

THE LEGEND



Volume 39 #11

November 2021

Joe Barone's 1970 GTO



2022 Convention Preview Membership FAQs
2021 Convention Department Of Corrections



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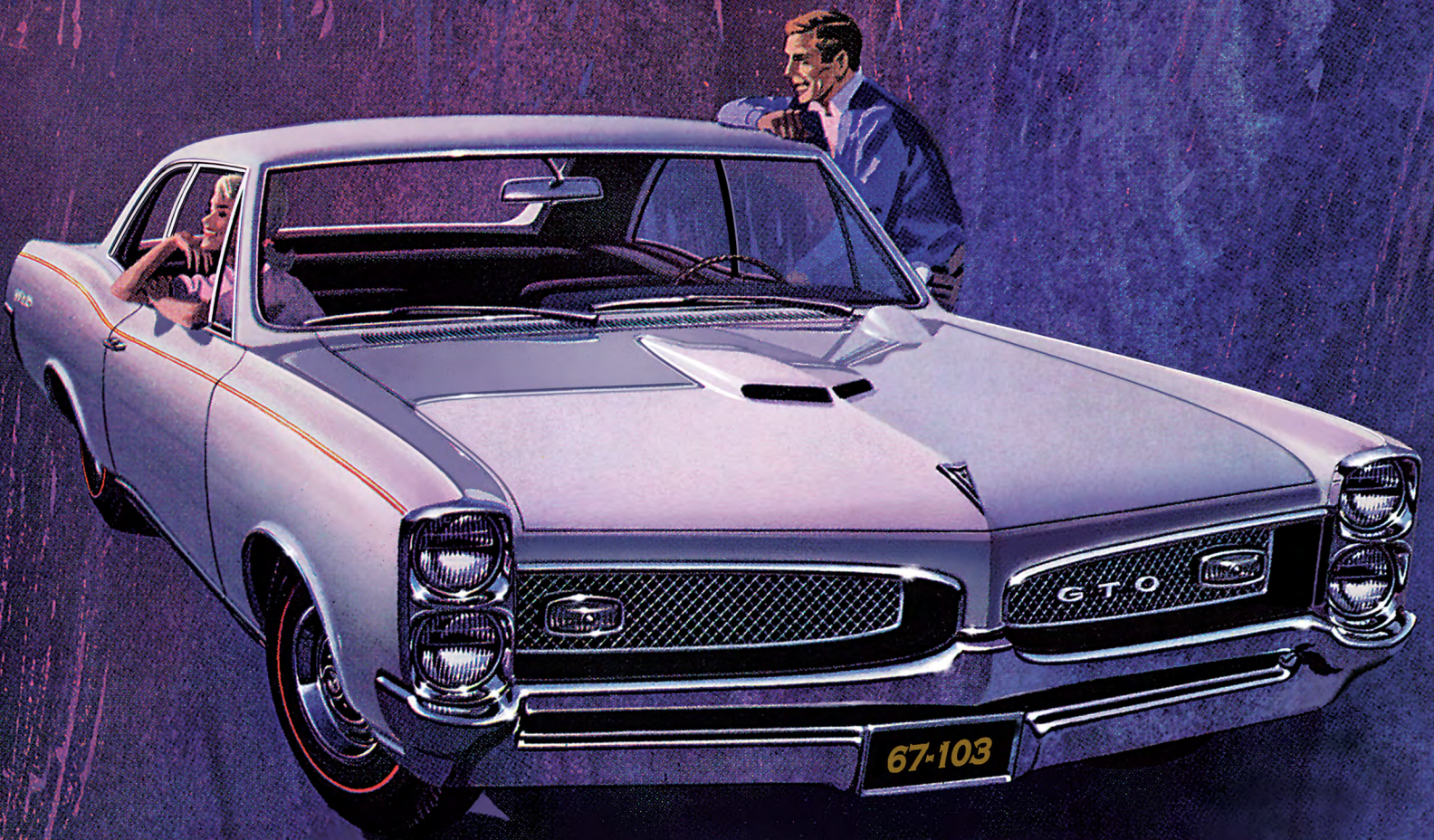
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- | | | | | | |
|------|-------------------------------|---------------------|----------------------------|---------------------------------|--------------|
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| | 64 Dieterick Road | | | 543 Serenity Lane | |
| | Orangeville, PA 17859-9008 | | | Grants Pass, OR 97526-9795 | |
| | | | | terry_doolittle@msn.com | |
| 1965 | Lee Barnes | 864-414-2929 | 2004-06 | Jerry E. Klaus | 518-645-2576 |
| | 1429 Highway 86 | | | 1884 Guide Board Road | |
| | Piedmont, SC 29673 | | | Schuyler Falls, NY 12985-2216 | |
| | blclassics@gmail.com | | | gtojer@hughes.net | |
| 1966 | Marvin Minarich, Sr. | 815-467-0381 | Judges | Darrell Davidson | 330-352-0110 |
| | 26265 West Highland Drive | | | 15709 Marshallville St NW | |
| | Channahon, IL 60410 | | | Canal Fulton OH 44614-9017 | |
| | gtomarvin@hotmail.com | | | dcdavidson69@yahoo.com | |
| 1967 | Terry Weiner | 847-758-6112 (days) | GT-37 | Bill Weeden | 608-295-4890 |
| | 409 Ronnie Drive | | | 708 East 3rd Avenue | |
| | Buffalo Grove, IL 60089-1151 | | | Brodhead, WI 53520-1248 | |
