



# THE LEGEND



Volume 39 #12

December 2021



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**Impact of Divider Plate Gap On Water Pump Performance**

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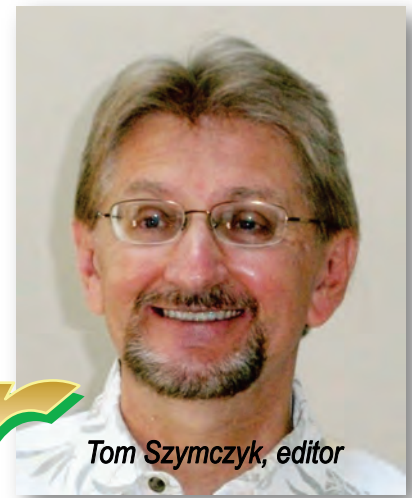
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# 1st Gear



*Tom Szymczyk, editor*

## A Loss To Our GTOAA Community

We end 2021 on a very sad note. In October, we lost our Convention Coordinator and friend John Owoc. John was not the first GTOAA member to pass away from COVID-19 complications, and I expect he won't be the last. The demographics of our membership are a favorite of the coronavirus.

I started working with John Owoc and Ken Kasper from the Greater Pittsburgh GTO Club in 2013 in preparation for the 2014 convention. Being involved with a project like our convention gives you a good sense of the folks you are working with. Both John and Ken were great to work with -- responsible, responsive, and respectful of our publishing deadlines.

John wrote every Convention Corner article for the 2014 Meet. He was always promoting the event and did a fine job of it. On a personal level, you could recognize John's sense of humor, which is something hard to maintain under the pressure of planning and organizing a big national event.

John did so well at all aspects of running the convention that GTOAA appointed him National Convention Coordinator when Steve Hedrick was ready to pass that baton in 2018.

There are a number of tributes to John from club members in this issue, starting on page 6. I hope you will read them. In closing, I will just say that John was taken from us much too soon. I guess heaven needed more wet teddy bears. Terrie Oxler and Paula Winslow will explain that on page 7.

Please say an extra prayer for John's wife Karen and the rest of the Owoc family.

## And Now For Something Completely Different (Sort Of)

This month's cover car is different in its own right, being a former SCCA road racer. In addition, the feature article for the car on pages 14-17 is a departure from our usual layout. Member Ladd Fowler enlisted the help of his friend and professional photographer, Kent Gardner, to do the pictures. Kent went one better and did the whole story layout. Maybe not "something completely different" from what we normally have, but a nice change of pace.

## As usual ...

*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 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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# Gearbox Chatter

## The Year In Review

We began the year 2021 with a great deal of uncertainty with what to expect considering 2020 delivered an array of postponements, cancellations, and restructuring of many other events, not only for the GTOAA but just about every business, sporting, and educational event in the country.

I will start this recap with memberships. As chaotic as 2020 was with folks unable to attend so many events as lockdowns prevented them from enjoying routine car related events, we kept an eye on how this would affect our membership numbers for 2021. We typically fluctuate in overall member numbers between 3,800-3,900. In January we were close to going over 3,900 in total members, then dipped to mid-3,800 in February. Capitalizing on our social media presence, we began getting aggressive in promotion of the GTOAA on those platforms. Chad Logan, our Social Media Coordinator, found a higher gear to shift into and took advantage of our online reach to promote us.

With the country beginning to open up we got back to appearing at regional, local, and national events. Our Public Relations team traveled to Pigeon Forge, the Cruisin' Tigers Indian Uprising, Norwalk, and several other events, signing on new members and old members returning to the GTOAA after many years of being away. Steve Hedrick and Randy Pribyl greeted many new members at events they attended. We began an uptick in memberships that saw us hitting record numbers for seven consecutive months. As I write this article, we've seen an incredible 9.1% membership growth in nine months. We are well over 4,200 total members. Going back a bit further, we've grown just over 20% since 2014. The year 2021 has been a membership boon for the GTOAA as we experienced exceptional growth.

For 2021, we introduced a new website. Our old website was working on life support and was in dire need of replacing. Mike Drees, our IT manager, examined different website platforms for us and selected one that would best meet all our needs. One thing we looked for was a format that would make the site clutter free, easy to navigate, understand, and as user-friendly as possible.

In the age of digital format, we began slowly shifting in that direction. We've encountered glitches along the way and continue to work through them. As I write this column,

we've encountered a setback in the progression of our site as Mike's personal life has caused him to reluctantly step down as our IT manager. This has slowed our progress. Chad Logan has assumed IT administrative duties and has built on Mike's progress. There is still more content to be added and some new features we're sure you'll enjoy. Keep checking our website as it's still undergoing changes.

We welcomed another new chapter (actually an old returning club), the Sunshine State GTO Association, located in Punta Gorda, Florida. SSGTO Association joins Mohawk Valley GTO from New York who came on board in the latter part of 2020. Eric Johnson, president of the Sunshine State GTO Association, worked hard to revive the chapter and is currently working at growing SSGTO. SSGTO is inviting everyone to check them out and consider joining.

Our annual convention resumed from the 2020 year off with our 42nd annual Meet in the Wisconsin Dells. With 335 event registrations and over 800 club members and family members in attendance, we were happy to see a good turnout. A combined 236 total show cars were on display in our Concours, Popular Vote, and Street Legends show fields. The Original GTO Club did an outstanding job hosting that convention, and tending to the needs of our membership.

No sooner did the convention end we packed up and headed to Norwalk for the 30<sup>th</sup> Anniversary of the Ames Tri-Power Nationals. Well over 150 GTOAA members visited our tent from Friday through Sunday, many to renew and many joining with us for the first time. Record numbers for this event were set, and had the border been open so that our friends from Canada been able to attend, attendance would have been even higher. Incidentally, if you have not heard, the dates for the Ames 2022 Tri-Power Nationals in Norwalk are August 12-14, a week later than it's traditionally been held.

The 2021 season is behind us and 2022 is but a few weeks away. Hopefully we'll build upon 2021 and continue to grow. My wife Geri and I extend to you and your family a very Merry Christmas, and a Joyful holiday season.



