

# THE LEGEND



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Volume 40 #6  
June 2022

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Magazine subscription: USA \$35 per year, Canada \$40 US funds, all others \$50 US funds. Send subscription request to GTOAA, PO Box 277 Batesville, IN 47006. Visa & MasterCard accepted online at [www.gtoaa.org](http://www.gtoaa.org).

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

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GTO Association of America, Inc. is a limited liability, non-profit Colorado Corporation, tax exempt under Internal Revenue code section 501(c)(7).

The Legend is published monthly for \$35 per year USA (Canada \$40, foreign \$50) by the GTO Association of America, PO Box 213, 4324 Dixon Street, Timnath, CO 80547. Periodical postage paid at Timnath, CO 80547, and at additional mailing offices, USPS # 013-191.

**POSTMASTER** send address changes to The Legend, GTOAA, PO Box 277 Batesville, IN 47006.

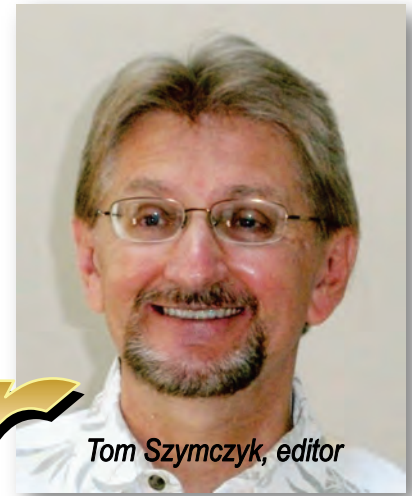
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# 1st Gear



Tom Szymczyk, editor

## Pontiac Hall Of Fame

The Pontiac Preservation Association's Hall of Fame is an independent, non-profit educational institution dedicated to preserving an appreciation of the historical development of the Pontiac hobby and its impact on the industry by preserving the memory of those who have made outstanding contributions. Each year a nominating committee selects a group of people who have contributed to the Pontiac hobby and people get to vote on them.

The Hall of Fame's mission is to preserve Pontiac's history, honor excellence within, and make a connection between the generations of people who enjoy these classic cars. Induction into the PPA Hall of Fame is reserved for those who have made a significant impact on the Pontiac automobile as well as the hobby itself.

On page 15 of this month's issue, we have a reminder from Mike Spizziri about the Hall of Fame voting for 2022. If you voted in previous years, you should have received an e-mail message about this year's nominees. If you have not voted previously and would like to get involved this year, go online to:

[www.pontiacpreservationassociation.org/contact.html](http://www.pontiacpreservationassociation.org/contact.html)

and fill in the form to receive a ballot. Voting ends on June 26. This year's inductees will be announced at Norwalk.

Randy Pribyl's stories have been featured in *The Legend* on many occasions. This month he has really outdone himself with an in-depth article and interview with Jim Mattison,

founder of PHS. I have had many conversations with Jim over the years but Randy's article really presented much more about Jim than I knew. PHS has certainly done so much for the Pontiac hobby and the article on pages 8 through 13 covers it very well. Thanks to Tim Dye for the photos he provided to go along with the story.

At the end of this month, we will be in Kingsport, Tennessee for the annual GTOAA convention. I will be in the tech tent right outside the convention center entrance most days, checking in Popular Vote cars as they arrive. I am really looking forward to seeing cars from a part of the country we haven't visited in over 20 years. Stop by and say Hi when you have a minute.

## As always...

*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](mailto: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

## *Future Convention Roadmap*

Our 43<sup>rd</sup> Convention is now just a few weeks out. Work on this convention began in January 2021 simultaneously while work was progressing on our 2021 Convention. Our committee has been meeting monthly, with the chairmen more frequently. As I write this, the pace of finalizing things has picked up. Our speakers are busy preparing for their seminars, our sponsors have again helped us financially, and our planned activities are being fine-tuned. John Johnson, our Activities Coordinator, has been busy finalizing driving routes with stops, our day at Bristol Motor Speedway, and bus tours. The MeadowView Marriot, our host hotel, sold out all the allocated rooms in our block a few months after hotel reservations opened. Several nearby hotels, The Hampton Inn, Comfort Suites, Holiday Inn Express, and La Quinta Inn & Suites continue to fill.

As we complete work on this convention, we are vetting future convention venues and have our site-search firm looking for suitable venues in the west, southeast, northeast and all points in between.

I have gotten some great suggestions from members to check certain sites and cities for possible future conventions. I took note of those suggestions and added them to the list of cities to be investigated. Our site management firm, Helms-Brisco, has been given the task of searching for possible sites based on our needs. We continue to focus on areas where we've never been or not been to in quite some time. Namely out west and southeast. I'd like to give you a brief update on the process of our searching.

When investigating suitable convention sites we look at the demographic of a region that would draw our members from multiple states. We've looked at dozens and dozens of prospective sites out west in California, Nevada, and Oregon. In the southeast, Florida and Georgia. In the southern and southwestern states where it's hot in the summer we're looking at sites that can provide a mostly indoor event.

The most ideal scenario is a hotel that includes ample indoor space to host our Concours show field / Original Owner area / Invitational cars / and indoor vendors. We've enjoyed that convenience for decades. Having lodging and the use of an indoor display area together has spoiled us.

We continue to search for venues that can offer us that convenience; however it's getting harder and harder to find a hotel large enough now to accommodate our indoor needs. While there are many sites in cities we found that meet some of our requirements, it's difficult to now find venues that can address all our needs.

To sum up in one word why we're having difficulty finding a venue that can now afford us lodging and an adequate indoor display under one roof, it would be "growth." We've been steadily growing our membership the past eight years. While our overall convention registrations have not soared like our membership has, our Concours show has.

Before 2018 when my local chapter hosted the convention in Valley Forge, the average Concours show field was 57 cars. That year we set a record of 84. That Meet was held in a convention center that was large enough to accommodate not only the Concours show but our very large Original Owner display, invitational displays, and a large Royal Bobcat display, not to mention quite a few indoor vendors. There was still more than enough space. That convention center came with a hefty cost however.

Since 2018, Concours registrations have grown, and now with the New Gen GTOs in Concours, we are enjoying a larger indoor show field. We continue to see Concours registrations in the 80-90 range. For our convention in Kingsport we set a new record with over 100, with more still coming in.

With our growth, we have simply outgrown the Hotel/Indoor show field scenario we've enjoyed. The typical hotel with indoor space cannot handle 100+ cars. Most can only accommodate the 50-70 range, leaving little to no room for indoor vending. To counter for the lack of room inside, we've been offering an outdoor Concours display area and placing members on waiting lists for indoor spaces if they open up. Many members who have their name on the waiting list for indoors and then find we have no room for them are opting not to come to the convention. We hate seeing this but with the values of these cars going up it's understood.



Having a complete outdoor Concours show field is not an option for us. It's getting to the point now if we continue using a hotel with partial room for indoor displays, half of our normal indoor display will have to be outdoors and from feedback we've been getting, many members with Concours cars will not attend.

Because of that growth, we are now looking at convention centers that will offer us something like we had in Valley Forge in 2018, in Pittsburgh in 2014, or what Wichita offered in past years. I loathe hearing, "If my car cannot be inside, sorry, I am not coming." We invest years of effort and time putting together a convention so all our members can come if they choose. It's disheartening to me having members not come because the venue is now not large enough to offer enough indoor space.

Many of our members invest a lot into their cars. With many six-figure cars, I don't blame them opting not to come if they have to be outside. If anyone can recall the 2013 Convention in Dayton with the storm and tent issue and damaged cars, you can understand why some don't want to risk it. So, as we begin searching for cities that have convention centers with lodging accommodations nearby, we can now expand our search to include convention centers rather than just hotels with limited indoor display areas.

We've begun looking at cities with convention centers we want to visit. We're seeing the costs of convention centers range from \$30,000 to some over \$100,000. We cannot afford what some want. A convention center who wants 40K for the week just for the facility does not include food and beverage, AV, security, etc., and most charge extra to hang banners, provide Wi-Fi, and the list goes on. That 40K, all said and done, is now up in the 50K+ range. This is before the costs of a hotel are added on. Hotels that offer indoor display space are easier to negotiate with than stand-alone convention centers.

