech advisors. Updates to our convention are posted as needed.

Our relationship with Mecum Auctions has been a welcomed addition for our members and very well received. Previously, the only way to gain access to the MyMecum site to create an account, register for an auction, and receive the GTOAA member discount code was a link through our monthly e-news. Not everyone has an e-mail address on file with us, which left some members unable to register online. That changed several months ago.

All members with internet access can register for a Mecum Auction, create a MyMecum account, and receive the GTOAA member discount code by visiting our website's members only page and scrolling down to the Mecum section. There you will see the MyMecum button. Click on it and follow the instructions. Access to MyMecum and the discount code no longer appear in the monthly e-news. If you bookmark your MyMecum site, all you need to do is click the bookmarked link to access it. Also note, the 2023 GTOAA Member's discount code is now available. Visit our members only page on our website, then navigate down to the Mecum section to get the 2023 code.

Our Original Owners program continues to grow. With the addition of seven new members to our list in Kingsport,

TN, it brings us a total of 122. Tom Oxler has done a fantastic job charting those members and assisting them with the proper paperwork for their inclusion to this list. Tom is currently working with Original Owners for our 2023 convention in Illinois. If you are the sole owner of your 1964-1974 GTO, 1964-1972 Pontiac A-body or 1970-1971 GT37 from the very first day you purchased it without ever parting with it, contact Tom: toxler@prodigy.net for information on the procedure to register your car.

At our 2022 Convention in Kingsport, TN our 2022 Chapter of the Year was announced along with our 2022 Tom Foster recipient. The Long Island GTO Club was named COTY, and Eric Johnson, President of the Sunshine State GTO Association, was awarded this year's Tom Foster award.

A big change to our liability insurance occurred this past year. We made a change with our insurance carrier I've previously alluded to. We've now employed Hagerty Insurance as our insurance carrier for the GTOAA. A reason as to why a change was made will be forthcoming in a future Gear Box Chatter article. Welcome 2023

I wish you and your family all the best for the New Year.

REFER A FRIEND

WIN A GTOAA JACKET

We'll be giving away a GTOAA jacket to the individual who enrolls the most new GTOAA members from May 16, 2022 through May 15, 2023! To win this jacket, here's all you do: Have your friend visit our website's join page. To enroll electronically, fill out the form accordingly and note your name in the referred by box and submit, or, download the membership application, fill out accordingly and note your name on the form and remit with membership fee to the address on the form.



www.gtoaa.org

The individual who refers the most new GTOAA members by May 15, 2023 will be named the winner of;

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* To be eligible to win, the referred must be a first time GTOAA member or has been inactive with the GTOAA for a minimum of one year. A minimum of 5 referrals required to be eligible to win. The referred **MUST** note the referral's name on the membership application.

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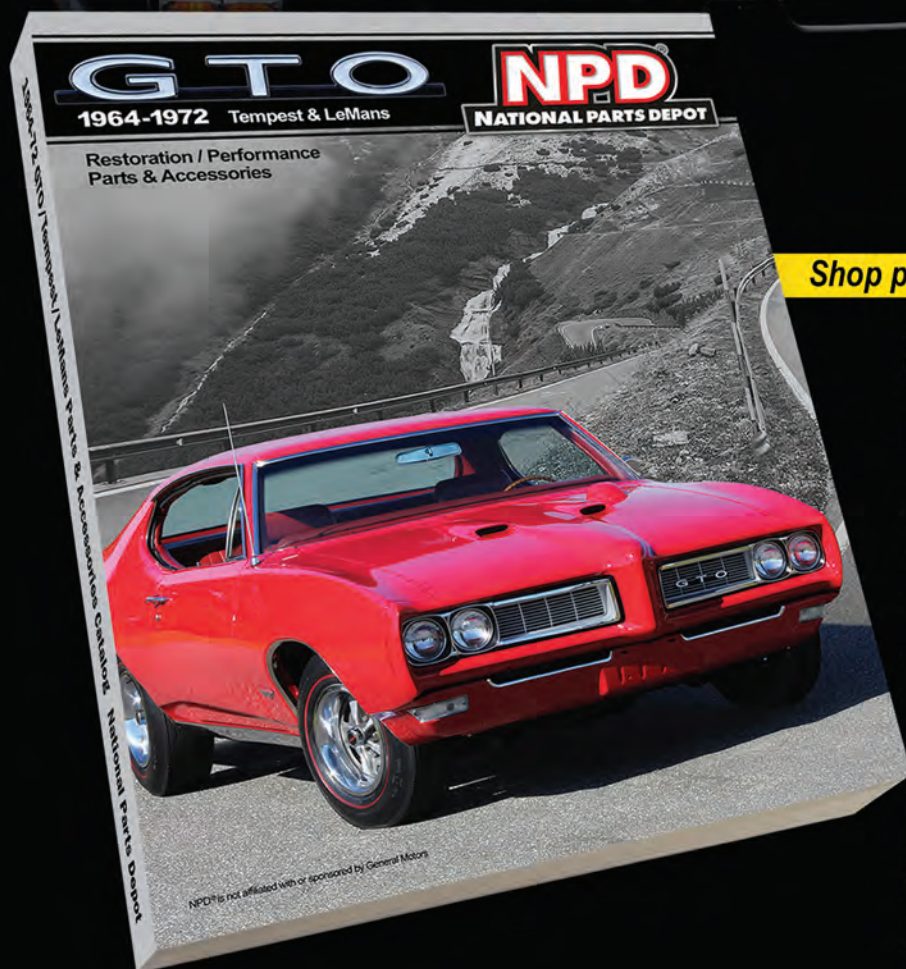
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This is Part 2 of the Pontiac Profile of Tim Dye that began in last month's issue. Our story so far...

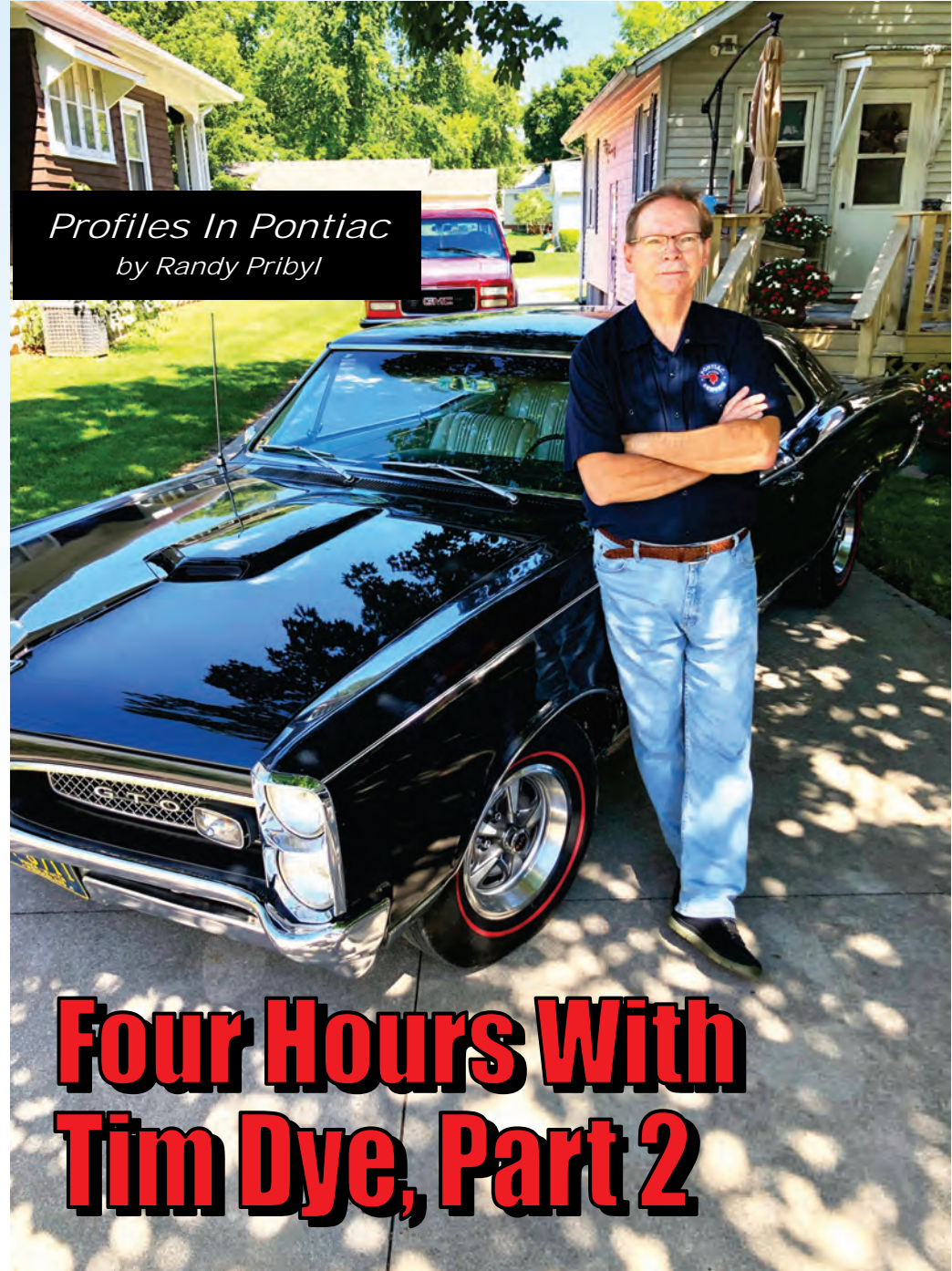
Tim and Penny Dye were living comfortably in Oklahoma on an acre of land with a house and two large storage buildings filled with Pontiac and oil company items. They were confident this would be a permanent home for them and Tim's collection of Pontiac automobilia.

Then General Motors announced their intention to discontinue the Pontiac nameplate on April 27, 2009. Tim considered this announcement and decided to take on the preservation of Pontiac's history. With the help of a lawyer in a local car club, a 501(c)(3) non-profit entity was created to serve as the basis for a museum that would highlight Pontiac's amazing history.