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# IN MEMORIAM

## JOHN OWOC

### 1951 - 2021

## *Tributes For John Owoc, GTOAA Convention Coordinator*

### **Bob Alexander, GTOAA Director and Past President**

It was a privilege to have John Owoc as my friend and colleague in the GTOAA. For the past 16 months, John, Tom Oxler, and I worked together as the GTOAA Convention Coordinators.

I met John in 2014 at the GTOAA convention in Pittsburgh. He was the convention chair and president of the host chapter. He deserves much of the credit for the highly successful 2014 convention.

John also went out of his way to make Beth and I feel welcome at the convention and he ensured that we had transportation from the airport to the convention venue. Though he had spent numerous hours overseeing the 2014 convention and I know he needed a break, he personally drove Beth and me to the Pittsburgh airport after the convention. This alleviated a major concern for Beth and me because we did not know how we were going to get to the airport.

Due to his knowledge of GTOAA convention processes and his suc-

cess with the 2014 meet, the GTOAA Board of Directors asked John to become the GTOAA Convention Coordinator in 2018.

As our Convention Coordinator, John spent numerous hours of his time communicating with host chapter representatives to ensure that conventions were well organized and followed GTOAA guidelines. In 2020, when the GTOAA assumed full responsibility for planning and organizing conventions, John played an integral in our highly successful 2021 convention. While at the convention venue, he spent numerous hours patrolling the show field and the convention venue helping anyone who needed support.

Though John was a superb convention coordinator, I think his dedication to the GTOAA and his friends and colleagues on the GTOAA staff will be the one thing that I will never forget about him. The situation that I am about to cite perfectly illustrates John's character and his dedication to his friends and colleagues.

Initially, I did not know John was very ill. I just knew that he was sick and could not participate in the Sep-

tember convention committee meeting. He never made a big deal out of the fact that he had COVID or that he was in the ICU. After I learned about the severity of his illness, I communicated with him via text messages. He seemed very happy to receive the texts and he appreciated the fact that his friends were concerned about his well-being. However, he was also very concerned that he was letting me and Tom Oxler down by not participating in the convention planning process. His concern about letting us down speaks volumes about the type of man John was and his character. He was struggling with a deadly illness, yet he worried about letting down his friends and colleagues.

I will greatly miss John's presence at future GTOAA conventions and his leadership of our monthly convention planning meetings. John's contributions to our convention planning and execution will be felt for many years to come.

### **Beth Butcher, GTOAA Treasurer and Director Emeritus**

The first time that I met John was in 2014 when his chapter hosted the GTO Nationals in Pittsburgh. Bob



and I flew in for the convention and he made sure that we got picked up and dropped off at the airport by doing it himself. He became our tour guide to Pittsburgh both on the way to the hotel and especially on the way back to the airport. He said that since we were working the whole show he wanted to make sure we got some sightseeing in.

Early on Sunday morning he picked us up so that he could take us on a mini tour of town, ending at the top of the funicular, where he pointed out landmarks and rivers and all of the changes that had occurred over the years along the riverfront. That was just the kind of person that John was and he will be greatly missed as a friend and a fellow GTOAA staff member.

**Terrie Oxler,  
Gateway GTO Club**

It was at the GTOAA 2014 Convention in Pittsburgh where I first met John and Karen Owoc. John impressed me with his organizational skills and his get it done attitude and knew he was a match made in heaven for Mr. GTO. Karen's welcoming attitude and laughter are fondly recalled. We developed a great friendship through the convention years and when Karen and I accompanied John and Tom to Kingsport, Tennessee to check out the facility for a convention, we enjoyed our time together, dinners, drinks, and comparing "notes" on John and Tom.

At this past convention in 2021, John was much busier, as we all were, but the girls of the Gateway



GTO Club included Karen whenever they were gathering together, be it in the setup bar in the hallway, or helping with Popular Vote tabulation. The girls were in the Popular Vote counting room working with Tom Szymczyk, Bob Alexander, and Beth Butcher. I brought up the Liberty Mutual Insurance TV commercial and that John looked like and talked like the man in the commercial – "Get your wet teddy bears here!" Needless to say, every time he entered the room with more ballots, the girls started laughing and taunted him with being the "wet teddy bear" man! He liked to sound tough and had a contagious laugh. Plans were even in the making to send him a "wet teddy bear" shirt for Christmas!

I will miss this man as he was a great spokesman for GTOAA but also a wonderful friend.

**Paula Winslow,  
Gateway GTO Club**

It is so sad that we have lost John Owoc. He was such a nice, funny man. For those of us at the GTOAA National Convention in Wisconsin Dells in 2021, he was pretty much everywhere. We had a large group of people who were recruited to do the Popular Vote tabulation. John was the person assigned to keep bringing the ballots into the tabulation room. Someone in the room noted how much he was like

the 'Wet Teddy Bear' guy in the Liberty Mutual Insurance commercials. John didn't take offense; in fact he mentioned it at the Awards Banquet and laughed about it. That is the kind of man he was.

**Vic Schreck,  
GTOAA President**

I got to know John Owoc in 2014 while attending the GTOAA convention in Pittsburgh. I recall him trying to persuade me to have my chapter host a convention. I kept telling him, no, I don't see it happening. Every time I saw him at that convention in 2014 he kept at it and at it. Again and again, I told him no. In 2018 my chapter hosted the GTOAA convention in Valley Forge.

Since that convention in 2014, we'd occasionally chat. It was in 2019 in Lawrenceburg I really got to know John. In the evenings after the days wound down, he, his wife Karen and my wife Geri would sit on the terrace shooting the breeze and laughing our asses off over the stories we'd share. We'd sit there into the night laughing. We all became friends and enjoyed spending time with him and Karen.

When John became Convention Coordinator we'd chat often, sometimes several times a week. The phone calls were hysterical. We had quite a bit in common. John had told me we were that much alike we



could be brothers. For me, losing John was really like losing a brother. I will surely miss John and will cherish the working relationship and friendship we had. As Convention Coordinator, it was John's attention to detail on formulating and executing the plans of action we are all going to miss in years to come.