In order to be able to provide our membership a quality venue that can meet our growing needs we need to revise our budget. As we continue to negotiate with hotels and convention centers, we realize the costs to attend a convention will need to increase to be able to afford these types of facilities. The more members who attend the conventions the more revenue we receive to keep individual costs at a minimum. Our task is to find acceptable venues in cities accessible for as many members as possible, with reasonable costs that will provide our members a first-class event they will want to attend.

Some cities are so costly, we can't consider them. We are also finding some cities where hotels command upwards of \$200 a night. With a minimum room block occupancy rate of at least 70-80%, if we don't meet the minimum, we're on the hook for all those unoccupied rooms. If you make a reservation and then decide you cannot utilize your room, we ask you notify our hotel chairman of this so the room can be

## CHAPTER NIGHT IS NOW CHAPTER MORNING

Our Chapter Recognition Brunch / Chapter Officers meeting will take place Saturday morning, July 2, beginning at 8:00 AM in the MeadowView Room. This is your opportunity to meet the Board of Directors and ask questions.

released and be made available to those on a waiting list. Some do but many don't. In Wisconsin for example, we had many no-shows for their rooms who did not notify us they were cancelling. When they cancelled their room at the last minute, we did not get credit for the cancellations because the date of the room cancellation was after the end date of room block cancellations in our contract. We ended up paying thousands of dollars to Chula Vista for many unoccupied rooms. You can see where I am going with this. This is why it's so important that folks who must cancel their room reservation do so as early as possible.

With our Concours show field growing, it's putting a strain on our Concours team of judges who work tirelessly to inspect and judge cars, our tabulators who work well into the night to document each car, then prepare each Concours award. We could use more judges. If you'd like to help judge at our convention, please contact our Concours Chairman, Bill Markowski, [wmarkowski@gtoaa.org](mailto:wmarkowski@gtoaa.org).

Work is ongoing for our 2023 Convention which will be a return to Springfield, Illinois at the Crowne Plaza hotel, hosted by the Gateway GTO Association. This venue has been under contract now for the past two years, before we began looking at convention centers. Springfield 2017 was the largest GTOAA convention since 2004, with 417 event registrations. We're hoping to welcome at least that many in 2023. More information to follow. I hope you can make Kingsport this year, and I hope you can make Springfield, Illinois in 2023.

## INSURANCE UPDATE

The GTOAA has acquired a new liability insurance carrier, Hagerty Insurance. At the convention, our agent, John Abrams, will speak about our liability coverage and answer your questions on insurance. He will also speak of the importance of Chapter Director's and Officer's Insurance (D&O).

If you are driving to the convention, Hagerty is offering complimentary emergency towing and roadside service. See flyer on page 6.



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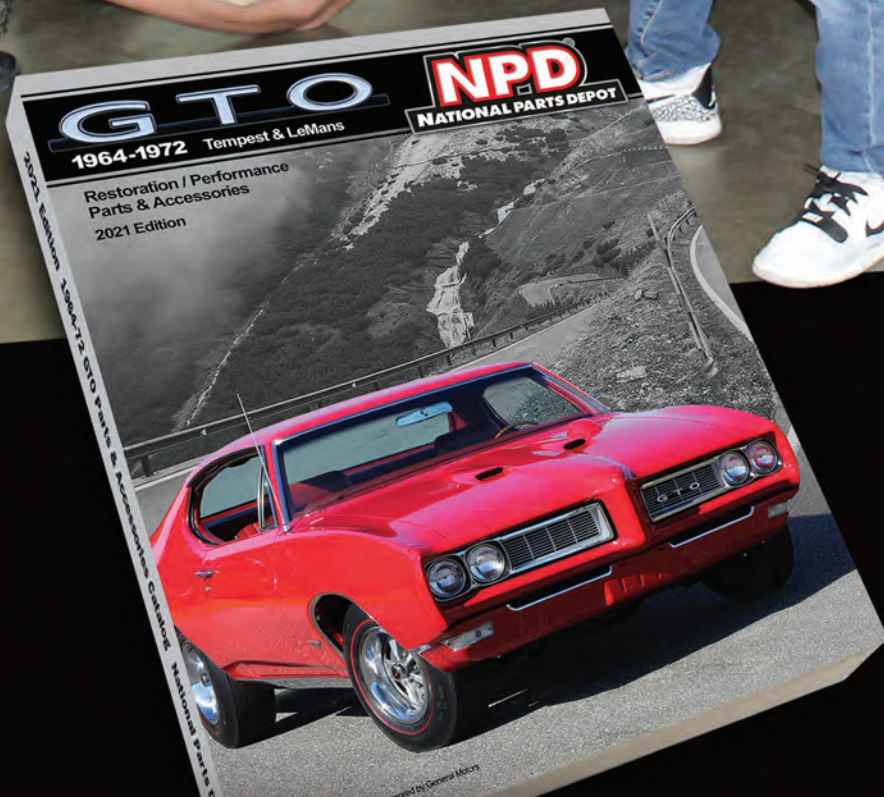


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# Jim Mattison, PHS Protecting Pontiacs, Promoting Performance, Family Man

text Randy Pribyl photos Tim Dye



In late 1988 Jim Mattison's phone rang. It was John Middlebrook's office, the new general manager of Pontiac Division. John knew that Jim had come from GM and was aware of his involvement in the collector car hobby. Pontiac had decided to get rid of the old build records, as they were no longer of any use to them. Middlebrook and his management team felt that they needed to be saved! Yes, these were the records that linked a car's VIN number to how the car was built at the factory and in most cases which dealer it was delivered to. Jim was invited to come to Pontiac Headquarters to discuss. The end result was saving the records and the formation of Pontiac Historic Services. But let's first peer into Jim's life and discover why the general manager of Pontiac would select Jim Mattison as the person to receive these precious records.

The story begins at age two when Jim's parents noticed he could identify the makes of cars by their hubcaps. Once Jim's toes could reach the pedals, he drove his pedal car around the neighborhood as fast as he could go. At



age 10 the family took a picture of him in front of a 1957 Corvette on display at the Detroit Auto Show (*photo below left*). He was hooked! He can be seen holding automobile brochures that he'd study carefully at home. In his early teens he mowed lawns, shoveled snow, worked at a service station, and played



drums in a rock and roll band (*photo above*). Jim saved his money diligently, as his dream was to get a new car. By age 16, Jim had all but \$200 of what was needed to buy the new car of his dreams.

Jim stretched the truth about how economical the car of his choice was when describing it to his father. Jim's dad was not a car guy, so Jim exaggerated that the two four barrels helped with the economy and the four-speed was like having overdrive. Dad agreed to lend him the last \$200 and they went to the Chevy dealership, purchasing a

new 1962 Chevrolet with the dual quad 409 engine, 4-speed, and a 4:11 posi rear end, just like Beach Boys' song.

The family agreement was to share the car with his mother and in return his dad would pay for most of the insurance and gasoline. Mom had everything she needed with a trunk big enough to bring home all the groceries and she got pretty good with the 4-speed, too. Jim had everything he needed. The sucking and swooshing sound of all eight barrels wide open and the rear rubber screaming wildly from being forced to spin on dry concrete while pressed down under the weight of a full-sized Chevrolet.

Months later, dad went ballistic over the cost of fuel. Premium fuel was only \$0.30 per gallon, but it was the volume of the gallons used that his dad couldn't accept. This eventually led to selling the Chevy and replacing it with a 1965 GTO with an automatic transmission and Tri-Power. It was much better on gas consumption, and this pleased dad. This "little GTO" thoroughly satisfied Jim's testosterone stressed brain.

Jim's dad wasn't really a car guy but his grandfather, also a Jim Mattison, was. Grampa ran with the Dodge Brothers, Henry Ford, and Ransom Olds in his day. Grampa was partners with W.E. Nelson. They built W.E. Nelson automobiles in the early 1900s. As the family story goes, Henry Ford approached his grandpa to borrow \$200 for an idea that he had. After considering the proposition he turned Henry



down. The idea was Henry's concept for the automotive assembly line! Jim feels that had Grampa done that deal, he'd have been a Ford man today.