In 2008, the Henry Ford Museum in Dearborn, Michigan had invited Tim to create an Oakland display at their annual Old Car Festival. Tim was given the Pavilion building to set up a display of Oakland material as Oakland was the featured car that year. That brings us to the rest of the story...

Just as Tim had finished packing his truck and trailer for that trip to Michigan, he received what would turn out to be an impactful phone call from Greg Choler, son of the late Dick Choler, an Elkhart, Indiana Pontiac salesman with epic, national notoriety. Greg, it seems, had a huge batch of Pontiac memorabilia to get rid of that his dad had collected. So, on the way back to Oklahoma from the successful Oakland history display at Greenfield Village, Tim was invited to stop and see the large volume of material from the Choler collection.

When the door was rolled open on the Choler's' storage unit (a space nearly large enough to hold a car), and upon seeing the piles and material strewn nearly six feet deep, Tim turned to Penny and Greg and said, "I ain't scared!" A hearty laugh was shared by all as Tim began to carefully



sift through this historical treasure trove. As the digging continued, Tim shared that he did not have available cash at the time but wanted to come to some sort of financial agreement before going much further. A price of \$2,500 was agreed upon, to be paid at a later date.

It took Tim and Penny more than a full day to sort and pack everything into the truck and trailer (which still contained everything from the Oakland display). I go into some detail here as, in retrospect, this day would turn out to be a huge turning point in the couple's life.

After filling the truck and trailer with the precious items, the pair turned the truck south and headed toward Oklahoma. On the drive home, Tim's boss called and said he wanted Tim back to work immediately, and would he work the weekend.

The couple had plenty of time in the truck to discuss Tim's increasing dissatisfaction with his job and the treatment he was receiving there. That, when also considering the wonderful time they had the previous weekend at Greenfield Village, really hit hard; the disparity between the two situations was disturbing for Tim.

Tim and Penny had spoken many times about his feelings, concluding that he should be doing something else. It was decided it was time to resign, which, as you can imagine, was a huge and somewhat risky decision but one that (of course unknown to them at the time) would open opportunities for them. Truly, it was the key to everything leading to where things are today. It is also important to note that without Penny's unconditional support, nothing that happened from that point forward would have been possible.

With the consequent loss of a steady paycheck, Tim took a two-prong approach to make a little money. He went through all of the memorabilia and literature he had just acquired and started selling the doubles on eBay. This worked well for a while at keeping the bill collectors away and paying Greg back.

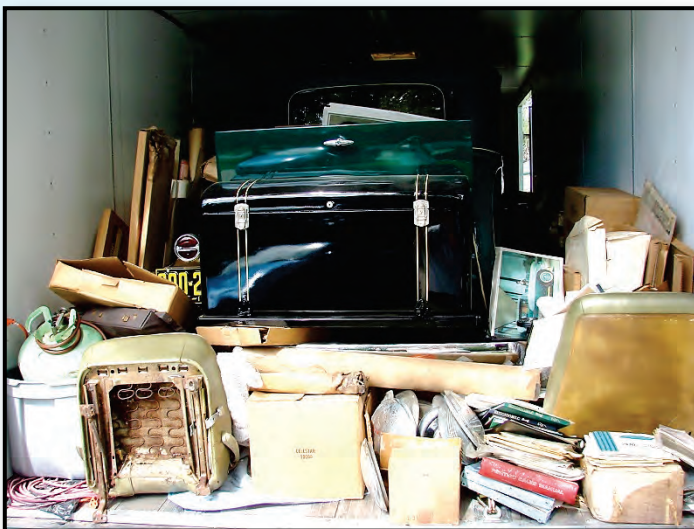
At the same time, Tim authored *The Extreme Collector*, the first-ever book on Pontiac memorabilia. Tim self-published this volume and sold over 1,000 copies — far surpassing his original expectations.

Tim had been on the Board of Directors of POCI starting in the early 1990s. He also played a role in helping organize POCI's annual conventions by lining up guest speakers. Accordingly, Tim and Art Barrett (POCI's Convention Coordinator) took a trip at the end of July 2010 to Chicago to iron-out details for an upcoming convention there. (It is important to note here that Tim could not have made this trip had he still been working at his previous full-time job.)

While on this trip, an event happened that further changed the Dyes'



Tim was invited by the Choler family to see and possibly purchase a large collection accumulated by super Pontiac salesman Dick Choler. A deal was struck and Tim and Penny packed the red one ton truck and enclosed trailer to their maximum capacity. Yes, the very same red truck where our 4-hour interview would take place many years later.



Pontiac, 84, Dies of Indifference



EMERSON LEE, A MANAGER AT LEE PONTIAC GMC IN FORT WALLER BEACH, FLA., WITH A 2009 PONTIAC SOLSTICE, THE LAST AT THE DEALERSHIP. UNLIKE THE SOLSTICE, THE TRANS AM FROM THE "STOCKY AND THE BANDIT" ERA, TOP, AND A 1970 GTO COUPE WERE POPULAR.



G.M. Pulls Plug on Brand That Invented Muscle Cars



By NICK HUNKLEY

DETROIT — Pontiac, the brand that invented the muscle car under its flamboyant engineer John Z. DeLorean, helped turn Reynolds and Sheritt Jackson in "Stocky and the Bandit" and taught baby boomers to evaluate over horsepower, but produced mostly forgettable cars for their children, will endure a lonely death on Sunday after about 40 million in sales.

It was 84 years old. The cause of death was its collapse. Fans said Pontiac's wounds were self-inflicted, while General Motors blamed a terminal illness contracted during last year's bankruptcy. Pontiac built its last car nearly a year ago, but the official end was set for Oct. 31, when G.M.'s agreements with Pontiac dealers expire.

"They were C.P.R.-ing a corpse for a long time," said Larry Kummer, a retired graphic artist who has owned more than two dozen Pontiacs and runs the Web site PontiacRegistry.com.

The G.M. brand that was advertised for "driving excitement," Pontiac brought Americans the Bonanza, GTO, Firebird and other venerable nameplates. Sportier than a Chevrolet but less costly than an Oldsmobile or Buick, the best Pontiacs, recognizable by their split grille and red arrowhead emblem in the middle, were stylish yet affordable cars with big, muscle engines.

Its biggest triumph was the GTO, developed by Mr. DeLorean, the brand's rebellious chief engineer, in violation of a G.M. policy dictating the maximum size of a car's engine.

Continued on Page 4

Pontiac Brand Dies at 84, After Years of Indifference

From First Business Page

The GTO was a hit, and the age of the muscle car had begun.

"When the muscle-car era was in its heyday, Pontiac was king," said Frederick Perre, a dealer in Cary, N.C., whose family sold Pontiacs since the brand's founding. "I got a thorough school. We were the house on the block that had the swimming pool growing up."

Ed Diefenbach, a retired police officer, recalls admiring Pontiacs in magazines as a boy but he never bought one. But with the brand nearing death, he drove more than 1,200 miles round trip last week from his home near Miami to the Lee Pontiac GMC dealership in Florida's marketplace to trade in his Chevrolet Silverado truck for one of the last new Solstice two-seater coupes available anywhere in the country.

"I always wanted a hot rod, but never got around to it, so this is it," Mr. Diefenbach, 62, said after getting his new car home. "My wife sat in it last night and said, 'Oh my Lord, wow.'"

For most of the 1960s, Pontiac ranked third in sales behind Chevrolet and Ford — a position now held by Toyota.

But in the decades since, Pontiac's edge and high-powered image wore off. Repeated efforts in the 1980s and 2010s to revive the brand failed. Drivers too young to remember the GTO or Firebird, Pontiac's edge and high-powered image wore off. Repeated efforts in the 1980s and 2010s to revive the brand failed. Drivers too young to remember the GTO or Firebird, Pontiac's edge and high-powered image wore off.

By early 2009, Pontiac had fallen to 12th place in the United States market, and its top-selling model was the G6, a sedan commonly found on car rental lots.

Pontiac, named for the Michigan city where the company started and an 18th-century Ottawa Indian chief, found itself on the wrong end of G.M.'s government-side bankruptcy restructurings.

"They had a lot of glory years, but from the '70s on, Pontiac just couldn't meet the bar," Kummer said. "It was always living in the past."

For the most part, Pontiac's fans mostly generated no more excitement than its last few decades. G.M. said dealers had fewer than 125 new Pontiacs in stock at the end of August, mostly heavily discounted G6s, but only eight of them were reported sold in September.



Tim Dye's home in Oklaheima, along with two buildings on his property, are filled with thousands of items from Pontiac's past, including showrooms, brochures, posters, model cars and more.



DeLorean's team and study have the brand die to sell.

But Pontiac sales peaked in 1970, when 923,000 were sold, and the ride was mostly downhill after that. Pontiac fans lament that the brand finally got a few worthy models in its final years — the G6 full-size sedan and the Solstice sports car — but by then it was too late.

Gary Lee Jr., an owner of the dealership that sold Mr. Diefenbach his Solstice this week, remembers the sadness of losing Oklaheima when G.M. killed that brand in 2001. But with Pontiac, he has just been eager to move on. Signs for Pontiac at his dealership had long been removed, and he said, truthfully, he had no more new Pontiacs to unload.

"It was a great line," Mr. Lee said, "while it lasted."

Mr. Wangers, who was born the same year as Pontiac and never thought he would define it, recalls the time that the German luxury carmaker BMW sent a team of engineers, designers and marketers to meet with Mr.

DeLorean to create the GTO, short for Gran Turismo.

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Tim was interviewed and photographed at his home by a New York Times reporter concerning the end of Pontiac. The story came out in the Times on Saturday, October 30, 2010, just after the contracts expired with all Pontiac dealers marking the end of Pontiac.

destiny. It happened as Tim and Art were traveling home from Chicago. Tim spotted an exit sign on Interstate 55 that read "Pontiac." "Art, let's go check this out," Tim implored his co-driver.