| | gto67tech@comcast.net | | | bill@GT-37.org | |
| 1968 | Scott Veracka | 603-795-4342 | Exhaust | Gardner Exhaust Systems | |
| | 26 Pleasant Street | | | 15 Glenn Pond Drive | |
| | Lyme, NH 03768 | | | Red Hook, NY 12571 | |
| | scott@verackas.com | | | 845-758-8003 | |
| 1969 | Scott Tiemann | 517-647-2433 | | gexhaust@frontiernet.net | |
| | 11817 E. Grand River | | Engine Interchange & Heads | | |
| | Portland, MI 48875 | | | Ronald Rocchi | 847-966-0998 |
| | supercarspecialties@gmail.com | | | Pontiac Performance Engineering | |
| 1970 | Chuck Henley | 330-714-7916 | | 9444 N. Marion | |
| | 3626 Broad Vista NW | | | Morton Grove, IL 60053-1258 | |
| | Uniontown OH 44685-9329 | | | pontiacron421@comcast.net | |
| | amehenley1@msn.com | | Carbs | Jon Hardgrove | 573-392-7378 |
| 1971 | Dan Jensen | 517-647-2474 | | 204 East 15th | (8-5 CST) |
| & 72 | 11929 E. Grand River | | | Eldon, MO 65026-2524 | |
| | Portland, MI 48875-8444 | | | carbqueen@sbcglobal.net | |
| | dajensen@wowway.com | | Paint & Body | | |
| 1973 | Bill Markowski | 716-652-1911 | | Gary Godfrey | 724-662-1040 |
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Missing newsletters or change of address: direct correspondence to Beth Butcher, PO Box 213, Timnath, CO 80547 or e-mail membership@gtoaa.org. Please include membership number.