In 1965, Jim was attending Henry Ford Community College. He dropped the public speaking class he was enrolled in, since he never felt he would use it. Little did Jim realize how much public speaking he would eventually do! However, dropping that class canceled his student deferment. He was soon drafted along with four of his friends. His four friends all went to Vietnam and sadly none of them returned. Jim however, got a very lucky break. Throughout high school he unknowingly dated a girl whose father had been the base commander of the Michigan Air National Guard. The Commander arranged paperwork for Jim that overrode his draft notice. Whew! Jim dodged a bullet.

Jim continued his education and entered a college co-op program with the Chevrolet Division. He went to work in the Central Office in Detroit. He was getting good grades so Chevrolet paid for much of his college tuition. This eventually led to Chevy hiring him full time. This was just what Jim wanted. He was moved to the Chevrolet Sales Department in 1968 which became an incredible opportunity. The sales position was in the Fleet & Special-Order Department. Yes, this is better known as "COPO."

Most COPO orders were for police cars, taxis, government and utility company vehicles, as well as for special paint on cars and trucks. On rare occasions special COPO performance cars were ordered. Since Jim was the young guy in the group, and a definite gear head, the COPO performance orders were given to him. Don Yenke came to Detroit many times wanting to put 427 engines into '68, '69, and '70 Chevelles, Camaros, and Novas. Don sat with Jim as he worked out all the option content and production details for Yenke and others.

Jim's office was very close to John DeLorean's office. John went to Jim for



special and often personal projects. Once Jim arranged for the corporate jet to fly John to Hollywood where he booked John into the Beverly Hills Hotel. Jim then ordered red roses to be ready for his date with Nancy Sinatra. Jim also ordered several pink Chevrolets for Nancy and later ordered Kelly green cars for a new girlfriend, Kelly Harmon. Jim was very lucky as in return DeLorean arranged company cars for him to drive, such as Z/28s, SS Chevelles, 396 Camaros, and Corvettes.

When the new Mako Shark Corvette bodies came out in late 1967, there were production problems. These vehicles were hard to get, but DeLorean arranged one for Jim's use. One night there was an ice storm and Jim couldn't get into the Vette. He pulled out a cigarette lighter to melt the frozen door lock which also melted the fiberglass at the same time. He sadly watched as the lock fell into the door! Fortunately, this was the only time Jim damaged a company car. You would have thought that cruising up and down Woodward Avenue in all those muscle cars would have led to more problems. It didn't!

Working for DeLorean also led to the best blessing of Jim's life. One of DeLorean's secretaries was a young girl named Barb Bretz. They not only caught each other's eyes and hearts, but they were married a year later. They now have been married 50 years and have three children, JB, Derek, and Lorelle. They also have two grandsons Wyatt, 16, and Killian, 13. These grandsons are in typical Mattison fashion. They're car junkies! Barb was by far Jim's best take away from Chevy.

In 1972, Jim left GM and went to work for an AC-Delco warehouse. The business opportunity looked fantastic to Jim and in 1975 he started his own distribution warehouse for AC-Delco, with a partner. Jim's business sense and love for the industry propelled his company to be one of the largest warehouse-distributor in the Midwest for AC Delco. In 1985 a firm offered to buy his business. Jim was humbled by the



price. He decided to sell. This sale gave him a lot of working capital, but he elected to save the money, and went to work for a tire product distribution company as general manager. Again, with Jim's passion for the auto industry, the firm built up substantially. The owner sold him the firm a short time later. As the firm continued to grow, in 1988 a satellite division of a national tire distributor was impressed with what he had built and bought Jim out.

All this leads to the phone call from Pontiac in late 1988. The meetings with John Middlebrook's staff and the director of Pontiac Public Relations led to the creation of Pontiac Historic Services. Back in 1961 General Motors began using a then new technology, microfilm, and started storing the production records on microfiche film and organized them in files. Information on each car produced was arranged by VIN numbers. You could look and see how the car was originally ordered and in most cases what dealership it was delivered to. Pontiac built over nine hundred thousand cars each year, so there were a lot of records.

Getting this information out to the Pontiac owners and enthusiasts had become very time consuming and a labor of love for Fred Simmons at Pontiac. Fred researched the Pontiac records during his lunch hours. The folks at Pontiac felt Jim Mattison was the perfect person to continue handling this information, if he would agree. Jim jumped at the opportunity and said "yes!" The timing was perfect for him since he had just sold his business and now had the financial freedom to do this. To this day, preserving and distributing this information to Pontiac lovers is paramount in his mind.

Pontiac was so thrilled with his willingness to begin PHS, Pontiac Historical Services, that they gave him office space within the walls of Pontiac headquarters. They also made available to him company and engineering cars to drive. In 1989 Jim and John Middlebrook attended the POCI convention in Kansas City together. After-

ward Pontiac asked Jim to be the liaison between Pontiac Division and the Pontiac clubs and enthusiasts. He was asked to represent Pontiac Division at many of these events as well. Since Barb was helping Jim with the demands of PHS, it allowed him time to be the liaison for Pontiac.

Jim was given a budget to promote Pontiac and would go to Pontiac enthusiast events and conventions as well as NASCAR and IROC race events. Jim invited top dealers and dignitary guests to these events. As part of his responsibilities, the dealers would drive new Pontiacs around the tracks before the races began. After the races, these cars would be assigned to their dealership with a sizeable "Special Event" discount.

In 2002, Jay Leno was asked to drive the pace car at the Daytona 500 (*photo below*). Jim still smiles when recalling his fun-filled times with Leno! Over the years, Jim has arranged for other celebrities like Rusty Wallace, Tony Stewart, and Richard Petty to come and speak at various Pontiac conventions, as well as to mingle with the guests. One of Jim's favorite memories was the five days he spent with Jay Leno and Tony Stewart at the Daytona 500 race. After those five days, Jim's body was feeling the pain from so much laughter. At the IROC events Jim organized the Bird Nest promotion program and invited Firebird owners to the event. They would be given an opportunity to make a parade lap on the track



and enjoy special parking and viewing for the race. For a number of years he was also responsible for the shipping of cars and trucks in the Pontiac-GM Historical Fleet to various events.

General Motors was a huge supporter of cancer research. So, Jim came up with the idea to get the NASCAR drivers, while he was in Daytona, to autograph racing helmets. The helmets were later auctioned off, with proceeds going for cancer research.

From 1991 to 2002, Jim was kept busy with events. One of the funniest things that happened was when Roger Penske burst into the GM suite at a NASCAR event. He was drenched after getting caught in a sudden downpour. Jim looked at Roger and said, "Mr. Penske, I'll bet that no one has ever told you that you're all wet!" Both burst into laughter as he got towels to dry-off. At his office, in Pontiac headquarters, when journalists would come to gather information for articles on new cars and past Pontiac models they would also be sent to Jim for information and data from years past.





## Q&A With Jim Mattison

In 1991, Jim met Ed Hamburger from SLP, Street Legal Performance, and his chief engineer, Chuck Jenkes. They were building special performance packages for Pontiac and General Motors. Jim liked what they were building and did some work for them from 1991 through 1998. He also came up with the idea for the SLP Comp TA Trans Am. His company built the first prototype!

In 2001, Jim was invited to be a guest speaker in Australia by David Clee of the Australia's POCI club. All the people of Australia are a great group of people! He is friends with many of them to this very day. While there, he got to experience the Holden Monaro automobile. Pontiac was considering converting this into the new GTO for the US market. This car was very well-engineered in Jim's opinion. It didn't click in his head as the GTO image of the past. Instead, this was a new concept of performance for Pontiac.

Pontiac decided to go forward and re-engineered the Monaro to U S standards in record time of 17 months. The hood scoops, however, couldn't get through the approval process until the second year of production. In 2003, Jim, Bill Markowski from GTOAA, Jim Wangers, John Sawruk and several others were invited to GM proving grounds to test drive what was to become the 2004 GTO. It was impressive to drive, but the engine in the prototype dropped a valve during Wangers drive time. The new GTO was thrilling in its performance but never satisfied the styling that the older GTO fans wanted.