The town was quaint and had a beautiful town square with a monument to Chief Pontiac. Elsewhere, attractive murals were painted on buildings. Since it was Sunday, the only thing that was open was the Wall Dog Museum, a space devoted to murals and sign art. Kristen was working at the museum that day and the two of them chatted for about ten minutes. As they were about to part ways, she purchased a copy of the book that Tim had authored.

Then, as Tim turned to leave her museum, he said, "If you (meaning the City of Pontiac) would ever like to have a Pontiac Automobile Museum, let me know." This was on August 1, 2010. Sure enough, the very next day upon his return home, Tim received a call from Mayor Bob Russell. "How would you like to move your museum to Pontiac, Illinois?" he inquired.

Tim had been researching the idea of locating the museum in Pontiac, Michigan, but there was not any inter-

est or support for such an endeavor at that time. As a result, Tim and the Mayor set a time for Tim to re-visit Illinois in September 2010 while enroute to a Grand Prix Chapter event where he was scheduled to be a guest speaker in Auburn, Indiana.

During Tim's next visit to Pontiac, Illinois, Mayor Bob and city officials rolled out the red carpet. With blueprints in hand, the city offered to remodel a soon-to-be-vacant building downtown for what could become the Pontiac-Oakland Automobile Museum. Wow!

Tim asked them to give him a bit of time to discuss their proposition with Penny (because she had always lived in Tulsa, this would mean a major change in her life). In the same breath, however, Tim invited the city officials to come visit them in Broken Arrow, Oklahoma, to see the collection firsthand.

Tim recalls picking up the mayor and city administrator Bob Karls at the Tulsa airport in his '64 Pontiac Safari. The two stayed for a couple of days and it was while sitting at the dining room table at their home when many of the details were ironed out as to what it would really take to make a

museum happen in Pontiac, Illinois. Many subsequent conversations took place following this visit.

As the end of the Pontiac brand drew near in the fall of 2010 (when all of the contracts with dealers were set to expire on October 31, 2010), a writer-photographer for *The New York Times* came to Tim's home for an interview. During the interview, Tim mentioned the possibility of opening a museum in Pontiac, Illinois to preserve the history of the GM division. Once the news story appeared with this information, Tim's phone began to ring off the hook. Newspapers and radio stations from Illinois wanted more information on this new museum — one that was not yet a sure thing.

Tim then called the mayor to share the late-breaking news only to find out he had gotten all of the information about the museum compiled to present to the city council but had yet to do so. Fortunately, there was a council meeting scheduled the following day where he made his presentation — before the council heard about it from *The New York Times* story.

Then, in December of 2010, Penny and Tim gave a presentation to the

ONLINE: A BRAND'S LEGACY
A slide show looks at Pontiac's cars and culture.
nytimes.com/business/day

city council. A library would need to be constructed in the building, the floor reinforced and an entrance for the cars would need to be created. Storage space would also be needed for everything not on display. He and Penny would also need health insurance and financial support as Penny would have to quit her job of 27 years.

On January 3, 2011, the city council approved Tim and Penny's proposal. On a sad note, this is the same date that our beloved Paul Zazarine passed away. It sure is interesting how one door closes while another opens. We miss you, Paul.

The very next day, Tim and Penny started packing and the city began their renovation work on the historic building. In the following six months, many trips with truck and trailer, Budget moving trucks and Reliable semis made the 625-mile trip from Broken Arrow to Pontiac. In just under twelve months, the renovations were completed, and Tim and Penny sold their home and relocated to Illinois.

Throughout it all, every trip to Pontiac for Tim would include meetings about the renovation, storage, finding a place to live and planning a grand opening. The many meetings about the grand opening were great, there was no waiting to talk to someone about proposed ideas; whenever something came up like changing the street names to Pontiac car models for the day, everyone was there to make the decisions. The mayor, city administrator, tourism director, police chief, fire chief, street department... everyone was on board!

Nearly 2,000 people came for the grand opening on a hot July day. Dignitaries included Jim Wangers, Arnie Beswick, and Pontiac designers Bill Porter, Jim Ewen, and Paul Deesen. Even a descendant of Chief Pontiac himself was there to bestow a blessing on the museum. On a funny note, Jim Wangers tore his pants when getting out of the car that morning. Jim was embarrassed, but the mayor's wife quickly ran home to fetch her sewing machine. Jim sat in Penny's office wearing borrowed sweatpants watch-

ing his pants being sewn as he told the mayor's wife the story of the GTO. Isn't that just like our storyteller, Jim Wangers?

The city was incredible at helping get everything set up for Tim and Penny and the Pontiac-Oakland Museum. The grand opening was everything that they had dreamed of. Whew! What a marathon that was! It was just under a year from the time Tim first rolled into town on August 1, 2010 until the grand opening on July 23, 2011.

But then, something sobering settled around them. The next day they stood in the middle of the Pontiac-Oakland Museum and gave each other "the look." What now, they wondered? It was a postpartum experience: now that we have this museum (baby), how do we go forward from here?

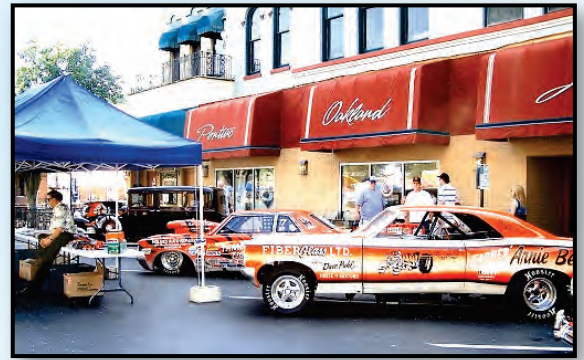
Soon, they were setting up the museum's point-of-sale system in the gift shop; there was definitely a learning curve. Operating a 501(c)(3) and the high standards of bookkeeping were new experiences for the couple.



2,000 people attended the grand opening of the Pontiac-Oakland Museum on July 23, 2011 in Pontiac, Illinois. Among the guests of honor participating in the ribbon cutting ceremony were Jim Wangers, Arnie Beswick, and designers Jim Ewen, Bill Porter, Roger Hewett, and 2011 GTOAA President Tom Oxler.



Tim in vintage clothing during an event hosted by the museum.



Arnie Beswick himself in front of the Pontiac-Oakland Museum during the grand opening.



Tim stands in the impressive Pontiac-Oakland Museum library.

They ordered Pontiac and Route 66 items for the gift shop. Things were arranged and displays crafted so that the visitors would have an intriguing and mind-opening experience as their hosts shared Pontiac and Oakland history with visitors from all over the world.

The museum received a monthly stipend from the city and a health insurance benefit to get them going. They also received a five-year commitment to use the building. This expired in 2015 and is on an open-ended arrangement currently.

Tim was named editor for POCI's *Smoke Signals* in late 2015. This was a job that he could perform while operating the museum. Many people began to donate Pontiac and Oakland cars and memorabilia. Each donation was credited to the 501(c)(3), allowing the contributors to receive a tax-deductible receipt. Space was becoming a problem as more and more items were being donated.

In 2016, a group of civic-minded individuals from Pontiac, Michigan (who weren't associated with that city's government) came to visit with Tim and Penny about the possibility of opening a second museum in Michigan. They felt their city was progressing to the point that a museum dedicated to the city's rich transportation history would be a great benefit.

Two years later, a local real estate investor, collector, and historian was willing to donate a 55,000 square foot building for that exact purpose. The building, a former open-concept school, offered a unique floorplan that would be suitable for an automobile museum. This new effort, situated just a block and a half from the famed Woodward Avenue, was to be named the Pontiac Transportation Museum.

The building's floorplan and structure was good, but it would require all sorts of updates to its plumbing, electrical, and HVAC systems. Today, construction and remodeling for Phase

One is well underway. The plan is to complete the project in three phases, but only as funding becomes available. The Board of Directors for the museum have chosen to move forward on a cash-only basis, meaning that renovation and repairs are made scheduled only as funds become available, thus avoiding going into debt in order to complete any necessary upgrades.

To date, 65 vehicles have been brought into the new facility (there was no room for these at the Illinois facility). For now, the plan is that both museums will remain in operation; there is no plan to close the Illinois museum. The facility in Michigan is owned outright by the museum's Board, thus giving them full control of its long-term future. In comparison, the Illinois museum's structure is still owned by the city, and although the town's administrators are very happy to have the Pontiac-Oakland Museum there, one never knows what the future might bring.

Tim says that he and Penny are glad they don't need to know how to do everything. They are blessed to be surrounded by folks who have strengths in areas they lack. They are thankful for all the wonderful Pontiac community individuals who have donated irreplaceable treasures of Pontiac and Oakland history.

This includes Jim Mattison from Pontiac Historical Services, who in February of 2022 donated some significant Oakland historical records. The Goad family has also donated some wonderful material as well as the defunct Oakland-Pontiac Enthusiasts Organization and many others.

Tim paused for a moment to reflect as we arrived at Scott Tiemann's Michigan shop. "Quitting my job in the printing industry led to me writing the book," he acknowledged. "In turn, that book led to the museum in Illinois, and then the museum and the book led to me becoming editor of *Smoke Signals*, and all of these things led us to the new museum in Pontiac, Michigan." He spun his head towards me and smiled. "Who knows where it goes from here?" he wondered aloud.

Remember that well-worn 1997 pickup truck that Tim picked me up with at the beginning of the story? GMC badging was prominent from every angle. Tim laughed, admitting

that his truck is actually a Chevrolet model. "Being a Pontiac guy, I couldn't be seen driving a Chevrolet," he confirmed. "It had to be a GMC! I re-badged the pickup!" Referencing the GTOs made into Judges which started out as fakes, then clones and now tribute cars, Tim refers to this as his Tribute Truck!

Tim summarized things this way: Ever since walking away from his job at the printing plant, he has recognized the importance of acting upon the various opportunities that have presented themselves. And, acting on those challenges has brought him to a whole new level of accomplishment in life. Oh, Tim...so that is who you are?