### **G. Tom Oxler, GTOAA Director and Past President**

I first met John Owoc when he picked Steve Hedrick and me up at the Pittsburgh airport. Steve was the current GTOAA Convention Coordinator, I was the current President of GTOAA, and John was the current President of the Greater Pittsburgh GTO Club. We came to Pittsburgh in December 2011 to look over the Monroeville, PA, location as a possible destination for the 2014 GTOAA National Convention. When we departed the airplane, John and Ken Kasper were waiting to take us to our hotel and begin showing us around the venue.

We spent all day Saturday looking over the hotel, the Convention Center, possible activity locations, and even the trailer parking lot. It became immediately obvious to both Steve and I that John had this 2014 GTOAA Convention thoroughly thought out and well along in the planning stages.

On Sunday morning, John invited as many of the Pittsburgh GTO Club members as possible to sit down and discuss the various aspects of putting on a GTOAA Convention. Again, it was obvious to us that John had already sold the chapter on the idea that putting on a GTOAA convention was a very worthy endeavor and the club was already totally committed.

Just over two and a half years later, I arrived in Monroeville at the 2014 GTOAA National Convention. The entire Pittsburgh chapter was already hard at work setting up the indoor Concours show field, the outdoor Popular Vote Show, and all of



the vendor spaces. I got to watch John in action as he directed the Club members to where they were needed and stomped out the numerous fires encountered at every Convention.

John even suggested to the Pittsburgh Club that if GTOAA had enough faith in their Club to put on a National Convention, the Greater Pittsburgh GTO Club should have enough faith in GTOAA by committing to 100% membership in GTOAA. The Club approved this and ever since, they have been a 100% GTOAA chapter.

John was a detail man, pro-active in problem solving and left no detail unresolved. I really liked what I saw in John and in July, 2016 the GTOAA Board of Directors authorized an additional Staff position, Assistant Convention Coordinator, and I nominated John Owoc for this new position. GTOAA could not let an individual like John get away. We needed individuals like him on our GTOAA Staff.

John and Steve worked very well together for the next two years and in 2018, Steve asked to retire as he had been our Convention Coordinator for over 10 years. John stepped right in and has been our Convention Coordinator ever since. John has been a very valuable asset to GTOAA and he will be sorely missed by me, the GTOAA Board and Staff, and especially the GTOAA membership. It is members like John Owoc who volunteer their valuable time to make this organization what it is today.

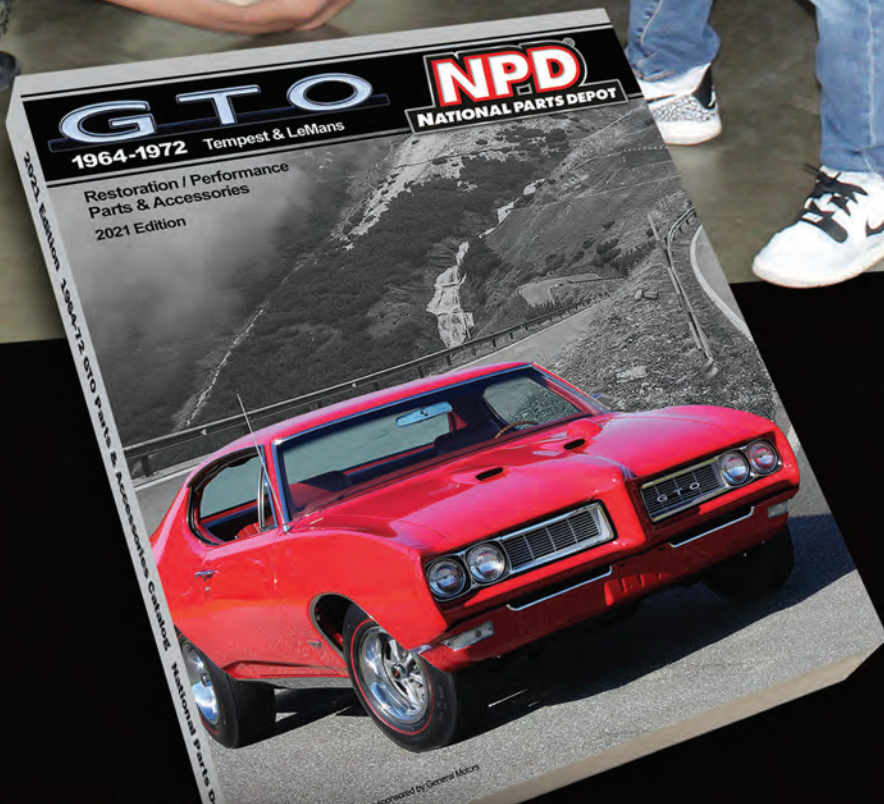
My best memory of John was our trip together with our wives to Kingsport, Tennessee, to look over the location for the 2022 GTOAA Convention. The questions he asked and the points he made showed he knew how to put on a first-class event. Terrie and I thoroughly enjoyed our time with Karen and John.

Good bye good friend. I will be thinking of you during every GTOAA Convention.

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# Importance Of Divider Plate Gap On Water Pump Performance



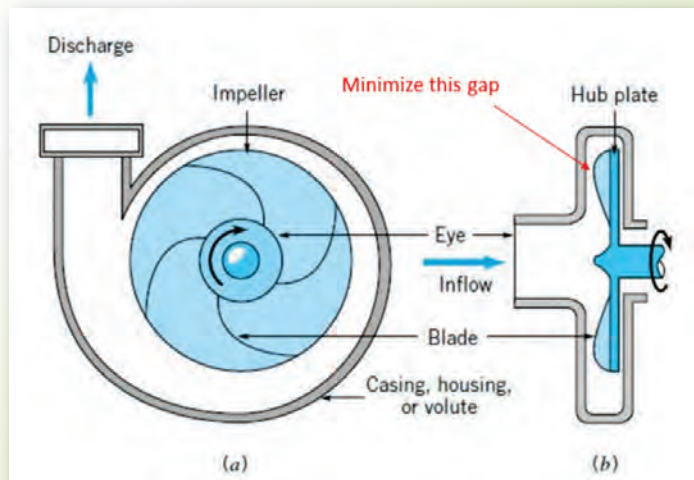
Tim Guggisberg

**One** popular disparaging alternate meaning of the GTO acronym is “Guaranteed To Overheat.” Many owners have experienced high coolant temperatures, especially in warm climates or slow traffic. Count me among them. When I bought my 1966 as the 2nd owner (see February 2020 issue of *The Legend*), the water pump had recently been replaced due to leaking. No surprise for a 52-year-old car with 82k miles still running the original water pump. I brought the car from Connecticut to South Carolina. Operating in high temperature is not uncommon here.