In the early 2000s, Pontiac released the Aztek. This was a Lynn Meyer's project. She was the current general manager at Pontiac. Jim was always very privately outspoken for how poor the exterior styling was for a Pontiac! Lynn Meyers asked Jim to look past the styling and experience the driving features. She wanted Jim on board for support. Against Jim's wishes she assigned an Aztek to him for his company car for one week. Reluctantly, Jim had to accept it.

### What is something that people do not know about you?

"I'm really intimidated to speak publicly. However, when I do, I prefer to use a few notes and not a script. Many times, I've crumpled-up my notes at the podium and will wing it. I always try to talk to the crowd from my heart versus talking at them."

### What are some favorite memories?

"The five days spent with Jay Leno and Tony Stewart."

The night that Rusty Wallace and Don Miller, (President of Penske Racing) and Jim were driving off to dinner in a thunderstorm and did not recognize that it was Roger Penske waving at us from the front of the hotel to come with us to dinner. Unknowingly, we drove off and left him."

### Where do you see collector car buyers making mistakes?

"They get caught up in pretty paint without carefully researching the car. There is a lot of fraud in the marketplace! Buyer beware."

### Who had a great influence on you as a car guy?

"Obviously my grandfather, who knew the Dodge brothers, Henry Ford, and Ransom Olds. However, my mom, dad, and most importantly my wife have always been very supportive."

### What part of the collector car hobby do you like most?

"The cars are great, but it's the people I get to meet that I like best."

### What changes stick out to you in our hobby?

"I'm befuddled at current prices and don't get the big push for electric cars. I also feel we need to get our youth more involved in the collector car hobby."

### What do you wish you had done differently?

"I regret that I didn't take my education in high school more seriously. Fortunately, I realized in time how important an education was! Today I make a joke that when in high school everyone thought that I'd be an astronaut, because all I did was take up space!"

### With our Pontiac friends dying at an increasing rate do you have any belief in Jesus and life after death?

"I don't ... and I'm not crazy! However, as I was going into surgery in January 2022, my deceased mother appeared to me and said, "Don't worry, I'm watching out for you!" I'm convinced that she is and always has been my guardian angel! Jim's mother had died at age 74. She loved Christmas, a good party, and good drink with an occasional Manhattan. She was the best. I still miss her terribly every day."

### 100 years from now what would you like your relatives to know about you?

"That I was a good and honest person. I've always helped my kids and grandchildren. I gave life my very best, and loved a good joke, all in good fun, because laughter is good."

### What are your favorite cars?

Jim immediately laughed at this question saying, "There are too many to list!"

### What's the biggest challenge for PHS?

"The deteriorating microfiche films."

### What do you feel best about with all your automobile involvement?

"Being tapped on the shoulder to preserve the Pontiac production records. The people at Pontiac Division were the best folks I've ever had the pleasure to be associated with. They were almost like family."

### How did you become a consultant for Barrett Jackson auctions?

"I received a call from Gary Bennett, who was the VP of Barrett-Jackson, to join the team of automotive experts he was assembling. Jim and his son, JB, were thrilled to consult for them for seven years. Unfortunately, with the increased activity at PHS in the last couple years, we could no longer be gone from the office that long. We needed to be at the office filling orders. However, I still regularly help my good friend Dana Mecum, when asked, to this day."



It was also during this time, Steve Ames from Ames Performance Engineering, bought a Ram Air 1967 Firebird from Jim. Steve wanted to pay for it with his swap meet cash. They agreed to meet halfway between each other and complete the purchase. Rochester, New York via Canada was the halfway point. The Aztek handled nicely, but he never got over how unsightly it looked. Driving the Aztek did give Jim another lucky break as he was carrying well over the allowable amount of cash to cross the Canadian border. If he'd gotten pulled over at customs, there would have been a huge problem. Jim feels the ugly Aztek saved him. Lynn Meyers was also the one who took Pontiac out of NASCAR and NHRA drag racing! Ugh! She was not his favorite general manager.

All through the years, Jim's wife, Barb, has had a hand in PHS's daily operations. She handles the mail and does the bookkeeping. Additionally, their oldest son JB joined PHS in 2001. Previously, he had been working in engineering at GM as a contractor. JB has become an extremely important part of the company. Both Barb and Jim are thankful for JB's help.

Jim has always considered himself a very blessed and lucky person. Incredible opportunities just fell into his lap. From not being deployed to Vietnam, to being assigned to getting special vehicles built for Chevy's COPO program, and ultimately the business opportunity at Pontiac. And to hanging out with and becoming friends with the likes of Rusty Wallace, Richard Petty, Tony Stewart, Jay Leno, Tim Allen, and many others! It was also a "dream job" to work with many of the GM general managers and vice presidents. It has always been humbling to Jim, and he was very thankful for the opportunity.

Sadly, a very dark storm was coming and was now positioned at the very leading edge of his life. A new "non-car-oriented" leadership group came to GM in the early 2000s. These folks came from Proctor & Gamble, Bausch & Lomb, and other businesses to guide GM into the new millennium. This storm would pound the Mattison family for almost five years in a lawsuit. It threatened to remove the precious PHS microfiche files and destroy them forever! Jim's love and passion for these precious records, that meant so much to all the Pontiac lovers, drove him to spend a very sizeable amount of his own personal savings during these times on legal expenses. He had no idea if this expense would allow him to fend off the attack as it was a David vs. Goliath battle.

At about 3:00 AM on the night on June 16, 2004, Jim's phone rang. The security firm for his office said his office had been broken into, but that they had stopped the people before they removed the records. Jim flew to his office to find two moving vans and the Director of GM Executive Security, with several of his people. They had broken into Jim's office and attempted to steal the PHS production records and microfilm (*police report above right*).

Fortunately, the PHS records were not removed from Jim's office, but GM filed a lawsuit to have them removed.

**TRIOY POLICE DEPARTMENT**  
 500 W. Big Beaver - Troy, MI 48064-0255  
 CITY # 48064

**INCIDENT REPORT**

DATE: 06/16/04 TIME: 01:01:09 PLACED: 0327  
 OFFICER: 02829090509171042091404  
 INCIDENT NUMBER: 0282909171042091404

LOCATION: 143 INDOUSCO CT  
 CITY: TROY MI 48063

REPORT MADE BY: AUTOMOTIVE SERVICES

CHARACTER OF OFFENSE: CIVIL MATTER

REPORT MADE BY: MATTISON, Jim  
 ADDRESS: P.O. Box 884  
 CITY: STEADLY HTS MI 48211

REPORT MADE BY: Beuzeman Michael  
 ADDRESS: 700 GM Renaissance Center  
 CITY: DETROIT MI 48226

REPORT MADE BY: Director GM Security

REPORT MADE BY: LEON #16 KLUWE #32

The suit lasted almost five years and was extremely painful for Jim and his family. In the end, the court found in favor of Jim. The PHS records did belong to him. Wow, these precious PHS records were almost lost! At this point, all of us Pontiac lovers should stand, remove our hats, and salute Jim and his family for preserving one of the most treasured things in our hobby. Thank you Mattison family!

The opinion and order of the court was filed on December 28th, 2006, and is of public record if you want to read the 25 pages of findings in the case. Case number 2004-059382-PD. The honorable Rae Lee Chabot presided in the Circuit Court for the County of Oakland in the state of Michigan. On the very last day possible, GM appealed this decision. Jim won the appeal also!

Today PHS is operated by Jim, his son JB, and his wife in a simple but efficient office in the suburbs of Detroit. JB is also a car junkie and the future of PHS. With 21 years of experience, he is the best at getting the clearest reproduction copies out of the old microfiche film.

Since COVID hit, there has been a remarkable increase in requests for records. A busy day a few years ago was 12 orders. Now, they sometimes shut it off at 30. Collectors and law enforcement agencies request records. There has also been a significant increase for records on cars 1977 and newer. The years most requested are 1965, 1967, and 1969. 1969 is the most often requested. The 1977-79 Trans Ams, and especially the "Special Edition" (Bandit) models, have become popular too! For some unknown reason the 1971 and



1972 records are by far the most difficult to reproduce, JB noted.