There is a lot of work going on in the phase 1 area of the Pontiac Transportation Museum in Pontiac, Michigan. Elsewhere in the museum this Solstice equipped with a 427 and others behind it await future promotional duties.

Another GTO Tim currently owns is this white with black interior 1973.



2023 GTOAA Convention Car Show Info

JUNE 27 – JULY 1, 2023, SPRINGFIELD, ILLINOIS

General Info

Registration for GTOAA members is \$70, and \$80 for non-members.

- Concours entry deadline is June 15.
- Popular Vote deadline is June 15. Popular Vote entries received after June 15 must enter Street Legends display-only class. No exceptions.
- The same car cannot be entered in both Concours and Popular Vote.

Concours Information

Concours entries must tech-in and be in place in the Convention Center by 4:00 PM, Wednesday, June 28. Indoor cars must have less than 1/4 tank of gas and battery must be disconnected.

Only GTOs, GT-37s, and 1964-1972 A-bodies (Tempest & LeMans) can enter Concours classes.

Cars in all Concours classes (except 2004-06 GTOs) must provide documentation from Pontiac Historical Services indicating that the car is an authentic GTO / Judge / GT-37. Concours cars must remain inside the ballroom until 7:00 AM Sunday morning.

Concours Class Descriptions:

Restored: Judging in this class will be based on authenticity and quality of workmanship. Replacing original materials, assemblies, or additions of accessories is acceptable only if they were available from the manufacturer during that particular model year. Point determination for the use of reproduction parts will be based on their likeness to factory assembly line parts.

Factory Original (Unrestored): This class will be judged on the car's originality and condition. Originality will be determined from the body identification and production codes. Condition will be based on cleanliness and amount of wear. Only original or GM maintenance parts are eligible to receive full point credit. Use of aftermarket or reproduction parts will be grounds for full point deduction. Cars in this class should have a majority of original paint, upholstery, and chrome plating.

Modified: To enter Concours Modified a car must have at least three qualifying modifications such as: engine swap, transmission swap, non-original induction, disc brakes where not original, aftermarket AC, fuel injection, blower, nitrous, suspension mods, custom dash or upholstery, custom paint (aftermarket color, flames, graphics, etc.) tube frame, roll bar, body modifications, etc. Cars in this program will be judged on build quality, fit, finish, and detail.

Concours judging starts 8:30 AM, Thursday, June 29.

All Concours questions:

Bill Markowski 716-652-1911 before 9:00 PM Eastern Time
E-mail: wmarkowski@gtoaa.org

Popular Vote Information

Popular Vote is open to all Pontiacs. Classes are determined by model, year, and body style based on actual registrations received.

Popular Vote registrations **MUST be received by June 15.** Popular Vote registrations received after June 15 will be entered as Street Legends, a display-only class. No exceptions.

All cars must complete tech-check-in. Popular Vote tech-in **must be completed by 5:00 PM, Thursday, June 29.** There is no tech-in on Friday, June 30. No exceptions.

If you do not complete tech check-in by **5:00 PM Thursday, June 29,** your car goes into Street Legends display only.

Popular Voting takes place Friday, June 30, from 9:00 AM to 1:00 PM.

See the Popular Vote Classification Chart to determine if you should enter as Stock or Modified. Make sure you enter the proper category for your vehicle. If your car has to be placed in a different class upon arrival because the information you provided is incorrect, there may not be sufficient parking space in the proper class.

This also applies if you bring a different car from the one originally registered. Every effort will be made to accommodate such situations, but if you show up

with flames on a car entered as Stock, there may not be a space for you in the Modified category.

Likewise, if you register a '64 GTO convertible but arrive with a '68 Firebird hardtop, there may not be space for you in the class where you need to park.

You must supply your VIN when registering a GTO or Judge. PHS will verify that the car is a real GTO or a real Judge.

Unverified GTOs will be classed as Modified A-body and unverified Judges will be classed as Modified GTO.

It is not necessary to supply a VIN when entering a Pontiac that is not a GTO or Judge in Popular Vote.

Street Legends is a display-only, non-voting class for all Pontiacs. It is open to stock, modified, original, project, unfinished, or even beater cars. No judging, no voting, just bring it.

All Popular Vote Questions:

Tom Szymczyk 856-524-2588
E-mail: Goatguytom@aol.com

Bob Alexander 970-214-4234
E-mail: bob06gto@LPbroadband.net

Original Owner Display

If you are a previous Original Owner award recipient or will be receiving the award at this year's convention, you have the option of parking in a display-only class of Original Owner GTOs, LeMans, and Tempests inside the Convention Center. Or you can enter the Popular Vote or Concours competition and still receive your Original Owner Award. See indoor car regulations in the Concours section. 2004 GTOs become eligible in 2029, 2005 GTOs in 2030, and 2006 GTOs in 2031.

For an Original Owner application, contact Tom Oxler before May 1, 2023 via e-mail at toxler@prodigy.net or call 636-928-5548.

GTOAA Popular Vote Classing Chart Revised for 2023

Classification questions: Tom Szymczyk 856-524-2588 or Bob Alexander 970-214-4234

Note: to enter your proper PV class for year and body style, you must register by **June 15, 2023**. Entries after June 15 will enter as Street Legends (display only). Register early! You must complete PV tech-in by 5:00 PM Thursday, June 29. No exceptions. The Popular Vote show takes place Friday, June 30, 2023, from 9:00 AM until 1:00 PM.

	OK for STOCK	Goes In MODIFIED
GENERAL	Popular Vote Stock is not about numbers-matching or Concours-level correctness. It is about stock appearance. If a vehicle looks stock, it can enter as Stock. Factory parts or reproductions of factory parts are OK in Stock as long as they are appropriate for the year of the vehicle. Safety-related upgrades and service replacement items are OK.	Popular Vote Modified is for cars with custom parts, aftermarket parts, or combinations impossible for the model or year (i.e., Tri-Power after 1966, 455 engine in a 1961 Tempest, LS2 engine in a 1971 Ventura, hood tach on a 1964 Catalina, etc.) If the vehicle does not look like factory production, it goes in Modified.
EXTERIOR	Factory color (or reasonably similar) appropriate for year. Base-coat/clear coat OK. OEM-type stripes or decals correct for year (no 1968 Judges, no hood birds on 1971 Trans Ams, etc). Chrome, stainless, lenses, and glass appear as factory.	Non-factory color or wrong color for year. Painted bumpers in place of chrome. Body color grilles. Wrong year or aftermarket graphics. Wrong year options (i.e., hood tach before 1967). Non-factory paint (candy, pearl, metal-flake, flames, flip flop, etc.) Sheet metal changes, body kits, added scoops, aftermarket skirts, fiberglass or Lexan components, scissor doors.
INTERIOR	Factory-type seats, panels, upholstery correct for year, carpet, console, steering wheel, seat belts, headliner. Aftermarket gauges, tach, radio in original location or hidden, floor mats OK.	Non-factory upholstery, carpet, or headliner material; aftermarket steering wheel, seats, safety harness, add on sound equipment, speakers in trunk, etc. Custom made dash, console, tubs, roll cage, gutted, fuel cell, racing seats, TV, video games.
WHEELS & TIRES	Pontiac factory wheels or hubcaps, even if wrong style for year provided size is appropriate. Radial or bias ply tires OK.	Aftermarket billet, mag, or aluminum wheels, non-Pontiac wheels, impossible size for year of car (i.e., 17-inch wheels on a 1969 Firebird), Hurst wheels, slicks.
ENGINE COMPARTMENT	Any Pontiac engine, must look like appropriate configuration for year, correct Pontiac engine color for year. Factory style valve covers, intake, exhaust. Auxiliary fan, HD radiator in factory color, fan shroud as long as factory-style; modern battery, belts, or hoses permitted.	Anodized fittings, braided hoses, chrome accessories, headers, graphics, aftermarket intake, valve covers, aluminum heads, cold air kit, colored ignition wires, MSD box, engine painted non-factory color, Tri-Power after 1966. Aftermarket blower, turbo, or fuel injection, nitrous, smoothed firewall, no inner fender wells.
CHASSIS	Any factory brake system even if incorrect for year but must appear as factory finish & plating. Sway bars or non-GM rear end if appearing as factory finish. Dual master cylinder before 1967 OK.	Aftermarket brake system; traction bars; side exhaust; undercarriage chromed, powder-coated, or other non-factory plating or finish. Tube frame, back-halved, four link, wheelie bars, parachute, hydraulics.
GTOs & JUDGES	All GTO entries must supply VIN numbers to determine authenticity. VINs will be checked against the PHS database to determine if the vehicle is a real GTO or Judge.	Undocumented GTOs will be classed as Modified A-body. Undocumented Judges will be classed as Modified GTO (unless the car is not a GTO, in which case it will be classed as Modified A-body).
PLEASE NOTE	These guidelines apply only to Popular Vote. Concours standards are different. It is important that you class your car properly with regard to Stock or Modified. If our tech people have to reclassify your car upon arrival, there may not be a parking space for you in the reassigned class. If you are not sure whether your car should be entered as Stock or Modified, please call and discuss the situation with the folks listed at the top of this page. Changing your class once you arrive will be a headache. You won't like it. Get it right ahead of time.	

2023 GTOAA Convention Registration Form

June 27 - July 1, Springfield, Illinois



Register online at www.gtoameet.org (preferred) or
Register by mail using this application and the selection form on next page.

➤ **All participants must register** even if not entering a vehicle. No exceptions.

*All cars must be registered by **June 15, 2023**.*

Cars registered after June 15, 2023 will be entered as Street Legends, a display only class.