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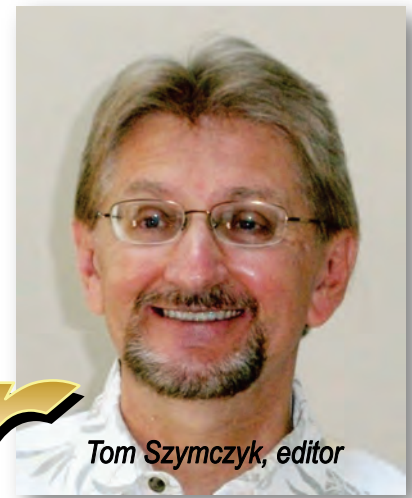
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Tom Szymczyk, editor

Volunteers

November is traditionally the beginning of the "season of thanks," including Thanksgiving Day near the end of the month. We think about our friends and family, our service men and women on Veterans Day, our police and first responders, our hospital workers, and all the people who do the jobs that keep everything going in our daily lives -- essential workers.

The car hobby runs on volunteers. If you belong to a local chapter, it's volunteers that occupy officer positions, act as newsletter editors, webmasters, event coordinators, apparel chairpersons, and so on. Volunteers park cars at car shows, judge cars at car shows, run raffles at car shows, and set up and tear down tents, displays, and banners. Then volunteers clean up after it is all over. Volunteers are the "essential workers" of the car hobby.

The GTOAA is quite similar. The vast majority of jobs in the Association are done by volunteers. From the board of directors, to the officers, tech advisors, Concours administrators and judges, *Legend* contributors and proofreaders, plus the great folks managing all aspects of our annual convention, all are volunteers.

A few jobs within GTOAA are paid positions. Anyone who does a job that involves deadlines or handling money is on the Association payroll. That includes me as *Legend* editor. There are about a half-dozen other staff members who receive compensation, but most tasks are handled by volunteers.

I try to make it a point to thank all our volunteers in this column a couple times each year. At our convention each year, we thank all our volunteers numerous times. Standing out in a hot July parking lot directing traffic and parking cars or trailers is a job that deserves as many Thank You's as we can offer. Crawling under dozens of Concours entries, dealing with a week of registration problems, doing tech-in for show entries, tabulating results -- it's all done by volunteers. They arrive early and stay late and make sure the event happens on schedule. We can't do it without them.

Maybe at your next chapter meeting, or maybe at next year's Nationals, or even at a local car show, thank some volunteers. They are working so you can enjoy.

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 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

2022 Convention Overview

Goats, Guitars, and Racecars: Oh My!

By now you probably heard mention of our 2022 Meet. The city of Kingsport, Tennessee, will play host to our 43rd International Convention the week of June 27, 2022. The MeadowView Conference Resort and Convention Center is located at the foothills of the Blue Ridge Mountains at 1901 MeadowView Parkway Kingsport, Tennessee 37660. You can check out the MeadowView on their Facebook page and their website: marriott.com/hotels/travel/tricc-meadowview-conference-resort-and-convention-center/

This will be our first convention in Tennessee and our first time back in that geographic area since 2006 when it was held in Louisville, Kentucky. Our host chapters for this event will be the Heart of Dixie GTO Club from Altoona, Alabama and the Southeastern GTO Association from Eatonton,



Georgia. With the overwhelming interest shown for this convention so far, we've chosen to open on-site registration on Monday afternoon, June 27, despite the first official day of the convention being June 28.

We looked at a few different sites in the neighboring states of Tennessee for our 2022 convention and chose the MeadowView Conference Resort and Convention Center. Once you arrive there, you'll understand why. A few of the amenities offered include complimentary WIFI with your comfortable room, a huge outdoor terrace with plenty of tables and seating to congregate, ample room in the lobby to sit and relax, an onsite restaurant, coffee shop, and a bar for those desiring adult beverages.

The Convention Center is a few steps down the hall from the hotel registration desk where our indoor Concours and display area will be located. The 38,000 square-foot fully air-conditioned arena will hold approximately 90 cars. Our Concours show field has grown over the years. We'll offer an outdoor Concours show field





for Wednesday, June 29. With the amount of interest already shown for this event, we've scheduled two shifts for our members to attend, one in the morning, one in the afternoon. You'll be able to drive your show car or daily driver on the track following a pace car. A bus trip there for those who wish to attend without a car will be available. Lunch will be included with your admission. There will be more information on this event coming.

I've been asked, "My car will be inside. Can I get my car out to take it to Bristol?" Answer: "No. Once inside, your car will remain there until Sunday morning July 3." However, for those who desire to run their indoor

as well. If you desire an indoor spot for your Concours car, I suggest you register early. By the time you read this, event registration should be open.