All Pontiac enthusiasts need to perk up and pay attention to the following. The microfiche film is deteriorating. Microfilm is like motion picture film and will washout over time. This became apparent in the 2000s. As a result, since 2009, all records requested have been backed up and saved on computer. This forms a permanent record. As of February 2022, permanent records have been saved on 41,190. That may sound like a lot of collector cars, but it isn't. Nearly one million cars were produced annually. So literally millions and millions of records on microfiche are still deteriorating.

Technicians have come to the conclusion that, sadly, these records cannot be reproduced in mass. Instead, they can only be saved one at a time. Since this is an impossible task to save them all, most records will be lost. Here is where you, as a Pontiac collector, can play a part in Pontiac history. If you have a car that hasn't had records requested ever or since 2009, you need to order them now. Yes, it will cost about \$95 and you'll have to decide if it's worth it. But the Mattisons have no way of knowing which cars have been scrapped and which ones still stand proudly.

Currently, at 75, Jim is recovering from surgery from complications of a scorpion bite while in Arizona. This led to blood clots in his legs. After three weeks in the hospital in January 2022 and continuing rehab, he's walking again and is optimistic about his future. It is obvious that he's optimistic since during his hospital stay, he negotiated buying a 1962 Catalina with 13,000 miles, black, four-speed, 389 with Tri-Power, and eight lug wheels. He jokes that, "My wife has threatened to suspend my Internet privileges!"

Jim likes the work Jim Wangers did for the Pontiac brand. Those wonderful GTO ads and promotions are a credit to Jim Wangers and the other ad agency folks that worked with Jim. Wangers should also get credit for putting Woodward Avenue solidly on the map in the minds of muscle car enthusiasts. He never took credit for this though he deserves it in Mattison's opinion.

Jim has many wonderful memories of cruising Woodward Avenue in all those muscle cars that he was given the keys to. A couple nights a week and weekends found Jim shifting four-speeds up and down Woodward. Every night, individuals as well as car manufacturers would take muscle cars out to Woodward. Oh, what a scene to watch all that as it happened. Loud exhaust, smoking tires, and beautiful Detroit iron dressed in colors from mild to wild. Jim looks back and thoroughly enjoys all the memories of working with John DeLorean, Pete Estes, John Middlebrook, and the chief engineer Byron Warner.

If you ever attend the National GTO or Pontiac conventions, head into the host hotel lounge in the evening where all of us go to seek him out. If you are lucky, he'll hand you an official Captain Morgan Racing Team membership card.



*"Recordak" microfiche cartridges (inset above) are 4x4x1 inches and hold 500-700 images each. They are stored in custom file cabinets.*

You'll have to order a Captain and Coke drink. This pays your dues or should we say satisfies your initiation for membership. Very few folks know that Jim tells the bartender in advance that after the second drink to bring him only Coke. Everyone hanging around thinks he can really hold his booze. No way Jose! He's not much of a drinker. Shhh!... That's a well-guarded secret.

Jim says he's just an admitted car junkie who loves the car business and collector car hobby. He continues on to say that he's had more lucky breaks in life than he deserves.

Thank you, Jim, from all of us Pontiac aficionados, for all the hard work you've done. We love you!



# 32nd Annual Pontiac Uprising

**Wichita,  
Kansas**



Jim Moran

Friday's opening event, a new feature, was a test and tune session from 3:00 pm to 6:00 pm for all the early birds. The new track surface, a quarter mile of concrete, had excellent traction and was laser straight and flat. (Our car recorded our personal best 60 foot.)

That evening the GRRR8'R Wichita GTO & Pontiac Club revved up their engines and served a great meal. The track's exhibition hall accommodated a larger than usual crowd for pulled pork sandwiches, beans, and chips with ample coolers with beer and soda. They also dispensed goody-bags and raffle tickets for a drawing later that evening. A Pontiac Indian head sculpture and framed Pontiac dealer prints were two outstanding raffle items. The weather was perfect with a great breeze blowing through the open air hall as we ate and chatted and renewed our friendships with the people we may only see annually at this event.

Mike Cooper, the Master of Ceremonies, entertained us with a few laughs and introduced the guest speaker, Jeff Denison. Jeff recently retired after 35 years of service at General Motors designing cars and trucks. He grew up in a

family where everyone worked at Pontiac Motor Division so his passion for cars is understandable.

Jeff has owned over 30 GTOs in his lifetime and still owns his very first car – a 1967 HO GTO convertible with only 31,000 original miles. He has researched and written numerous articles on the history of Pontiac and Pontiac Design for well over 35 years appearing in *Pontiac Enthusiast*, *High Performance Pontiac*, *Pontiac Perfection*, *Smoke Signals*, and *The Legend* magazines. Jeff gave us an in-depth presentation on how design teams worked to produce Pontiac cars of the past.

As the evening was winding down rumors arose of a grudge race between Gasser Brothers and the Classical Gas which would take place after time trials on Saturday. That race can be viewed on YouTube.

Saturday started with time trials and the Gasser Brothers won the Grudge race. By then it was time for a lunch break which was well deserved by the volunteer track personnel. They had been operating as efficiently as any professional track personnel in the heat of the day.







At the race meeting the rules were finalized and then eliminations began. Although there was one oil down which took a while to clean up, the nearby airport entertained us with an airshow. We were mesmerized by numerous planes flying overhead along with vintage aircraft – a WWII P51 Mustang, a Korean War Navy jet and a Russian MiG. In the meantime the car show was going on in the hall with judging taking place.

If you want a fun car experience – race cars, show cars, fun for the whole family – plan to attend Pontiac Uprising September 16 and 17, 2022. You won't be disappointed!

**Note: the 2022 Uprising will be hosted by the Kansas Pontiac Club.**

#### **Drag Race Winners**

Quick 16 – Kevin Fautsch

AFX-E – Vance Murphy

AFX – Mark Moon

Fast Four – Mike Cooper

Ram Air – Leroy George

Super Duty – Keith Ottlinger

Half Breed – Shawn Slaubaugh

#### **Show Car Winners**

Best in Show – Jack Hollowell – 63 LeMans

President's Choice – Dave Gibbs – 77 Ventura

Cap Proffitt Memorial Award – Claudia Mathes – 64 Catalina

Kid's Choice – Adam Womack – 74 GTO

# *Pontiac Hall Of Fame 2022*



# VOTE!

It's time to cast your ballot for the 2022 Pontiac Hall of Fame. The Pontiac Preservation Association (PPA) has sent a mass e-mail to anyone who has signed up in the past for voting. Please check your e-mail.

If you didn't see it and you checked your spam folder, you can contact us again by going to [www.pontiacpreservationassociation.org/contact.html](http://www.pontiacpreservationassociation.org/contact.html)

**Voting ends on June 26th**, so please don't wait.

Thanks,  
*Mike Spizziri - Pontiac Preservation Association*



  
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# PONTIAC - OAKLAND - GMC VINTAGE LAWN SHOW

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RAIN DATE JUNE 26TH

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DRAWING DURING FINAL CARS & COFFEE SEPTEMBER 17TH 2022 AT VERRILLO MOTOR CARS AT NOON,  
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**The** story sounds familiar: Young boy likes Pontiacs. Young boy falls in love with the Pontiac GTO but has no money. Boy grows up and finishes college. Then the young man joins the Navy, becomes an officer and earns his pilot's wings. The young man now has a steady income which will allow him and his new bride to buy a new car. Yep, it was a 1969 GTO. Later the GTO is sold in California where gas was much more expensive than in Florida. An even bigger reason the car was sold because there was a war, and he was going overseas. A year later the young man buys a 1974 GTO. He found out that the 1974 GTO was a poor substitute for a '69 Goat. He schemes about getting another one someday.

Fast forward to 2005. The "young" man, now in his 50s, has a 1969 GTO (number three) and has started the frame-off restoration procedure in about 2003. Life is good. However, a strange thing was taking place. In 2004 a Division of General Motors from "down under" produced another Pontiac GTO and they were shipped to the United States for sale. Suddenly the man starts to think, "If one old GTO is great maybe a New Generation version would be even greater."