Name _____

Street Address _____ Email address _____

City _____ State _____ Zip Code _____

Home Phone _____ Cell Phone _____

Names of others attending for badges _____

GTOAA Membership Number _____ (must be current)

Chapter Affiliation _____

*Everyone attending **MUST** be a GTOAA member (\$35 to join) unless you are entering non-GTO or non-A-body car in Popular Vote or Street Legends or as a vendor. See the Fee Schedule for non-member registration fee.*

Vehicle Information *(Complete this section for each vehicle entering any of the shows.)*

Year _____ Model _____ Body Style _____ Color _____

Show Car VIN No _____ (will be checked to verify authenticity)

Show Car License Plate # _____ State _____ Trailer License# _____ State _____

Tow Vehicle License Plate # _____ State _____ Color _____ Rig length _____

Car Show Class *(circle one -- please note the same car cannot enter both Concours and Popular Vote)*

Concours: Restored Stock Modified Unrestored Factory Original

Only GTOs, GT-37s and 1964-1972 A-bodies may enter Concours judging classes. All other Pontiacs enter Popular Vote. All Concours cars must provide documentation that the car is an authentic GTO, Judge, GT-37, or other 1964-1972 A-body. VIN's will be checked for authenticity.

Popular Vote (choose one): Stock Modified Street Legends (display only)

Any Pontiac, any model, any year may enter Popular Vote. Street Legends is a non-voting class.

Original Owner Display (1964-74 GTO, GT-37, and 1964-72 A-Bodies (Tempest or LeMans)

Cars that have received Original Owner recognition awards at previous conventions or those receiving the award this year may choose to park in a special space reserved for such vehicles. To apply for Original Owner certification this year, contact Tom Oxler toxler@prodigy.net by May 1, 2023.

Convention Contacts

Convention Chairmen – Tom Oxler 636-288-1426, toxler@prodigy.net

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

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

Registration – Bob Alexander 970-214-4234, registration@gtoaa.org

Hotel – Tom Oxler 636-288-1426, toxler@prodigy.net

Trailer Parking – Chris Hooten 317-694-6187, convention@gtoaa.org

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

Popular Vote – Tom Szymczyk 856-524-2588 goatguytom@aol.com

Vendors / Swap Meet – Mark Melrose 314-807-2520 advertising@gtoaa.org

Sponsors – Vic Schreck 717-945-3308, president@gtoaa.org

Activities – John Johnson 573-473-4928, rphjohn@hotmail.com

2023 Convention Fee Schedule & Activity Selection Form

Meet Registration (required)	GTOAA member	\$70 per family	\$ _____
Meet Registration (required)	non-GTOAA member	\$80 per family	\$ _____
GTOAA Membership (If entering a GTO or A-body) and dues not current		\$35 per member	\$ _____
Vendor Spaces outdoors 10 x 20 (convention registration not required)		QTY _____ x \$ 25	\$ _____
Vendor Table indoors (per 8-foot table) (convention registration not required)		QTY _____ x \$ 100	\$ _____
Concours Car indoor parking (limited to 70 cars)		QTY _____ x \$ 200	\$ _____
Concours Car outdoor parking (unlimited)		QTY _____ x \$ 100	\$ _____
Popular Vote or Street Legends car entry		QTY _____ x \$ 25	\$ _____
Original Owner Car (must be pre-approved by GTOAA - see Car Show Info page)		QTY _____	\$ <u>FREE</u>
Trailer Parking space		QTY _____ x \$ 35	\$ _____
Official Event T-shirt # ___S # ___M # ___L # ___XL # ___2XL # ___3XL # ___4XL		\$25 each	\$ _____

Wednesday, June 28 Activities

June 28, 8:30 am – 4:30 pm St Louis Arch & Riverboat tour (includes box lunch)		
Kids 3-15 years QTY _____ x \$ 80	Adults 16 and up QTY _____ x \$100	\$ _____

Thursday, June 29 Activities

June 29, 9:30 am – 4:00 pm Lincoln Museum, Tomb, and home tour (lunch not included)	QTY _____ x \$ 65	\$ _____
June 29, 9:00 am – 2:00 pm Route 66 Driving Cruise (includes lunch) (limit 25 cars)	QTY _____ x \$ 25	\$ _____
June 29, 2:00 pm – 4:00 pm Ladies' flip-flop bedazzling workshop (limit 25)		
# _____ size 6 # _____ size 7-8 # _____ size 9-10	QTY _____ x \$ 30	\$ _____
June 29, 4:00 pm – 5:00 pm Kids Make & Take model building (limit 20)	QTY _____	\$ <u>FREE</u>

Friday, June 30 Activities

June 30, 2:00 pm -- 5:00 pm Bus Crawl to several craft breweries	QTY _____ x \$ 50	\$ _____
June 30, 7:00 pm -- 11:00 pm Ames/Gateway Groovy Ballroom Bash (cash bar & cash food)		\$ <u>FREE</u>

Saturday, July 1 Activities

July 1, 8:00 am – 4:00 pm Pontiac Museum cruise on Route 66, lunch included (limit 25 cars)	QTY _____ x \$ 25	\$ _____
July 1, 10:00 am – 2:00 pm Street Legends cruise to Tim Wilkerson's NHRA race car shop & Motorheads with free car show (does not include lunch)		\$ <u>FREE</u>
July 1, 1:00 pm – 3:00 pm Ladies make & take July 4 décor activity (limit 25)	QTY _____ x \$ 25	\$ _____
July 1, Awards Banquet: Happy Hour 5 pm, Dinner 6 pm, Awards 7 pm (cash bar)		
# _____ Sirloin in Red Wine Glaze \$48 # _____ Chicken Caprese in Balsamic Drizzle \$48		
# _____ Salmon in Lemon Dill sauce \$48 # _____ Pasta Primavera Vegetarian \$45		\$ _____

Total \$ _____

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Refund policy: All fees are refundable if cancellation is received prior to June 5, 2023. Refunds will be made after the convention concludes.

900+ HP
In A



Paul Tusini

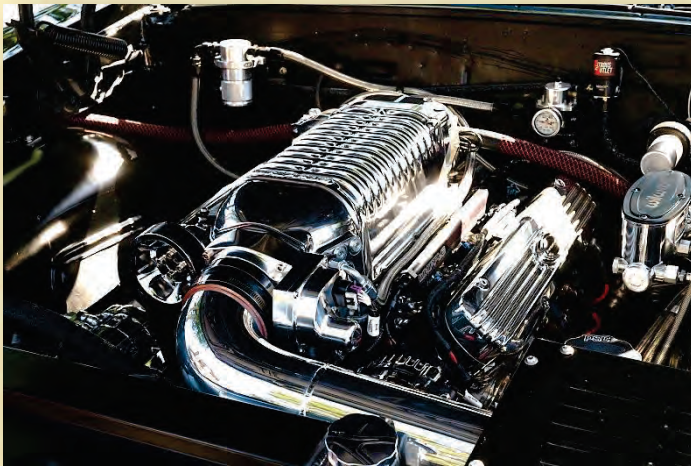
GTO Convertible

After 50 years I finally got my GTO in September, 2016. It was a well restored '67 driver but I wanted a resto-mod. My neighbor's brother Scott, an experienced car builder, said he could do it in three months versus a year from other shops. Perfect. It would be done by spring and I could watch the process.

We discussed what I wanted, then started ordering parts. Even restored, driving a stock car with manual steering and brakes was a handful. I remembered someone saying people who restore cars are often disappointed by how it drives. Now I understand.

I wanted a ton of horsepower. Since Scott doesn't build motors, he bought an LS3 from a small supplier that adds a hot cam. Mistake #1. To improve handling, Scott chose an Art Morrison frame. We dismissed using an IRS and instead chose a 4-link rear set-up. We used a Corvette front suspension and Mus-

tang II rack and pinion steering. We bought a Ford 9-inch and coilovers from Strange Engineering. 14.5" Wilwood racing brakes with 6-piston calipers up front and 4-piston in the rear with hydro-boost provided the car with effortless stopping power.



Last to arrive was the frame, delivered while I was away for two weeks on business. Scott worked seven days a week and by the time I returned the body was on the massive, freshly painted frame. The LS3 and accessories were fitted as were the suspension, brakes, and brake lines.

Scott fabricated 3-inch stainless exhausts with cutouts that tucked tightly under the car. Flowmasters peeked out from the cavity between the quarter panels and the frame. It was a lot of extra work but the rumble from that exhaust on the first start was incredible.

I visited the shop as often as possible and tried to help. Scott would joke when I showed up, saying, "You're just slowing me down -- but it's your money." We laughed but it was true. He progressed faster when he worked alone. But by being involved I can now speak intelligently about the car. Aside from being fun I also gained an appreciation for the difficulty and challenges.

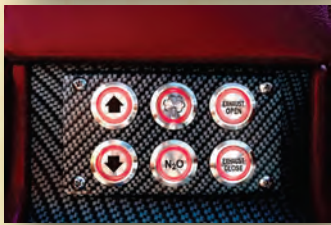
Using OEM wiring was mistake #2. The engine supplier chose a 4L60E. Mistake #3. I chose a Retro Radio sound system (mistake #4). A Dakota Digital gauge package, PUI dark red interior, power windows, remote trunk release, and a tilt wheel all went in without issues. We installed Vintage A/C but I rarely use it. On the other hand, it provides excellent heat.

Billet Specialties valve covers give the drab, high tech motor an old school look and some much-needed bling. The wheels were also Billet Specialties. While pricey, I never regretted choosing them. I ordered 17-inch redline 40 series V-rated Nitto tires, 245 for the front, 275 for the rear. Trust me, this is the absolute widest rear tire that will fit a '67 GTO without tubbing it.

After reinstalling the front clip, an oversized radiator, electric fan, OEM-looking LED headlights and other items, the transformation was complete -- or so I thought. The 3-month goal was achieved! Predictably the car now handled like a modern sports car.

A couple of bugs were easily fixed and as I left Scott's for the last time he said, "You'll be back." "Why do you say that?" I asked. "Because guys like you are never satisfied," Scott replied. Smiling, I left a patch of rubber in front of his house.