On hot days and in traffic, I had situations when the coolant temperature reached 200 degrees. As part of normal maintenance, I had already flushed the cooling system, replaced the thermostat, and put in fresh coolant. Due to several pinhole leaks, I had also replaced the radiator. I further verified that the fan clutch was working correctly. With cooling capacity and airflow good, I came back to coolant flow. Could the new aftermarket pump be defective or just not performing as the original had?

After researching water pump performance on vintage Pontiacs, I found some information on the Wallace Racing and Butler Performance websites that alludes to factors affecting performance of replacement water pumps that don't necessarily match the exact dimensions of the originals. Being a mechanical engineer, I knew these pumps are something I should be able to understand in detail.

Our pulley driven water pumps are of the type called centrifugal pumps. They are simple and efficient. The image at right in the next column shows a representation of a basic centrifugal pump.



## Centrifugal pump

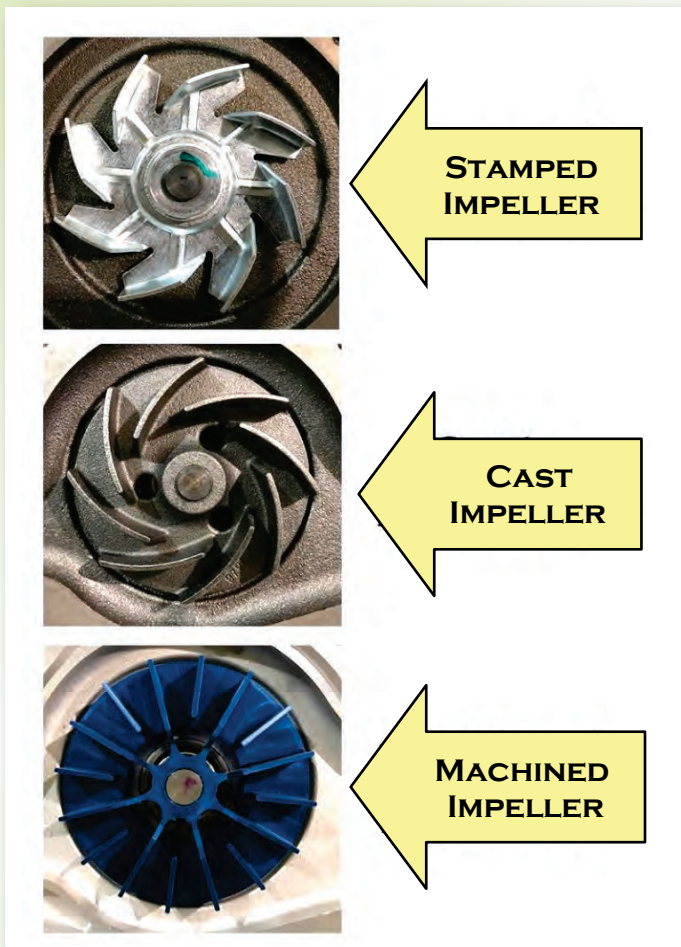
Fluid enters through center hole, or “eye.” The rotating part, called an impeller, “flings” the fluid outwards (hence the term “centrifugal”) on the blades, also called vanes. This builds pressure which pushes the fluid out of the discharge.

The design of the channel around the impeller, the volute, is critical to obtain the desired flow and pressure. Equally critical is the assembly of the pump with the minimum possible gap between the top of the vanes and the pump housing. This gap, while necessary to avoid the moving vanes from contacting the stationary housing, allows (a small amount of) the fluid to recirculate inside the pump rather than exit. Too much gap leads to inadequate flow from the discharge.

I suspected my replacement water pump had created a larger gap than the original had. The Wallace and Butler websites both describe measuring and, if necessary, adjusting the gap to obtain the necessary flow. Original water pumps were made with cast impellers. Some replacements also have cast impellers. Impellers made of stamped metal are also common. High precision versions use a machined impeller.

No matter the construction of the impeller, it is worth checking the gap. There seems to be some debate about the best type of impeller to have, but checking the gap applies equally to all of them.

If you've changed a water pump on your GTO, you know that there are "divider plates" that go behind the pump, inside the timing cover. The plate with smaller center hole is the one that forms the housing behind the water pump and thus, the gap with the vanes. Through 1968, GTOs used an 8-bolt water pump. From '69 onwards, an 11-bolt shape was used. Despite differences in the shape of the pump, divider plates, and timing cover, the question of gap applies to all years.



**Types of impellers**

To measure, you should have the water pump flat with the shaft vertical – support it on blocks high enough that the pulley shaft clears the work surface. The gasket and the divider plates should be placed on the water pump – the thickness of the gasket comes into play. Mine looked like this when I got it set to measure.



**Gap as found**

It can be tricky to get a good measure of the gap. I used a set of flat ignition feeler gauges. With several measurements, rotating the impeller back and forth, I concluded my gap was 0.25 – 0.26". The Wallace website suggests that a value of 0.10" or even less is desirable. Using angled long nose pliers, I carefully bent the edge of divider plate down, a little at a time, all the way around, until I reached a gap of 0.09". Considering the uncertainty of my measurement, I decided not to go further and risk having the impeller rub on the plate once everything was bolted together. The photo below is not mine, but very similar. It's easy to note the smaller gap.



**Gap reduced**

My temperature now hovers at 180-185, no matter the weather or traffic. With the radiator cap off, I can see that more flow is coming in through the upper hose. If the water pump is not providing enough flow, money spent on electric fans, bigger radiators, and cooling additives won't help. You can do this for just the cost of a new gasket.



# *Hope You Checked Your Anti-Freeze*

by Steve Schaeffer

I hope by now you have checked the anti-freeze in both your collector cars and your everyday drivers. The attached picture shows what can happen if the system only has water in it, or not enough anti-freeze to offer maximum protection.