The outdoor area is expansive. Room for some 800 show cars with lots of room for vendors. I'd love to see that area filled. Trailer parking as of this writing is tentatively located at the Ft. Henry Mall located about five miles from the Convention Center. We'll have professional security personnel there at night.

We have two marquee events lined up. The featured event is a day at Bristol Motor Speedway scheduled



car on the track, I'd suggest having your car processed through registration and tech-in before taking it to Bristol. Upon your return from Bristol, you can prepare it for going inside. Please be advised: **No tire dressings, detailer, or sprays of any kind are permitted to be used inside the convention center.** This will be strictly enforced. We'll be assessed a hefty floor cleaning fee if those substances are discovered on the floor. Your understanding and cooperation are appreciated.

We're scheduling our staff members who desire to partake in the Bristol event an opportunity to do so.



Typically, our staff works through all events and cannot get time away to take advantage of them. We're scheduling a morning shift and an afternoon shift for our staff to enjoy Bristol. We may be understaffed at those times. Please be patient while our staff enjoys a few hours of this event that day.

Our other marquee event will be two different bus tours to the Museum of Country Music located in Bristol, Virginia. Virginia? Yes, Virginia. There are two Bristols, one in Tennessee as well. If you enjoy country western music this is your chance to visit the town in which it was born. There are various lunch spots in town for you to choose from.



Following your lunch, you'll hop back on the bus and be taken to Tiny Roberson's Moonshine Distillery for a tour of his moonshine making business. Tiny's "Award-winnin' Mello-Moon Shine is sure to please any of y'all good enough to give it a sip!" Made in the tradition of Outlawed White-Lighen' his MelloMoon Shine is quite popular.

We're planning on a driving cruise of the historic Daniel Boone Trail for those who want to exercise their cars on the wide-open road. Our Street Legends cruise will entail a drive to downtown Kingsport with a visit to Bella Fina Chocolate to tour the chocolate making facility on Saturday July 2nd. The founder and owner of Bella



Fina Chocolate, Brenda Barnicki, has agreed to open her shop up just for us so our members can shop and browse her establishment where she makes some of the finest chocolates available. Pop the hoods on your car because there will be an in-town mini car show and our cars will be front and center.

The Kid's Make and Take Model Build Off is gaining in popularity at our conventions. Thursday, June 30 will be the Build Off coordinated by Mr. Little GTOs himself, Tim Sickle. There is limited space for this event. If you desire to have your child participate, I suggest you register early.

There are two non-GTOAA sponsored events going on in Bristol next door to the speedway the week of the convention that should excite our members who like to drag race and autocross. One is Bristol Drag Way, aka Thunder Valley. From Thursday June 30 to July 3, the Gamblers Challenge Drag races will take place. The schedule for 2022 is not out as of this writing, however if you'd like more information on this event, you can call the promoter, Jared Pennington at 205-612-3502. Check out the website www.worldfootbrakechallenge.com for information on this event once the site is updated.

The autocross event will offer our members who desire to compete the opportunity to participate in the Eastern Tennessee Region's SCCA event. Visit www.etrscga.org for more information or contact Jeff Cox via e-mail at jcox07@comcast.net if you want more information. Both of these events are not connected with the convention, however for our members who like to race, those events will offer you an additional incentive to attend.

Rooms at the host hotel have filled up very quickly since reservations opened on July 20. Some have reserved multiple rooms for family and friends. We ask you register for the

convention as soon as possible so we know those rooms will be utilized. Those who reserved a room but are on the fence whether to attend the convention or not we ask you to release your room ASAP if you find you will not utilize it.

I've provided you a brief overview of what you can expect at the 2022 National Meet. There will be much more information on our events upcoming. As always, the schedule of events is subject to change. Any deviations from the current schedule will be announced.

Hope to see you there!