I loved every driving minute that summer even though I was plagued with electrical issues. In August I met Tom, an experienced enthusiast, and we became friendly. Tom later told me the Morrison frame made him realize I was serious. When I showed Tom the huge dip at mid-rpm in my dyno curve that couldn't be tuned out, he suggested Gene, his "motor guy."



We met at Nici Automotive in Brentwood, NH. Gene suggested reasons for the poor curve after which he asked, "So what do you want from this motor?" Excited, I blurted out: "I want as much horsepower as you can give me."

Gene glanced at Tom. Tom smirked. Then Gene asked, "How do you want that done?" "I have no idea," I responded. Gene smiled and said, "Then we're gonna supercharge it!" The car was soon in Gene's shop. He ordered a 2.9L Whipple with a polished housing to amp up the bling.

The disassembled motor revealed multiple issues that, when taken altogether accounted for the poor dyno curve. Gene also ordered a custom Brian Tooley 3 stage cam and changed to titanium valve springs and rockers. He increased the size of the throttle body, injectors, fuel line, and fuel pump. He installed an AAW wiring kit and loaded a Corvette Z01 software platform into the computer. Aside from giving him the correct wiring for the motor, the harness and software eliminated the electrical gremlins. A Speartech tap shift module, high flow, polished water pump, and Asco intercooler were also installed. Cha-ching!

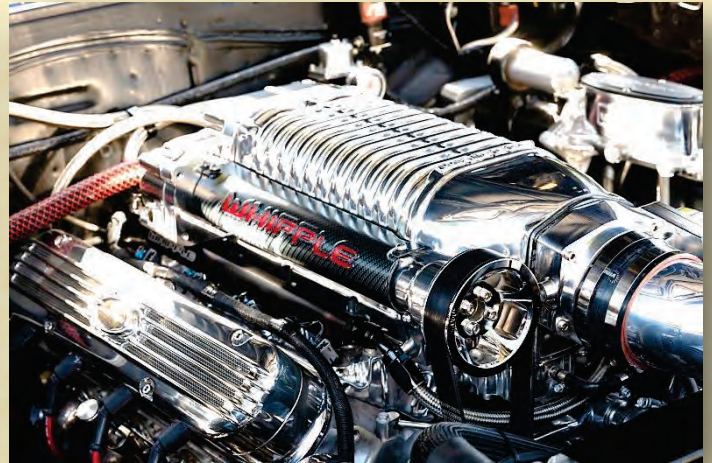
On pick up day the car was in Gene's empty storage unit. Tom was there but neither said much. Gene handed me the key. Heart pounding, I will never forget the first turn of that key. Both tachs jumped halfway across the dials while the exhausts let out an ear-splitting bark. The motor settled into

that heavy cam rock you only get from serious horsepower. The software reduced the rocking, but the exhaust remained thunderous.

A lump developed in my throat and my eyes welled up. Gene and Tom were laughing. Later Tom said, "The look on your face was absolutely priceless." Gene yelled, "Goose it a bit." I tapped the accelerator and the engine sound instantly exploded. It seemed angry. The exhausts pounded like a thousand kettle drums then snapped and popped heavily with backpressure as it returned to idle. Pure testosterone.

The engine seemed to have limitless power during my meek acceleration tests. It took 5-7 seconds to go from 30 to well over 100. The car was still pulling very hard when my nerve gave out and I let up on the gas at about 120. Even at that speed the car remained straight despite cross winds. 100+ mph in a convertible with the engine screaming like it is going to blow up is total exhilaration. To this day I've never had the nerve to mash the pedal.

A new dyno test revealed a smooth curve with over 960 horsepower to the crank at 5,000 rpm using the low boost pulley. Whipple supplies a high boost pulley that adds about 100+ hp, but I've never used it. My dyno guy said he felt the transmission slipping during the pulls. This was later confirmed when we removed the pan and found chunks of clutch material in it. The gas mileage dropped from 20 to



about 10, so I was thankful for the large gas tank. Out on the open road the car isn't as loud, but if you open the cutouts and get aggressive all heads turn. Still, the car is well-mannered enough to drive to a restaurant. I got exactly what I wanted.

The 4L60E clearly wasn't going to last so in the fall of 2018 Gene took delivery of a custom built 6L80 from a company in Florida. It leaked and never worked right. I then found Kyle Genesse, Operations Director of Bonded Transmissions in Framingham, MA. He is the nation's leading expert on GM 6-speeds.

Kyle discovered my transmission was full of used, high mileage, mismatched parts. He built me a 6L80 with heavy duty bearings, extra clutches made with upgraded clutch material, a billet intermediate shaft and more. The new tranny shifts fast, doesn't slip and reduced engine turns by about 500 rpm at 70 mph. What should have taken four weeks took all winter.

By 2019 I had the performance but was becoming dissatisfied with the body. My standards had risen along with bubbles of rust I was finding so Tom introduced me to Sean, the owner of Paintworks in Dover, NH, a high-end restoration shop. Their work is amazing so in September I brought my GTO in to spend another winter in pieces. The body went through extensive re-work to remove any hint of rust and make the panels fit perfectly (think of the Lexus ball bearing commercial). As a resto-mod I wanted something to be different but it had to be subtle and elegant. LED tail-lights reminiscent of the OEM pattern would be perfect. "Nicely done" is the most common comment.

A quality paint job results in undistorted reflections in the paint. Sean clearly achieved that. We used a single stage process to make fixing it easier. Black with red is iconic muscle but black is also impossible to keep scratch free. Still, with some experimentation I developed a process that works.

By March of 2020 reassembly was almost complete but the stainless trim was at a polisher who was shut down due to COVID. I tracked down the owner and he agreed to ship my trim back. After a few lessons from Sean, I set up in my garage and hand polished the stainless myself. It took a lot of experimentation and almost 250 hours but I achieved a mirror finish. Now an expert, I posted details of how to polish stainless online at the GTO forum. There are also many pictures of the build there. On the Internet, check out gtoforum.com/threads/indoctrinated.

During body and paint I upgraded the PUI interior. Clinton Morton of Reading, MA sculpted all new foam and stitched seat covers to fit perfectly. The rear seat was formed for just two occupants. The door cards were freshened and molded to hold JBL speakers, but I retained the original arm rests. I jettisoned the substandard Retro Radio and installed a Kenwood, modifying the dash to fit. The center console is now an effective armrest that flips open. There are six buttons at my fingertips. Two for the cutouts, two for the nitrous, and two for the manual shifter. The nitrous is a purge system for parades, and purges through the hood intakes. Kids love it.

I used hydrographics to apply a carbon fiber pattern to the console, gauge surround and supercharger shaft cover. You cannot tell it from genuine carbon fiber. A matching red and black leather steering wheel ties all the reds together. Changing from vinyl to a canvas top with a glass window improved the top-up appearance. Finished in June of 2020 there was no place to go so the car sat in storage while we finished our new home. It took four years and a blown budget, but I have my dream. And I guess Scott's prediction was on target.

With very limited space I hope I managed to convey some of the build challenges and thrills of having almost 1,000 hp under your foot in a convertible GTO. If you want to know more visit the afore-mentioned website or contact me at tusinip@gmail.com.

Convention Corner 2023

June 27 - July 1, Springfield, Illinois

Tom Oxler & Bob Alexander

The host hotel for the 2023 GTOAA National Convention will be the Crowne Plaza Hotel in Springfield, Illinois. If there was ever a PERFECT hotel for a GTOAA Convention, the Crowne Plaza Hotel is it. Plenty of luxurious rooms, indoor pool, restaurant, bar, coffee shop, and exercise room, the Crowne Plaza has it all. Located at exit 94 on Interstate 55 just an hour north of St. Louis and three hours south of Chicago, the hotel is visible from the highway and very easy to get in and out of.

As you know, the GTOAA Convention is all about GTOs and Pontiacs and the Crowne Plaza is the perfect place to display your vintage car. On the ground floor as you enter the hotel you will find the GTOAA registration desk. Here you can get your pre-registration packet or register if you did not already do so. If you proceed further inside you will come to the Plaza Ballroom where we can accommodate up to 70 Concours GTOs and A-bodies for the Concours Judging and Show.



Also located on the ground floor will be many of our indoor vendors including the GTOAA Club Store.

Up on the second floor is the hotel registration along with the Crowne Ballroom where we will have the Groovy Ballroom Bash on Friday even-

ing and the Awards Banquet on Saturday. Thanks to Kevin Beal with Ames Performance and the Gateway GTO Club for their Gold Sponsorships of this Convention, we will have Captain Rat and the Blind Rivets performing '50s, '60s and some '70s music from 7 - 10 pm and there will be free ice cream from the famous Ted Drewes located on Route 66 in St. Louis. Also located on the second floor is the restaurant which will feature a discounted breakfast buffet for our members and a bar overlooking the outdoor show field where members can get together in the evening to renew old friendships.

The remainder of the floors consist of 288 rooms reserved for our GTOAA Convention participants at an exclusive rate of \$129. Also attached



Meet Registration And Meet Check-in

to the Crowne Plaza is our overflow hotel, the Holiday Inn Express with an additional 140 rooms. Everyone wanting to stay at the host hotel should not have a problem doing so.

The exterior of the Crowne Plaza is one of its best features with 600 parking spaces. This will leave plenty of room for the Popular Vote show cars, outdoor Concours, Street Legends, Original Owners, vendors, swap meet vendors, and plenty of room for our members bringing trailers to temporarily park while they register and check in. There are numerous restaurants all located very close to the hotel such as Hooters, Red Lobster, IHOP, Applebee's, and Blue Margarita's, just to name a few.

There are plenty of rooms available so get your hotel reservation by calling 800-589-2769 and mention the GTOAA Code G6T. If you have any questions please feel free to e-mail me at toxler@prodigy.net or call 636-288-1426.

If you plan to attend the GTOAA Convention at the Crowne Plaza in Springfield, Illinois, it is very important that you properly register for the event. In addition, upon arrival at the Crowne Plaza, if you follow our convention check-in procedure, you will minimize the headaches for yourself and the GTOAA convention staff. Continue reading to gain valuable insight into the registration process and convention check-in.