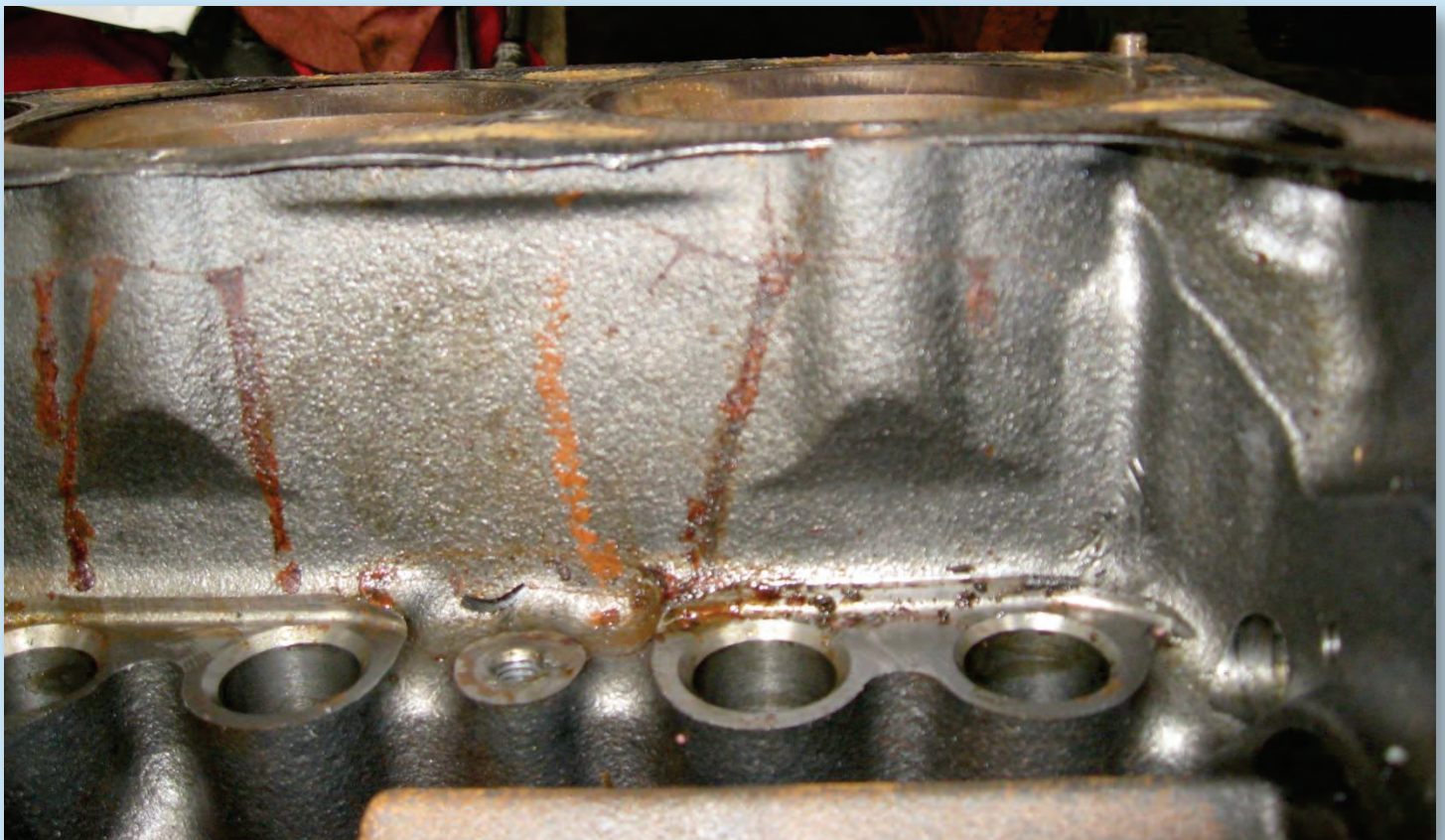
The engine block is cracked in the valley chamber. The original complaint was low coolant. It wasn't until he realized that water was getting into the oil that he realized he had a big problem.

At first we looked for a blown head gasket or a cracked cylinder head. When we pulled the intake manifold and both cylinder heads we found the real problem.

Of course we had to pull the engine. Then tear it down to the bare block. The older our collector cars get the harder it is to find a good replacement engine block. Our machine shop was not interested in having the block welded in the valley chamber. They have not had good luck with that type of repair. Luckily this was not a number matching car.

After locating a block it has to be hot tanked, magnafluxed to check for cracks, re-machined, assembled, and reinstalled in the car.

Fresh anti-freeze would have been a lot cheaper and considerably less work.



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# GTO *Oh Go!*



Ladd Fowler

**I learned to drive a floor mounted 4-speed the day I picked the GTO up... "Oh Wow! GT-Oh Goooo! Then shift and do it again.**

**M**y car is a 1965 Pontiac GTO built in Fremont CA at an old GM plant off the Nimitz Freeway. Tesla vehicles are built there today. PHS records show it was first sold in Hayward, CA by Monahan Pontiac Inc, a dealer only a few miles from the assembly plant. Oral history says a dealership salesman bought it, then turned it in a couple of years later to Town & Country Motors, a used car lot which specialized in 4-speeds and muscle cars, in 1968, about 10 miles from both the factory or dealer.

My cousin Bob bought it from Town and Country located in San Leandro, CA. Bob was in the Navy which allowed shipping this GTO convertible with him to his station in Virginia in 1969. It was loaded onto the flight deck of the aircraft carrier USS Enterprise to travel a Pacific Ocean route to the east coast. Bob spent a year there with his car and a new bride. Then they drove cross country to our grandmother's house in Union City, CA, to stay a few months before his next overseas deployment. Union City is between the GM plant and Hayward. I first saw this GTO when it came back to California. I lived about 15 miles from all these places. I can say with certainty my GTO's ownership never went far for long from the GM plant where it was first assembled.