Oops, not so fast! The Holden 2004 GTO was lacking some of the charm of the original GTO. The original Pontiac GTO had hood scoops, dual exhaust, and made sounds that said to all, "Go ahead and try me." The new generation 2004 did not say any of that. The 2005 GTO, however, had the necessary improvements. At this point I became interested big time. My daily driver was approaching the 10-year mark and it was time for a change.

I wanted to drive one to see for myself and if the reports were as good as they sounded I just might buy one. But it would be an investment more than just another "hot car." I had a thought that if I liked the car I would strike a deal with a local GM dealer to buy a 2006 in advance to get one of the last shipped to the USA. With paperwork verifying that this was one of the last made, added value surely would be in this deal at a later resale date.

Bright and early one morning I went to see my local Pontiac dealer to test drive a brand spanking new GTO. The first one I saw when driving into the dealer ship was beautiful Torrid Red '05. I told myself "Just a test drive, nothing more." Chatting with the sales manager for a while reminded me of my first GTO purchase in Florida some thirty plus years earlier. Nice man. The ride went well and I was in love again with a car. Hey, that was not supposed to happen! I went into the discussion of buying the last GTO on the last boat and I would pay in advance. The manager gave me the old "I will make you the deal of the century if you buy today" line. The deal kept getting better and before too long I was giving up the "last boat" idea. It got down to trade-in dollars. The manager gave me what I asked for. The Torrid Red 2005 GTO took me home.

# Little Brother Arrives



*text Chuck Hay  
photos David Harper*

## WELCOME TO THE FAMILY



I had to use the car for its intended purpose to maintain peace in the family. It was worth it to just have a Torrid Red GTO to drive every day. But some minor changes needed be done to the Goat "just because." To start with, a friend worked for JBA, a local performance shop in San Diego, and he wanted to prototype some California street-legal headers.

I loaned him my car and ended up with the first set of JBA street legal "shorty" headers. The shorty headers are sharp looking and improved the performance in a way that you notice the difference. A change in mufflers also improved the sound. Next came a cold air kit and a couple of other minor changes. The car came alive, and while it was a daily driver, it was not bone stock and could run like crazy when challenged.

The learning curve about the "new" generation of the GTO was interesting in comparison to the early Goats. The 2005 was smaller yet weighed the same as the 1969. Before any modifications the new GTO was very much a performance match for the first generation GTOs. One large advantage was highway fuel economy. The '05 was at least 25% more economical on the highway than the '60s models. The creature comfort on the road was at least as good as my '69.

Naturally a new car needs to be road tested and the new Goat was not to be exempted. This road testing became a family joke since I got a ticket for an excessive speed test going up a hill and coasting down the other side - right into a radar trap. I paid the fine and endured some good-natured ribbing from my wife. Justice would be

served within a couple of years. She got a ticket in the same spot for speeding. She did not break my mph record, but she earned her own particular record as the dollar amount of the fine had gone up. I have the speed record and she has the dollar record for the fine. Now that is fair, is it not?

Over time little things have been done to make the car more appealing. It should be noted that this car and my other GTOs were very fast. To say it could hold its own with other hot cars would be an understatement. The 2005 was a family car and daily driver with over 100,000 miles on it before it was retired to show duty. It has demonstrated that it is a true member of the GTO family both in looks and performance. We have taken very good care of it and made it more appealing along the way. Keeping the





engine and engine bay spick and span was essential for shows. This included some touch up paint of the inside and some rubbing and polishing. The biggest upgrade was on the way.

I had always liked blond leather interiors after I saw a red car a long time ago with such an interior. So, I had a blond interior put in to replace the standard black that the car had originally. This occurred in about 2018. That changed the personality of the car immediately. The car has always done very well in shows that have a 2004-2006 GTO class.

The interior change made such a difference that in a regular "all comers" show two summers ago it won Best GTO in Show and I was told the interior did it. Both of my GTOs show very well and often do so together.

The happy ending to this story is simple. As for the 2005, my daughter wanted the car from the day I brought it home. She would take it today if I would let her, but I have not grown up enough yet. The '69? My grandson, who is in college now wants it and will get the 1969 GTO after he gets out of college. He and I were going to car shows in the '69 when he was four years old. Needless to say, he drove it before he got his license and will take it when he gets settled somewhere after college.

From my perspective I feel lucky for being able to have purchased four GTOs. I would not admit that I might have possibly run them a little harder than they were intended. I did for the most part take care of them, and tried to keep within the prescribed parameters. They are now strictly show cars,

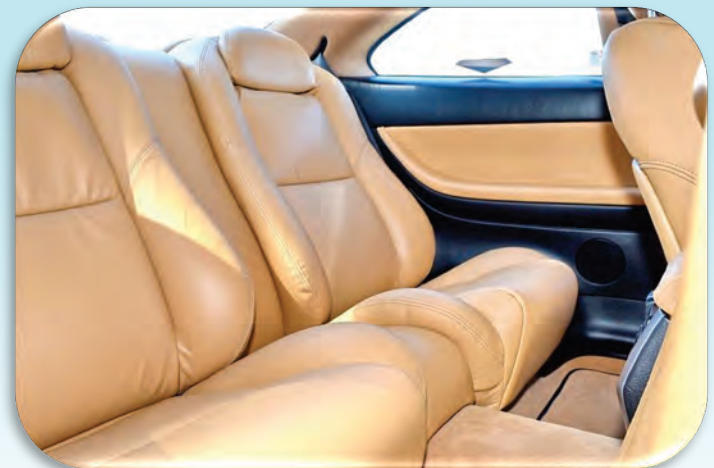
but they are driven a couple of times a month. I am not sure if this is to keep the cars running smoothly and in good shape or to keep me running smoothly and in good shape, attitude-wise. I am inclined to think these drives are for my benefit. Bless the GTO.

**Want to see YOUR CAR featured in *The Legend?***

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**[goatguytom@aol.com](mailto:goatguytom@aol.com)**

**to request our photo requirements and story outline.**







## PINT-SIZED PONTIAC POWER RULES!!

**In** past issues, we have covered the basics of the GTOAA convention model car contest and kids' Model Buildoff. We looked at some examples of scale Poncho kits that should be available. We even touched upon some resources to locate those kits that strike your fancy, thereby motivating you to "pull the trigger" and order a few and get busy. This month, I will attempt to provide visual evidence that the hobby is alive and well, and there are Pontiacs being built out there.

For the last several years, there has been what now has come to be known as the *Poncho Perfection Buildoff Challenge*, hosted out there on Facebook (thanks in large part to Chad Logan, the GTOAA Social Media and Technology manager, and all-around great guy!). This is a yearly "happening" mainly intended for the winter months, while our full-size models are "hibernating." It displays an abundance of talent, as the enclosed pictures show.

There is also a "Plastic Ponchos" Facebook page to complement our Buildoff page. I will respectfully refrain from posting pictures from the Plastic Ponchos page without permission, but they are easy enough to find via a simple search.



*Bruce Saunders*



*Matt Gavigan*



*Chad Logan*



*Matt Gavigan*



*Diz Dean*



*Matt Gavigan*



*Matt Gavigan*





Sean Swendsen



Al Swearingen



John Kryta



Sean Swendsen



Diz Dean



Ed White II



Al Swearingen

With me hopelessly trying to carve out some time to build ANYTHING, I put out a call to some of my modeling friends in an attempt to fill a few pages here with some great work. I think you will agree that they came through—and then some!

Before closing, let me just say that I am looking forward to seeing all of you, and especially your scale Pontiacs, too. Whether they are replicas of your current car, or something simply whipped up from your imagination—bring them to the convention in King-sport and display them!

To reiterate, we have two classes—Junior and Senior, plastic Pontiac model kits only. So, let us all focus on bringin' some scale Poncho power out for a well-rounded show, eh? Who knows? You may very well win one of the class awards or one of the "Best of" awards for your hard work in scale. Much easier than full-size!

If all goes as planned, I hope to have a recap of this portion of the event for the September issue of *The Legend*.

That's about it for now, folks. As usual, if you run across something that has not been covered in this column (diecast or plastic), I'd love to hear about it. Thanks to all of you out there who have responded with comments and Goat finds. Questions? Suggestions? My e-mail is in the column header—ping me any time.

As always, have fun buying, building and/or collecting. In closing, always remember — the Great One STILL rules (in several scales!).