You have two options to register for the 2023 convention, online or via printed form that you will mail to GTOAA registration staff. Upon successful completion of your online registration, you will receive a confirmation e-mail from the registration system. Be sure to double-check your email address. Later, if you need to

add events or a vehicle, simply access the link provided in the confirmation email. Note that you cannot remove items via the link. You must contact GTOAA registration staff. If you send a printed form to the GTOAA, registration staff will enter the information and process your payment. Upon completion of the entry, you will receive a confirmation e-mail. For those without e-mail, indicate "No e-mail" on the printed registration. Registrants without e-mail are welcome to contact GTOAA registration staff to verify their registration. To ensure that we quickly enter and process your printed registration form, see below for a few helpful tips:

1. Clearly print all required information.
2. List all guests with the name that you want on his/her name badge.
3. If you register a vehicle, please be specific on the color, style, license plate... Be sure the VIN is complete. Just listing just "242" is not adequate. VINs require verification via PHS in many cases.
4. If you register a vehicle, be sure to circle the appropriate class for Popular Vote and Concours.
5. Please allow two weeks after you place the printed form in the mail for processing and entry into the registration system.
6. Keep in mind that events may have a limit. For example, if a bus is involved, an event is usually limited to 50-55 participants. Cruises are typically limited to 25 vehicles.
7. For the awards banquet, be sure to indicate your meal selection.

If you follow the above, your registration will be processed in a timely manner and your convention check in should be painless.

Speaking of convention check-in, if you follow the applicable process outlined below, things will be much



smoother for you and GTOAA staff. Upon arrival at the Crowne Plaza, please proceed to the GTOAA registration counter located in the lower level of the hotel. Signs or GTOAA staff will direct you. Hours for registration are typically 8:00 am to 5:00 pm. Please see the latest schedule to verify registration hours for the day that you arrive.

1. If you have no trailer and no show vehicle, park in the spectator/hotel guest parking area and proceed directly to registration to check-in. Provide your name and you will receive a registration packet. Registration staff will ask you to verify the items you signed up for and paid for and you will sign acknowledging that you agree. You will also receive a copy of your item listing. Registration packets also contain applicable tickets, name placards, a schedule, a dash plaque, and sometimes flyers. Each packet is numbered based on your registration number. Note that you must wear the name placard to gain admission into events. Upon completing registration check-in, you are free to check into the hotel, look at vehicles...
2. If you arrive with one or more show vehicles and no trailer, park in spectator/hotel guest parking, and proceed directly to convention registration. You will follow



the same process to check-in as outlined in the previous paragraph. After you complete registration check-in, please drive your show vehicle to the tech tent. The tent is typically a large, white structure in the parking lot. Signs and GTOAA staff will direct you to the proper lane. Upon completion of tech, you will be directed to the photographer. Then you will proceed to your parking area outside or inside the Crowne Plaza. GTOAA staff will assist you with parking.

3. If you arrive at the Crowne Plaza with a trailered vehicle or vehicles, GTOAA staff will direct you to Trailer Staging. Note that this is not permanent parking for your trailer or tow vehicle. Permanent trailer parking is located off-site

near the hotel. Your trailer and tow vehicle remain in trailer staging until you check into convention registration, unload your vehicle, complete tech and photography, and park your car. You also have the option to check into convention registration, park your trailer in the permanent parking area, unload your vehicle, and drive it to the Crowne Plaza for tech. Follow the same convention registration check in process outlined in item 1 above.

If you read and consider the information provided in this article, I am confident that you will accurately register and your convention check-in will be smooth and trouble-free.

If you have any questions, please contact GTOAA registration at 970-214-4234 or registration@gtoaa.org.

We look forward to seeing you in Springfield!



Hotel Information

Tom Oxler 636-288-1426
toxler@prodigy.net

Meet Registration

Bob Alexander
970-214-4234
registration@gtoaa.org

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GTOs FOR SALE

66 GTO hardtop, Montero Red, black vinyl top and interior, 91,000 miles, 389 4-bbl, 4-speed, power steering and brakes, tinted windows, original looking AM-FM stereo with auxiliary input, new speakers, wood grain steering wheel, redline radial tires, Rally 1 wheels, original bill of sale, keys, invoice, Protect-O-Plate, PHS docs. \$38,500. John Giampietro 914-787-9028 #14589 [jan](#)



66 GTO convertible, Montero Red, black top and interior, 87,000 miles, 389 4-bbl Carter, auto trans, AC, PS, redline tires, Rally II wheels, wood steering wheel, numbers match, numerous new parts. Covered and heated garage kept for the past 20 years. \$59,000. Mike Janeczko 303-910-3280 #11885 [mar](#)



66 GTO convertible, Iris Mist, Parchment interior, white top, Tri-Power, auto, cloth top, glass window, PS, PB, PW, power antenna, reclining seats, headrests, repro Hurst wheels, rewired, newer rear, PHS doc. Frame-off in 2000, owned since 2004, stored in heated garage. Gorgeous, award winning. Gloria Reems 360-271-1333. #13630 [mar](#)



66 GTO project, solid car worth restoring! Originally 4-speed, Cameo Ivory, black interior. Professionally rebuilt Muncie 4-speed, 400 from a 71 ran great, Griffin dual fan radiator. Not numbers matching, does not currently run. Some metal work and parts needed. Jarrett Cosyns 661-706-5147 #19538 [mar](#)



68 GTO Ram Air I, one of 620, PHS documented. Burgundy over Parchment, 4-speed, 400 cu in. \$40k US, Canadian car. Duane Johnson, 403 510-7317 #20956 [jan](#)



68 GTO, all stock, power steering/brakes, dealer AC, AM/FM, 400 cu in, 93k miles, 4-speed, 3.55 posi rear, Aleutian Blue, body & paint perfect, interior excellent, garage housed, rear spoiler. \$65,000. Rich Yeager 215-757-3006 cv55ry@yahoo.com #15353 [feb](#)



68 GTO convertible, Mayfair Maize, black interior and top, 400 cu. inch V-8, 4-speed Muncie transmission, Rochester 4-barrel Quadrajete, PHS documentation and build sheet. \$50k, U.S.D. Serious inquiries only. Ron Newcomb 253-332-6592 (leave a voice-mail). #20558 [mar](#)



70 GTO Judge hardtop, original Orbit Orange, needs full restoration. Includes a non-original WS engine, 4-speed trans, have original dealer receipt, PHS documentation, and good Pennsylvania state title. \$35,000. Scott Silberg 610-366-8931 #15477 [jan](#)

2006 GTO, red, black interior, manual trans, 2nd owner, has a couple minor performance upgrades. Have original parts to return to stock if desired. Car runs very strong. Other than minor bolt-on items, car is very original, showroom condition inside and out. Cover car August 2013 *Legend* magazine. \$35,000. Jim Witowski 219-879-2195 (IN) #6367 [feb](#)

Ad Guidelines

Free member ads are for cars, parts, or miscellaneous items.

100 word maximum per issue or 50 words plus photo for cars for sale (photos need to be 300-500 KB and are accepted via e-mail only)

Ads run 3 months unless renewed Month shown at end of ad indicates expiration issue for that ad

Must include full name, phone number, and GTOAA member ID

E-mail free member ads to: GoatGuyTom@aol.com (please put "Legend Ad" in subject line)

or mail to: GTOAA Member Ads
30 Sandhurst Drive
Mount Laurel, NJ 08054

March issue deadline is January 15

Business or commercial ads are not free. Those ads go to Mark Melrose at advertising@gtoaa.org. Check with Mark for pricing and ad sizes.

Disclaimer: Ads appearing in *The Legend* are done as a service to members, and are not an endorsement by the GTOAA for any of the items, products, or services advertised. Ads become the property of GTOAA and may be edited. GTOAA reserves the right not to run any ad which does not conform to the rules, or to which the Editor or Advertising Director have reason(s) not to publish.

PONTIACS FOR SALE

64 Tempest Custom convertible, all original and complete, 326, auto, PS, PB, \$6,975. Jim Savich 607-754-8443 #19733 [mar](#)

64 GTO hardtop tribute, restored beautifully, silver with gorgeous red interior, V8, auto, PS, PB, AC, power windows, console, disc brakes. \$20,500, possible trades. Jim Savich 607-754-8443 #19733 [mar](#)

67 GTO hardtop tribute, numbers matching GTO drivetrain, \$23,800. Jim Savich 607-754-8443 #19733 [mar](#)



2000 Bonneville SSEi, super charged, 63,000 original miles, one owner, perfectly flawless

interior and exterior, gray leather interior, immaculate condition, sun roof, heated seats, always stored in heated garage \$23,900. Wayne Neil 406-581-1754 leave message #19152 **jan**

PONTIACS WANTED

Wanted: Looking for 64-67 GTO, prefer very good to mint condition. Would consider clean project car. Paul McCarthy 318-751-5462, pbluesmd@yahoo.com #21833 **feb**

Wanted: 68 HO or 68 or 69 Ram Air 4-speed. Original engine not required but must have been originally an HO or Ram Air car. Jack Ottofaro 757-871-4413 ottofaroj@gmail.com #21659 **mar**

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 **mar**

Wanted: 69 GTO Judge, must be a matching-numbers car, 4-speed, in excellent condition. Documentation a must. Will also consider automatic with air including convertibles. Ralph Papa 610-721-2750, raremusclecars@aol.com #20685 **mar**

Wanted: 69 GTO The Judge, any shape. Mike Pipia 414-581-8733 #18246 **jun**

Wanted: 2006 GTO, Torrid Red, black interior, automatic, low miles, prefer one-owner car; must be in original condition, no mods, no accidents, no repaints, mint condition. Prefer 18-inch factory wheels, original window sticker, and service records if possible. Kathy Porfido 631-647-2787, kpgto@aol.com #18022 **mar**