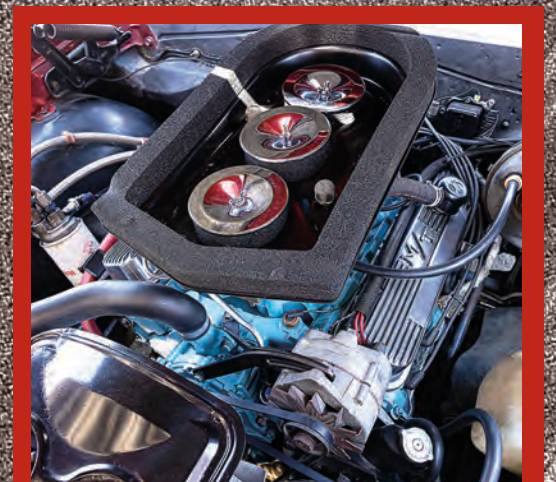
We discussed Bob's GTO generally while he was here, but I never thought I'd actually buy any GTO because I was finishing my junior year in high school, just obtained my driving license, and wanted a Corvette. However my folks (mother) forbid me buying one. She felt I would go too fast, then crash becoming hurt. However in the summer after I graduated,

my cousin's correspondence mentioned needing to sell his GTO.

I made him an offer of \$500. A few months later he accepted \$600, regretfully explaining his wife could not drive "a stick" and he was not here to make any other deal, so he accepted mine after I upped it a bit. We both got lucky because I got his car while his wife birthed a daughter. The funny part is I learned to drive a floor mounted 4-speed the day I picked the GTO up. Between leaving my grandmother's driveway and crossing the Dumbarton Bridge three miles later it was, "Oh Wow! GT-Oh Goooo! Then shift and do it again.



Author, Ladd Fowler  
Photos, article layout, Kent Gardner



Date code correct Ram Air Tri-Power Induction upgrade.



# GTO *Oh Go!*



## Autocross Years

At that time, 1970-'71, this GTO was in perfect condition, what I believed to be totally stock, and painted Fontaine blue. Nearly immediately I started to take it apart for "hot-rodding" modifications. I installed some '69 H.O. heads and an Isky camshaft. Aggressive driving made timing chain replacement a bimonthly



maintenance issue until Cloyes started selling roller chains. I lowered the suspension for Auto Crossing in SCCA "H" Production Modified class.



I had little clue the car was entirely unsuited for that use and happily added headers, different tires, rims, shocks, sway bars, and so on for two years while I learned what did and didn't work. My friends Corvettes, Boss 302 Mustangs, and Camaros were far better for that



activity, but I just kept trying to make my Pontiac go around corners as well as they could. By 1973 I believe I placed 7th in the county with my GTO. By then I'd installed an open 4-inch exhaust system, disc brakes, a roll bar, thrown the back seat away, and was making my own rear control arms in an effort to control violent wheel hop accelerating off corners.

A friend and I de-chromed and painted my car British Racing Green with silver hood & trunk stripes. Apparently this was a "thumb-in-the-eye" for several SCCA British car aficionados who felt only BMC and Jaguars should be green and Autocross. But I soon phased from racing because tire costs, general

**1965 Pontiac GTO, 7th Place SCCA H/P-H/S Class Western Region 1974(?) Auto-X here in '77 @ DeAnza  
Owner/Driver/Builder Ladd Fowler**

vehicle maintenance and engine building, college, and job responsibilities became irreconcilable issues.

Over those years my mother was nearly in tears about what I'd done to my beautiful convertible and loudly fretted about what I was doing in it. After a night at Fremont drag strip I was thinking my car is faster in a straight line than many Corvettes but it still doesn't quite turn or stop like one. I sort of figured out what my GTO was really good for - high



**The roll bar has been retained from the car's autocross years.**



my GTO for a Corvette dark red metallic paint job three decades ago and serviced all the body mechanisms too. I reassembled it over a few years' time improving the interior and fixing craftsmanship issues left

speeds. So I faded from Auto X events and began driving the western states while still on my Auto-X suspension. Nevada was visited several times to see how fast it would go, Utah to date girls, Idaho and Wyoming exploring and buying fireworks, and Oregon seeing friends and having fun street racing. Every drive an adventure while I waited out a potential draft call.

I remember a contest on AM radio back then to figure out what GTO stood for. I think winners were "Gas, Tires, and Oil" and "Good Time Operator." For me this car was all of that and more. But too quickly, within another year or so, the reality of "adult life" settled in around me. Then I could only keep my GTO semi-operational while hoping I'd get back to those adventure drives someday; after college, working, marriage, houses, and kids had their turns for my time and resources.

### Retirement | Recovery | Restoration

My car was stored in "partial restoration mode" since the early 1980's when I retired it. It's gone less than 200 miles in 30+ years. A little at a time I'm putting it "back to stock" with parts found here and there. I'm retaining aspects of the '70's - 1980's changes though - especially disc brakes. A friend and I disassembled

over from my college learning years.

Continuing work involves changing out nearly new Richmond 4.11 gears with their "off road" Corvette posi unit. Towards that objective I've installed

**I don't want to say my car is restored. It isn't. It is instead just my old hot rod getting "deep cleaning" and "intensive maintenance."**

an all new Currie Enterprises axle assembly. It has a Ford 9-inch aluminum center section, NASCAR guts, and Strange axles. The gear set is more freeway friendly at 3.50.

I've rebuilt my GTO cooling system from radiator cap to heater core including replacement of the timing cover.

The Kauffman cover needed machine work to fit a new OEM style pump. The pump needed work to make baffle plates fit. It took a while to make everything look OEM and cool the engine. While I was at the front I had my power steering box and pump rebuilt. I'd worn out a Z-28 Camaro set up installed years ago. Quick steer is a really nice feature to retain among many modifications I've made.

A few months ago I rebuilt the fuel system generally from tank to air cleaner, added a booster pump with priming circuit, and finally set the Holley carburetor jetting right. However that led to a major upgrade, Tri Power.

I'd known about a Tri-Power option being dealer installed. I never had funds as a kid or adult to buy it. But now I'm an old guy and had better get with it or forget it. I started reading and looking around in magazines and web postings where several nice guys gave me enough encouragement. I bought a date code correct assembly, with tags, and various OEM Ram Air bits from all over the USA to convert my GTO to those specifications. I hand made a 1960s period correct California-legal crankcase breather system complementing the air cleaners. I installed those parts and re-jetted them to run almost their full potential. They are blowing my rusted out headers and straight pipes off so I have started to install a new exhaust system from Ram Air Restorations.