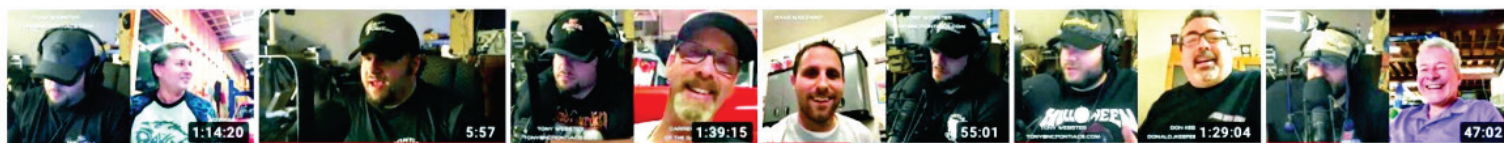
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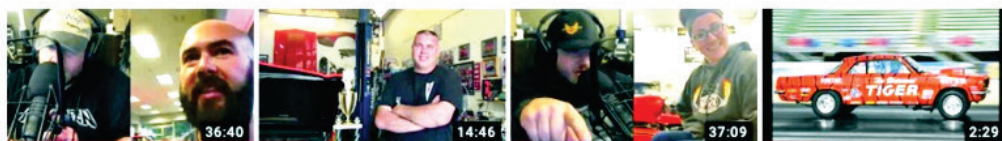
Happy Birthday to Tracey Greshaw! (Racing highlights)

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PRESENTS

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DATE: August 19 & 20, 2021 *Rain or Shine!*  
 TIME: Friday: Noon - 6 PM  
 Saturday: Registration 8am - 11am, Show 9am - 3pm  
 PLACE: Amos Herr Park, 1670 Nissley Road, Landisville, PA 17538  
 COST: \$15 pre-reg, \$20 day of event

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- B: Stock GTO 1968-74
- C: Stock GTO 2004-06
- D: Stock Pontiac thru 1964 except GTO/TA/FB
- E: Stock Pontiac 1965-79 except GTO/TA/FB
- F: Stock Pontiac 1980-99 except GTO/TA/FB
- G: Stock Pontiac 2000-09 except GTO/TA/FB
- H: Stock Trans Am & Firebird 1967-81
- I: Stock Trans Am & Firebird 1982-2002
- J: Modified Pontiac All Years except GTO/TA/FB
- K: Modified Trans Am & Firebird 1967-81
- L: Modified Trans Am & Firebird 1982-2002
- M: Modified GTO 1964-74
- N: Modified GTO 2004-06
- O: G8 - stock or modified
- P: Pontiac A-Body 1973-77 including Can Am
- Q: Fiero - stock or modified
- R: Under Construction / Driver

\*\* Modified: Up to 3 minor modifications permitted for stock class classing questions contact [svgtoprez@gmail.com](mailto:svgtoprez@gmail.com)

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\*\* I understand; SVGTO, GTOAA, & East Hempfield Twp will not be held liable for any damages, thefts, or injuries to show cars, or participants.



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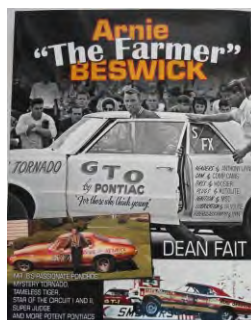
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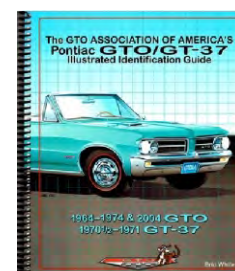
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**67 GTO convertible**, 4-speed, Hurst, black, white pinstripe, new white top, new Parchment interior, PS, PB, AC, all electric, Cragars, woodgrain dash and console, looks brand new. Have assembly manual and many more books and manuals. Marie Rissmiller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



**67 GTO convertible**, PHS doc, His/Hers auto, original colors, Linden Green black/black, modified with Butler 462 ci motor, 2004R OD automatic trans, Vintage Air, hood tach, Haliburton wheels, professional frame-off 2011, bid online at BringATrailer.com June 4 - 11. Gary Gibbs #7871 [jun](#)

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**74 GTO coupe**, Denver Gold, Buckskin interior, bucket seats, 4-speed, console delete, PS, PDB, posi, second owner, 2014 GTOAA Restored Gold, badge #132, 48k miles, \$49,000. Terry Remaley 814-676-0720 (no text please) #18113 [jun](#)

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**90 Sunbird Turbo GT**, original one-owner survivor, runs great, 2.0 L OHC, 5-speed, fast, fun, and quick, original aluminum wheels and near new tires, full gauges w/tach, spotless interior and engine bay, AC and FM/AM, all paperwork. Many photos available. \$5,000. Hillis Mathes 402-427-7323, e-mail: mathes@abbnebraska.com #10056 [jul](#)

## PONTIACS WANTED

**Wanted:** 67 GTO, doesn't have to be numbers matching but I would prefer it to be a 242 with few modifications. Would like a highly detailed driver that doesn't have to be frame off. Randy Jones 636-332-9525 #22607 [jun](#)

**Wanted:** 67 GTO, Silver Glaze, black top, black interior, 4-speed, prefer PHS documented, no projects. Jesse Cook 843-774-2287, leave message if no answer. #16492 [jun](#)

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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](mailto:tpgto@yahoo.com) #5576 [jul](#)

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

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

**Wanted:** 70 GTO Judge. Looking for nice original or restored to stock. No Resto Mods. Prefer PHS documented. Larry Weiss 502-648-7401 [larrygweiss@gmail.com](mailto:larrygweiss@gmail.com) #21418 [jul](#)





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**65 Pontiac 389/421HO "77"** cylinder heads. Part # 9778777, casting # 77, 1.92 intake, 1.66 exhaust, 68(70) cc, 10.75 compression ratio. Heads have been reconditioned, hot tanked, magnafluxed, resurfaced, new freeze plugs, springs, keepers, seals, valves refaced and re-seated \$1,000. Buyer responsible for shipping (approx \$200 based on location) or can deliver within 200 miles Southern IN. R.A. Battin

812-374-2486 or [Rbrtbattin@yahoo.com](mailto:Rbrtbattin@yahoo.com) jul

**65 GTO:** one #77 bare head (A-29-5); one #76 head (D-2-5) with valves, \$100 each: one bare block 389 (YF 14254) \$100; auto shifter with knob, base plate, rods \$100; pair grilles, good condition \$200; instrument panel \$50; 3-speed trans \$100; new black driver's seat upholstery \$50. **65-66 GTO:** spinner wire hubcaps \$75 each; original wheel well moldings \$35 each; arm rests with original thick pads, not like re-pos \$25 each; convertible visors with brackets \$50 each; T-3 headlights \$25 each; **66** blue back seat upholstery new in wrapper \$50; **66** instrument panel with all instrument clusters \$150; trunk lid \$100; **65** instrument panel, bare \$50; rechromable horn ring \$25; pair grilles \$150; pair **67** grilles \$150; **68** glove box door, very good \$50; **70** glove box door, very good \$50; Ed Wolfe 276-496-9334 or 376-706-7977 (VA) #16920 jul

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

**66 GTO:** AM radio \$225, heater controls \$115, clock \$125, rear speaker switch \$85, reverb switch \$100, remote mirror \$175, hood scoop insert \$175, hood release \$115, windshield wiper switch \$85, instrument cluster \$225, trunk light \$65, console bracket \$30, power antenna cable \$125, tilt directional switch \$55, NOS: full front red floor mat \$225, grille emblem \$75, trunk emblem \$75, quarter emblems \$150 pair, transistor regulator \$100, front wheel well moldings \$275 pair, windshield lower molding \$125, left front

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fender molding \$125, windshield washer pump \$100, remote mirror \$650, trunk latch \$100, lots more! Greg Spreitzer 440-382-8161 [nighdaygp@yahoo.com](mailto:nighdaygp@yahoo.com) #1199 **jul**