PARTS FOR SALE

64 GTO: complete NOS front clip. All sheet metal in excellent condition. Have other 64 stuff for sale. Jim Witowski 219-879-2195 (IN) #6367 **feb**

65 GTO parts: hood, deck lids, doors, black passenger seat, grilles, trim pieces, Turbine 300 trans with shifter, 3:23 rear end, dash boards, engine parts, many other parts, no set price on any items, all are negotiable. Would like to sell all parts for one price. Gary Z. Gubacz 734-455-4979 #13985 **feb**

65 GTO: hood release \$125, trunk light \$65, windshield wiper/washer switch \$85, instrument cluster with speedometer \$285, rear speaker switch \$85, console mounting bracket \$35, heater controls \$135, heater control cables \$35, console door \$75, console door hinge \$35, hood scoop insert \$175, trunk latch \$45, steering column to dash cover \$45, convertible rear courtesy lights \$40, convertible top switch \$85, convertible under dash courtesy light \$75, automatic shifter \$125, dash ashtray \$55, dash gas gauge \$45, clock \$125, clock light harness \$35, alternator bracket \$75, backup lights \$135, repro Rally gauges \$250, more! Greg Spreitzer 440-382-8161, e-mail nightdaygp@yahoo.com #1199 **jan**

65 GTO, set of NOS 65 GTO factory option #984491 custom hub caps including instructions and hardware \$4,000 John Snyder 240-707-1059 #14247 **jan**

65-68 parts: set of four 14x6 trim rings, some dents, scratches, and rusty inner rings with all original clips intact. All original, not GM af-

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---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------

CRC in New Jersey, all passages and ports verified per Jon Hardgrove's Carter reference chart. I needed a 4033S for manual trans cars and CRC sold me this one not knowing the differences. Paid \$800. CRC may not know a 4033 from a 4034 but their work is superb. Carb is beautiful inside and out. Photos can be provided, just email me. Asking \$550, free shipping to lower 48. Jim Clark, 248-504-1228, jeclark3039@gmail.com #9709 [jan](#)

67 Deluxe Pontiac steering wheel, excellent condition with only minor cracks that are barely noticeable and can be easily filled. The center medallion has minor crazing. Wheel was on my 1966 GTO when I bought it in 2008, and I finally located a correct 1966 wheel to replace it. Asking \$395 plus shipping Larry Speidell 858-442-1400 #11104 [jan](#)

69 Ram Air carburetor #7028273, fresh rebuild. Rebuilt at Custom Rebuilt Carbs in NJ \$5,000. Also a 69 GTO convertible rear seat \$450. Scott Skinner 423-295-5719 #9043 [jan](#)

termarket, very hard to find. NOT in show car condition but can be restored \$200 set of 4. 68 fan shroud top plate in excellent condition, painted black with correct insulators and correct V8 4-bbl emission decal in new condition \$75. 68-72 air cleaner cover w/o Ram Air,

chrome in excellent condition \$75. Shipping not included. Stan Freed 215-704-4434 or medesupply@aol.com #16142 [jan](#)

66 GTO AFB 4034S carb, for 66 automatic federal applications, concours restored by

71-72 GTO parts: bumpers, 14" honeycomb wheels and trim rings, two 15" Rally IIs, 72 LeMans driver's side fender plus some engine and other parts. Rob Tapp call or text 303-570-9940 #14468 [jan](#)

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64-67 parts: all parts to convert 64 Tempest convertible to GTO -- OEM hood, bumpers, deck lid, tail panel, taillights, gas door, Tri-Power \$7,900. Also 64 rear bumper (64-65 station wagon); straight front bumper core \$400; many 64-67 fenders; 65-66 deck lids, doors, Rally I and II wheels. Jim Savich 607-754-8443 #19733 [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 [jun](#)

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

For Sale: pair of 1967 670 heads. The seats have been lapped and all seals replaced. The heads are cleaned and painted \$400. Mike Pantry 601-798-8898. #20817 [jan](#)

Parts: 64 GTO convertible rear window regulator \$50; 66 GTO pair of taillight assemblies \$300; hood \$450; pair of used headlight bezels, driver quality \$80; dash bezel for air conditioning - very nice quality \$450; automatic transmission shifter with switches mounted \$300; heater control cables \$30; fuel tank sending unit, like new \$25; desert cooler radiator \$300; radiator fan guard / finger cover \$40;


windshield trim and wheel house moldings, inquire. 67 Tempest / LeMans: pair taillight assemblies \$50; instrument cluster \$150; 64-67 GTO: AM radio \$80; original reverb \$150; front and rear window regulators \$45; new T3 headlights \$30; 68 GTO: pair of front seat belts, date code 9T68 \$50; many more GTO items available. Walter Clark 304-552-6483 e-mail: wfclark51@gmail.com #5173 [jan](#)

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

GTO Parts for Sale: Hurst wheels, 4-3/4" GTO bolt pattern, thick shank, fully restored to show condition, \$6,000 includes new trim ring clips and lug nuts; 65 GTO/Lemans restored tail panel, show quality, \$1,500; 65 restored tail light bezels, \$950; 65/66 4-speed console, restored, \$1,800; rare mid-60's Parnelli Jones Rebel mag wheels, 14x6, 4-3/4" bolt pattern, very nice, \$2,000, Hurst wheel trim ring clips, new \$95/set; Tom Rubinate, 480-390-9058, trubinate@yahoo.com #6445 [jan](#)

PARTS WANTED


Wanted: Dearborn 3-speed for 65 GTO. I will consider other years. Also need the bell housing. Tony Triolo 256-810-8015, e-mail: tony.triolo@nwh.com #4157 [jan](#)



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Wanted: '65 GTO sedan passenger and driver's side window frame moldings, upper door pieces only, both sides. Jess Hagey 360-710-0924 #11354 [mar](#)

Wanted for 66 GTO: The Deputy Robert Kunze Memorial Car Restoration is in the final stretches but we still need a few parts. If you are not aware of this project, take a look at the April 2020 or the October 2021 *Legend* for the full story. Thank you to those who have already helped with donations and parts! We still need a factory wood wheel (new or nice original) a steering column to dash bezel, and a set of Rally I center caps. Donations would be great but if you need some cash for your parts that works as well. Sam Nance 316-264-1887 (no texts), or e-mail: jbhnance@hotmail.com

Wanted 1969 Ram Air IV 400 WW code casting number 9792506 engine block, pair 722 heads and other parts. Also looking for a 7029273 Quadrajet carburetor. Mike Pipia 414-581-8733 #18246 [jun](#)

Wanted: 69 RA-IV 400 "WW" code block, block VIN ending in 242379R.....54. Car bought 1982 with 421 bottom end, still looking for its original block. John Johnson 573-473-4928 or rphjohn@hotmail.com

Wanted: original Hurst wheels, any style or bolt pattern, singles, pairs or full sets, will also

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buy trim rings, clips, and center caps, can also restore your wheels, please call or email what you have, Tom Rubinate, 480-390-9058, [#6445](mailto:trubinate@yahoo.com) [jan](#)

Wanted: various Q-jets including 7041263, 7044270. I have other Q-jets and 67-72 GTO/LeMans/Grand Prix parts, plus more, to buy/sell/trade. John Johnson 573-473-4928 or rphjohn@hotmail.com

Wanted: looking for 69-72 GP vinyl top trim pieces. I also have Q-jets and 67-72 GTO / LeMans / Grand Prix parts, plus more, to buy/sell/trade. John Johnson 573-473-4928 or rphjohn@hotmail.com

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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GTO collectibles: 1/18 scale 66 GTO black \$40, gold \$40, turquoise \$50; 1/18 66 GTO diorama set \$60; 1/18 65 GTO coupe turquoise \$30; 1/18 65 GTO convertible gold \$30; 1/24 66 GTO black Royal Bobcat coupe \$25; 1/64 65 GTO Tiger Gold coupe \$10; 1/24 67 GTO turquoise convertible \$25; 1/64 Hallmark ornaments: 69 Judge orange \$10; 64 GTO red coupe \$10; 71 Judge orange \$10. All items plus shipping. Many others, call with needs. Andre Spanjol 440-865-5688 #10498 mar

SEEKING INFORMATION

Trying to track down the 1965 GTO I had to sell when I had to go into the Army in 1971. Sold to a guy in Johnstown, PA (for \$900!). Gold hardtop, with parchment interior and brown interior trim. 389 Tri-Power, 4-speed. Would greatly appreciate any information, and there may even be a "finder's fee" if this car still exists!!!! Rick Grgurich 610-393-5898 #18463 feb

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

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

January 28, 2023, 22nd Annual Show 'n Shine, Wings Cafe, 4011 W. Commonwealth, Fullerton, CA, sponsored by SCCPOCI. Open to Pontiac, Cadillac, GMC, Buick, and Oldsmobile vehicles. Register thru January 27, 2023 at socalpoci@gmail.com. Bill Baker 714- 931-6058 or e-mail Carter Chee at socalpoci@gmail.com

February 4, 2023, Inaugural All Pontiac-GMC Car Show hosted by Florida POCI Chapter #1 at Rivard Buick - GMC, 9740 E. Adamo Drive, Brandon, Florida 33619. Show hours 9:30 AM-- 2:30 PM. Walter Clark 304-552-6483 or e mail: wflclark51@gmail.com

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EVENT LISTING GUIDELINES

Maximum 50 words

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

March issue deadline is January 15

E-mail to: GoatGuyTom@aol.com

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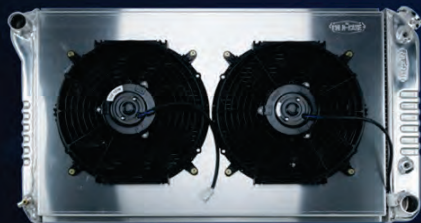
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This list include info as of December 1, 2022. If your club's latest info was received after that date, it will appear on the chapter list posted on the GTOAA website. We would all like to have the chapter listings correct and up-to-date. Please contact Bill Sanders -- chapters@gtoaa.org -- with any questions, updates, or corrections.

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