I've redone most of the chrome and trim, mostly working with my OEM parts and NOS bits. Ames and other vendors have sold me aftermarket parts too. I don't want to say my car is restored. It isn't. It is instead just my old hot rod getting "deep cleaning" and "intensive maintenance."

### Future Reflections

This block is original to my car. I'd hate to wreck it in any irreparable way. I believe building an engine a bit bigger than 455 CID might be a next step.

I'm close to making new memories driving around that my mom would be more comfortable with. But I'm sure tempted to make a pass by her gravesite to play a little open header symphony - just for some tiger-in-the-tank fun.



*My wife Cathy, buddy Kent, and I were messing around with the GTO taking photos for this article. Then the engine sneezed and broke the nose off its starter motor. What a step back in time, like in high school days, to drag my GTO around by ropes tied to my truck. Mumble grumbles finding ropes then bump starting fun. I've ordered an upgrade RobbMc Performance starter.*



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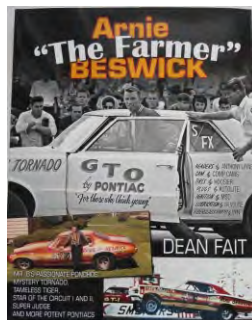


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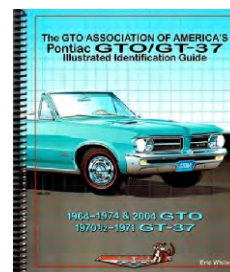


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**64 GTO hardtop**, PHS, rebuilt 389, Tri-Power, 4-speed, rare Sunfire Red with red interior. Frame-off restoration \$33,900 trades considered. Jim Savich 607-754-8443 before 11:00 AM or after 7:00 PM. No text please #19733 **dec**



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



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



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

**69 GTO**: owned, garaged and pampered for 42 years, WT engine code, Muncie M20 4-speed, PHS documentation, recently rebuilt axle with



ratio change to 3:55 and new Yukon posi. Many updates, asking \$45,000 or B.O. Bryan Nearing 860-593-5982 #16820 **dec**

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

## PONTIACS FOR SALE

**64 LeMans hardtop**, GTO tribute, western car with AC, auto, console, PS, PB, PW. Gorgeous Silver with red interior combination \$19,975. Jim Savich 607-754-8443 before 11:00 AM or after 7:00 PM. No text please #19733 **dec**

**65 LeMans convertible**, GTO tribute, Pontiac 350, 4-speed, tilt, PS, PB, PT, professionally restored, gorgeous Iris Mist with white top and interior, Pypes exhaust, Rally IIs, T/A radials \$29,950. Jim Savich 607-754-8443 before 11:00 AM or after 7:00 PM. No text please #19733 **dec**



**72 LeMans Sport convertible** with GTO package, Marina Blue/white top and interior, power top, AC, NOM 350 FI LT1 car, looks and runs great \$31,900. Alan Steinberg 216-469-5100 Bluffton, SC #16168 **dec**

**2007 Solstice roadster**, red, 5-speed manual, 2.4 motor, loaded with options, low miles, mint condition. \$16,500 OBO. Jim Witowski 219-879-2195 (IN) #6367 **jan**

## PONTIACS WANTED

**Wanted:** 67 GTO convertible, preferably PHS documented HO 400/360 HP engine with correct 670 heads, intake and exhaust manifolds. Would consider PHS documented

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400/335 HP. Prefer 4-speed but am open to automatic. Andrew Gibbons 203-859-2501 e-mail [Agorthopedics@gmail.com](mailto:Agorthopedics@gmail.com) #21255 **nov**

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

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

**Wanted:** Looking for 1968 or 1969 GTO hardtop with 4-speed, daily driver. Will travel. John Leitner 920-319-1764 #21297 **dec**

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

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

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

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

## PARTS FOR SALE

**64-67 GTO parts:** hoods, doors, fenders, deck lids, bumpers, hubcaps, core supports, tail-lights, grilles, consoles, Tri-Powers, steering wheels, columns, glass, trim. Reasonable / package deals! Jim Savich 607-754-8443 before 11:00 AM or after 7:00 PM. No text please #19733 dec

**64-65 GTO:** rare factory notched clutch fan in show condition \$275, complete original dash wiring harness with attached heater controls and factory ignition switch with key \$250, nice original day-night mirror \$75. **66 GTO:** Factory front grilles complete with parking lights, wiring harness, grille moldings and GTO em-

blem in very nice original condition \$600. **67 GTO:** Taillight housings \$125, mint condition AC dash controls with face plate, wiring harness, and vacuum hoses \$250, excellent complete 8-track tape player \$550, nice chrome lower door moldings \$125. Complete working AM radio in like new condition \$175. **68 GTO:** excellent complete original front grille (LH) \$125. Scott Bluhm 616-481-6612 #3311 dec

**65 GTO parts:** Delco starter without solenoid \$60; pair front coil springs perfect condition \$75 pair; original radiator, no leaks nice condition for the year. Special price \$150; chrome alternator will fit 64 & 65 Pontiac \$125; distributor with wires from 455 motor \$125; instrument cluster panel for 65 GTO \$150; interior quarter panels for 65 black interior, nice condition for the year \$100; coil \$10; voltage regulator \$10; front & rear reveals very nice shape \$100 set; misc GTO emblems \$20 each; front passenger fender, needs some work all there \$150. Shipping extra from NH. Mike Dichard e-mail: [pinhead1340@gmail.com](mailto:pinhead1340@gmail.com) or call 603-943-2905(Nashua, NH) #20760 dec

**65 GTO:** upper hood release \$125, lower hood release \$125, AM radio \$175, trunk light \$65, air conditioning lap vent \$135, dash ash tray \$45, windshield wiper/washer switch \$85, instrument cluster \$275, heater controls \$115, heater control cables \$35, console door \$75, open hood scoop insert \$175, hood scoop insert \$175, trunk latch \$45, dash trim \$100, steering column to dash two-piece cover \$45, convertible rear courtesy lights \$45, automatic shifter \$325, dash gas gauge \$45, clock light harness \$35, directional cancel cam \$30, tilt