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The individual who enrolls the most new GTOAA members from June 16, 2021 through June 15, 2022 will receive:

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



More Info: publicrelations@gtoaa.org

DEPARTMENT OF CONVENTION CORRECTIONS

POPULAR VOTE 1968-69
MODIFIED GTO COUPE

In the September issue, we mislabeled Nicholas Enright's 1969 GTO as 2nd place in the Popular Vote 1968-1969 Modified GTO Coupe class, when in fact he tied for 1st place with Anthony Enright.



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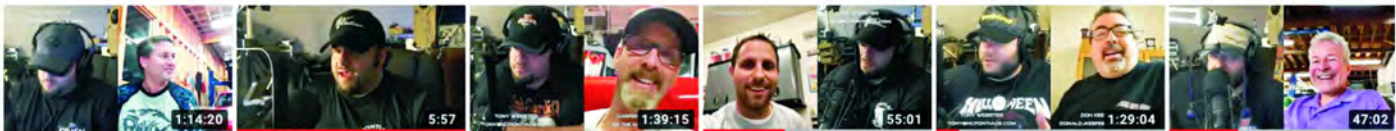
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"Chief of the Magazine" Don Keefe! 1:29:04

Norwalk Racing Profiles: Bruno Beltrame 47:02



Joe Jackson - Classic Pontiac Rescue - June 2020 36:40

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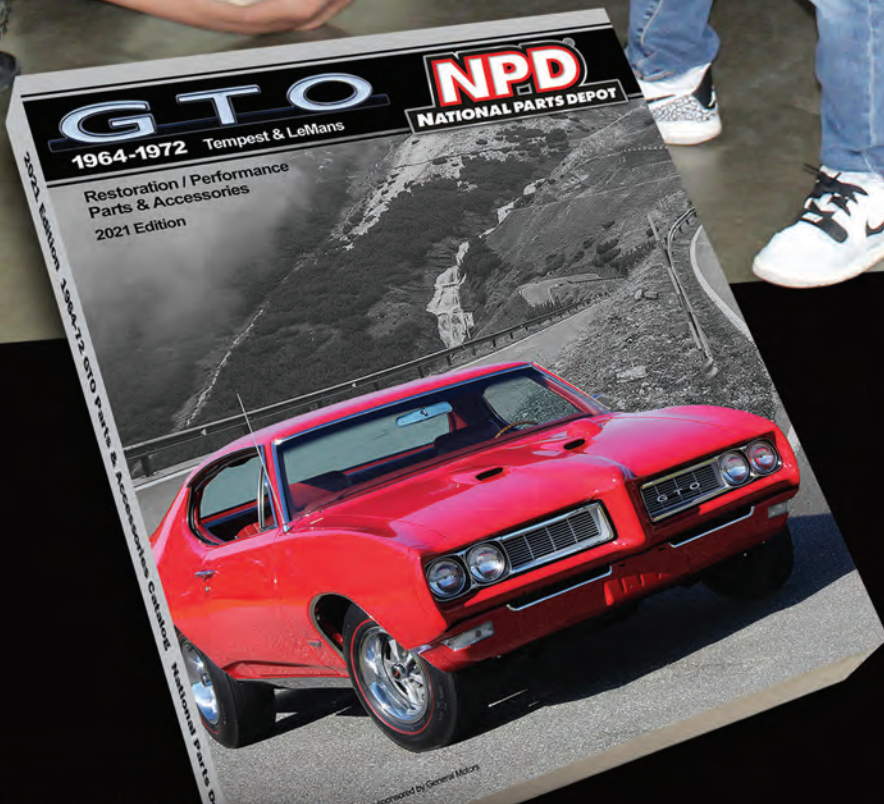
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2022 GTOAA Convention Car Show Info

JUNE 28 – JULY 2, 2022, KINGSPORT, TENNESSEE

General Info

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

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

Concours Information

Concours entries must tech-in and be in place in the Convention Center by 4:00 PM, Wednesday, June 29. Concours judging starts 7:00 AM, Thursday, June 30. **Indoor cars** must have less than 1/4 tank of gas and battery must be disconnected. **No tire dressing or detail sprays of any kind may be applied inside the Convention Center.**

Only GTOs, GT-37s, and 1964-1972 A-bodies (Tempest & LeMans) can enter Concours classes. 1974 Venturas that promote a GTO image may compete in the Concours Competition Modified Class (race cars) only.