**66 GTO:** original set Rally 1 center caps very nice condition \$275, complete dash wiring harness for Rally gauges \$250, nice original headlight bezel \$100, mint Rally gauges \$475.  
**67 GTO:** convertible top interior latches \$80,

show quality original taillights with factory gaskets \$375, very nice wood console door \$75, mint chrome louvered air cleaner \$150, Rally oil/water dash gauge \$100. **68 GTO:** like new show quality 8-track tape player with complete wiring harness, rear support bracket and factory heater deflector \$875. **69-70 GTO:** rare Safeguard speedometer gauges with tachometer \$400. **71-74 GTO:** Custom sport steering wheel complete with PMD center cap in nice condition \$550. Scott Bluhm 616-481-6612 #3311 **jul**

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

**64-72 GTO/LeMans owners...** is your center link near or rubbing the front of your oil pan? When you put your car in gear, does your fan hit the bottom of the fan shroud? My 69 GTO had the same issue. I engineered a spacer plate to fit between the frame cradle and engine mount brackets. Works on ALL A-body frames with V8 engines except 455. \$45 ship

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ing 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](mailto:johnjohn@midamerica.net) for specifics, please put GTO in subject line, or call 573-581-8013. John Johnson #1390

### PARTS WANTED

**Wanted for 65 GTO:** four (4) 14x6 1964 through 1967 GTO factory stock wheels in nice condition and four (4) 1965 GTO custom spinner hubcaps (factory part # 984491) in good condition, NOS/OEM 60 psi oil sending unit and one 14x6 factory stock wheel in good

condition, notched 7 blade fan, gas pedal trim piece and two (2) Tricor wiper blade assemblies. John Snyder 240-707-1059, e-mail [ssdi8765@gmail.com](mailto:ssdi8765@gmail.com). #14247 [aug](#)

**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](mailto:jbhnance@hotmail.com)

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

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



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1970 GTO restomod convertible, 1:18 scale, limited edition 1 of 1,000 produced, very detailed, new in box, mint condition, deluxe model \$225. Note: these models are out of production and are no longer being made. Pictures available by text on request. Buyer pays shipping. Wally Obermann 715-614-2903 cell or e-mail [wallyo@nnex.net](mailto:wallyo@nnex.net) (WI) #5519 jun

**SEEKING INFORMATION**

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

**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](mailto:bludux4@outlook.com) #21542 jun



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

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

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



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## 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](mailto: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](mailto:hisandhers67gto@aol.com) #9507

## UPCOMING EVENTS

**June 11, 2022,** 12th Annual Pontiac Tribute Day, 600 W. 31st St., Kansas City, MO, 64108, 10am-3pm, sponsored by the KC Arrowheads POCI Club. All Pontiacs welcome, \$10 entry fee per car. Not judged, rain or shine. Bill Long [wrlpl@aol.com](mailto:wrlpl@aol.com) or Dale Fox 816-215-8841. On Facebook: KCArrowheads

**June 12, 2022,** 37th Annual Pontiac/Oakland & GMC Super Show, hosted by the Six Nations Chapter of POCI and sponsored and held at Bill Rapp Super Store, 3449 Burnet Ave. at Thompson Rd., Syracuse, NY. 17 Classes, 3 trophies in each class. Bob Conniff 315-245-1693, e-mail [rconniff@verizon.net](mailto:rconniff@verizon.net), website [CNYPONTIAC.COM](http://CNYPONTIAC.COM)

**June 25, 2022,** 2nd Annual Pontiac-Oakland-GMC Lawn Show, Saratoga Automobile Museum, Saratoga, NY. Hosted by Mohawk Valley Pontiacs, 9:00am - 2:00pm, spectators free, pre-reg online \$15, show day \$20, vendors \$30. Registrants receive 2 free museum passes. Rain date June 26. Show info: Ray DeCrescenzo 518-857-2468: [raygto@aol.com](mailto:raygto@aol.com). Pre-reg, show, hotel info: Megan Hennessey [megan.hennessey@saratogaautomuseum.org](mailto:megan.hennessey@saratogaautomuseum.org) or call 518-401-5185

**June 27 - July 2, 2022,** 43rd GTOAA International Meet, Meadowview Marriott, Kingsport, Tennessee. Concours and Popular Vote car shows, swap meet, driving at Bristol Motor Speedway, tours, guest speakers, model car contest, and much more. See [www.gtoaa.org](http://www.gtoaa.org) for details, schedule, registration, etc.

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

Hauser, e-mail [paulhauser59@gmail.com](mailto:paulhauser59@gmail.com) or call 414-416-0991

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

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

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

**September 17-18, 2022,** 11th Annual GTOAA Regional All-Pontiac Cruise and Show at the Pontiac-Oakland Museum, Pontiac, Illinois, hosted by Gateway GTO & Heart of Illinois GTO. Cruise, tours, and entertainment on Saturday, all-Pontiac car show on Sunday. See [www.gatewaygto.org](http://www.gatewaygto.org) or call Chris Winslow 636-294-8104 for more details

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

## EVENT LISTING GUIDELINES

Maximum 50 words

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

August issue deadline is June 15

E-mail to: [GoatGuyTom@aol.com](mailto: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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# GTOAA CHAPTER DIRECTORY BY STATE

REFLECTS CHAPTERS REPORTING AS OF MAY 1, 2022

**AL** Heart of Dixie GTO Association  
460 County Hwy 41 Altoona, AL 35952  
Charles Morton 205-410-0416  
c.mortonGTO@gmail.com  
www.heartofdixiegto.com

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**AZ** Cactus GTOs, Inc.  
5102 East Paradise Drive  
Scottsdale, AZ 85254  
Mike W. Fleury 843-860-0791  
MwFleury@bellsouth.net  
www.cactusgto.com

**CA** Nor Cal Goats  
Jason Hall  
554 Morningstar Ct  
Vacaville, CA 95687  
707-342-1192  
email: jasonerichall@yahoo.com

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**CA** Southern Cal Gathering of Goats  
555 South Concord Place  
Anaheim, CA 92805  
Al Veltre 714-956-5088  
alsoat@gmail.com  
www.scgg.com

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**CO** Classic GTO Association of Denver  
PO Box 745092  
Arvada, CO 80006-5092  
Sharlene Jung 303-233-9109  
sharlenejung@comcast.net  
http://clubs.hemmings.com/denvergoats/

**CO** Northern Colorado GTO Association  
3251 Honeysuckle Ct.  
Ft. Collins, CO 80521  
Tammy Garton 970-443-0796  
tammygardon@msn.com  
www.ncgtoa.com

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**CT** Connecticut GTO Club  
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Carlene Magro 203-627-5156  
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www.ctgtoclub.org

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Eric Johnson 941-276-4919  
sunshinestategtoa@gmail.com  
facebook.com/groups/sunshinestategtoassociation/

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Eatonton, GA 31024  
Dan Williams 661-378-4746  
dlwilliams51@att.net  
www.segtoa.org

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

**IL** Windy City Goats  
605 Lynchburg Court  
Naperville, IL 60540-7041  
Ken Braun 630-961-1298  
gtoken2003@yahoo.com  
no website

**IN** Indy GTO Association  
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Bill Sanders 765-432-9333  
Sanders.bill@comcast.net  
http://indygto.blogspot.com

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Paul Bourbeau 413-267-5834  
hisandhers67gto@aol.com  
www.PVGTO.com

**MD** Royal GTOs  
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**MN** Land of Lakes GTO Club  
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Paul Kilker 612-396-4663  
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Dan Collie 336-514-2870  
rlzcollie@embarqmail.com  
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**NC** Tarheel Tigers Pontiac Club  
1002 Senoma Place  
Apex, NC 27502  
Cary Kasdorf 919-427-2920  
carykasdorf@gmail.com  
www.tarheeltigers.org

**NE** Heartland GTO Association  
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Omaha, NE 68164  
David Kaufman 402-689-1424  
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**NY** Long Island GTO Club  
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Gary Heicklen 917-208-7864  
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**NY** Mohawk Valley Pontiacs  
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www.mohawkvalleypontiacs.wordpress.com

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

**OH** Greater Ohio GTO Club  
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Painesville, OH 44077  
Dean House 440-231-0444  
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**OR** Goat Herd GTO Club of Oregon  
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**PA** Greater Pittsburgh GTO Car Club  
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**TX** Gulf Coast GTOs  
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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 May 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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