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**64-72 GTO/LeMans owners...** is your center  
 link near or rubbing the front of your oil pan?  
 When you put your car in gear, does your fan  
 hit the bottom of the fan shroud? My 69 GTO  
 had the same issue. I engineered a spacer plate  
 to fit between the frame cradle and engine

mount brackets. Works on ALL A-body  
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**65-70 GTO parts:** 65-68 GTO original GM  
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 \$100 each; 68-70 GTO & Judge (2) original  
 GM Rally II wheels, JA code 14x6 sandblast-  
 ed, primed, excellent condition \$125 each; 68  
 GTO original GM RH Hideaway headlight  
 door, no pits \$75; AC GM PF30 oil filter (2)  
 \$20 each (not AC Delco) NOS, fits all Pontiac  
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 Accel 30102 dual point distributor for Pontiac  
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 ping. Wally Obermann 715-614-2903 cell or  
 e-mail [wallyo@nnex.net](mailto:wallyo@nnex.net) (WI) #5519 **dec**

**69 Ram Air IV** engine, code WW standard  
 bore block #9792506, standard crank, 722  
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 Witowski 219-879-2195 (IN) #6367 **jan**

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 Heads are reconditioned, hot tanked, mag-  
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[Rbrtbattin@yahoo.com](mailto:Rbrtbattin@yahoo.com) #13675 **feb**

**Parts:** NOS right side 64 GTO fender \$1,500;  
 69 GTO convertible rear seat \$500; set 1970  
 Rally II wheel code JT \$475; 69 Ram Air III  
 carb #7028273 \$4,500. Scott Skinner 423-  
 295-5719 (TN) #9043 **dec**

**GTO parts:** Hurst wheels, 4-3/4" bolt pattern,  
 thin shank, full polished centers \$4,600; Hurst  
 wheel trim ring clips, new \$100/set; Hurst  
 wheel lug nuts, new \$180/set; 65 GTO/Lemans  
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 es, Tom Rubinate, 480-390-9058, e-mail  
[trubinate@yahoo.com](mailto:trubinate@yahoo.com) #6445 **dec**

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**67 428 4-bbl** disassembled, not bored, but will need to be honed. Has balanced pistons by Geo. Montgomery. Project not finished \$800. Pontiac 389 Tri-Power dissembled motor, 4-bolt mains, block # 536387. \$500. Muncie 4-speed close ratio transmission out of 67 Ponti-

ac 2+2, \$900 complete not disassembled. Augie Herman 937-866-3795 #17029 *feb*

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

### PARTS WANTED

**Wanted for 65 GTO:** accelerator pedal chrome trim. I believe it is same trim piece as on the 64 and came with cars with power brakes. John Marshman, 714-514-4621, marshmanje@aol.com #17731 *feb*

**Wanted for 67 GTO:** interior for a 1967 GTO convertible bucket seats, door panels, and back seat, white or blue. Steve Ollerich (South Dakota) 605-940-4227 #19718 *feb*

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

**Wanted for 69 GTO** street machine project: 2x4 intake system (421 SD bathtub, 421 SD medium rise, Nash/Warrior, Edelbrock P65, etc.), or 57-58 bare fuel injection intake, round port headers, 5 or 6-speed manual trans with

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Am, and Fiero. Lynn Johnson 636-359-1028 6:00 PM - 9:00 PM Central M-F, Noon - 8:00 PM Sat/Sun or [lynnj@centurytel.net](mailto:lynnj@centurytel.net) #18863

**Wanted for 70 GTO:** desperately need the RH and LH quarter window regulators (POWER windows) for a 1970 GTO convertible. I

believe they are the same for the hardtop and the same for GM A-body cars 1968-72. I have motors and harnesses. In fact I have tons of power and manual door regulators, motors and harnesses as well as manual quarter regulators if anyone needs them. Buy or trade (I have a LOT of '70 parts). James DeRespino 941-504-2152 #1147 *dec*

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

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

**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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**Monkeemobiles:** Remco 1/64: mail in only, not in stores; 4 car "set" red, yellow, blue, & green + mail in card-1970; individual cars available. 1/18 Monkeemobiles: no Monkees on doors; gold plated 1 of 200; bare metal--never seen another. All new in boxes. Mike Swerbinsky 440-585-1590 #6985 feb


## SEEKING INFORMATION


**Found:** original owners manuals and Protect-O-Plate for 1968 GTO VIN 242378Z115592 sold new in La Crescenta, CA. Steve May 310-251-3822 or [smay1156@aol.com](mailto:smay1156@aol.com) #21250 mar



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**Found:** original window sticker for 67 GTO VIN# 242177B135142. Butch Higgs 843-267-8910 or [bhiggs@charlesindustries.com](mailto:bhiggs@charlesindustries.com) nov

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

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

**Looking for information** about a 70 GTO, 455 HO, 4-speed, triple black, purchased at Selzer Pontiac in Chicago November 1969.



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Any information on previous owners greatly appreciated. James Colgan 815-784-6385 #12346 nov

### GTO MODEL REGISTRY

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

**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)

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

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

### UPCOMING EVENTS

**January 29, 2022,** 21st annual Pontiac, Cadillac, GMC, Buick, and Oldsmobile Show 'n Shine, Wings Café, 4011 W. Commonwealth, Fullerton, CA. sponsored by SCCPOCI. Raffle prizes; 50/50 drawing. Partial proceeds benefit local charities. Register online at [www.SCCPOCI.com](http://www.SCCPOCI.com) thru January 28, 2022. Bill Baker 714 931-6058 or Carter Chee via e-mail [sccpoci@gmail.com](mailto:sccpoci@gmail.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*

**February issue deadline is Dec. 15**

E-mail to: [GoatGuyTom@aol.com](mailto:GoatGuyTom@aol.com)  
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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 November 1, 2021. 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 Monica Hooten -- chapters@gtoaa.org -- with any questions, updates, or corrections.

Thanks!



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