Cars in all Concours classes (except Competition Modified) **must provide documentation from Pontiac Historical Services** indicating that the car is an authentic GTO / Judge / GT-37. Concours cars must remain inside the Convention Center until Sunday morning.

Concours Class Descriptions:

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

Factory Original (Unrestored): This class will be judged on the car's originality and condition. Originality will be determined from the body identification and production codes. Condition will be based on cleanliness and amount of wear. Only original or GM maintenance

parts are eligible to receive full point credit. Use of aftermarket or reproduction parts will be grounds for full point deduction. Cars in this class should have a majority of original paint, upholstery, and chrome plating.

Modified & Competition Modified:

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

All Concours questions:

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

Popular Vote Information

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

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

All cars must complete tech-check-in. Popular Vote tech-in **must be completed by 5:00 PM, Thursday, June 30.** There is no tech-in on Friday, July 1. No exceptions.

If you do not complete tech check-in by **5:00 PM Thursday, June 30**, your car goes into Street Legends display only.

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

See the Popular Vote Classification Chart to determine if you should enter as Stock or Modified. Make sure you enter the proper category for your vehicle. If your car has to be placed in a different class upon arrival because the information you provided is incorrect, there

may not be sufficient parking space in the proper class.

This also applies if you bring a different car from the one originally registered. Every effort will be made to accommodate such situations, but if you show up with flames on a car entered as Stock, there may not be a space for you in the Modified category.

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

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

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

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

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

All Popular Vote Questions:

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

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

Original Owner Display

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

For an Original Owner application, contact Tom Oxler before May 1, 2022 via e-mail at toxler@prodigy.net or call 636-928-5548.

GTOAA Popular Vote Classing Chart Revised for 2022

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

Note: to enter your proper PV class for year and body style, you must register by **June 15, 2022**. Entries after June 15 will enter as Street Legends (display only). Register early! You must complete PV tech-in by 5:00 PM Thursday, June 30. No exceptions. The Popular Vote show takes place Friday, July 1, 2022, from 9:00 AM until 1:00 PM.

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

2022 GTOAA Convention Registration Form

June 28 - July 2, Kingsport, Tennessee



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

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

All cars must be registered by **June 15, 2022**.

Cars registered after June 15, 2022 will be entered as Street Legends, a display only class.

Name _____

Street Address _____ Email address _____

City _____ State _____ Zip Code _____

Home Phone _____ Cell Phone _____

Spouse's name (if attending) _____ Spouse's cell _____

Names of others attending for badges _____

GTOAA Membership Number _____ (must be current)

Chapter Affiliation _____

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

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

Year _____ Model _____ Body Style _____ Color _____

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

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

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

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

Concours: Restored Stock Modified Unrestored Original Competition Modified

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

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

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

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

Cars that have received Original Owner recognition awards at previous conventions or those receiving the award this year may choose to park in a special space reserved for such vehicles. To apply for Original Owner certification this year, contact Tom Oxler toxler@prodigy.net by May 1, 2022.

Convention Contacts

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

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

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

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

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

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

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

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

Activities – John Johnson 573-581-8013, johnjohn@midamerica.net

2022 Convention Fee Schedule & Activity Selection Form

Meet Registration (required)	GTOAA member	\$70 per family	\$ _____
Meet Registration (required)	non-GTOAA member	\$80 per family	\$ _____
GTOAA Membership (If entering a GTO or A-body) and dues not current		\$35 per member	\$ _____
Vendor Spaces outdoors 10 x 20 (convention registration not required)		QTY _____ x \$25	\$ _____
Vendor Table indoors (per 8-foot table) (convention registration not required)		QTY _____ x \$100	\$ _____
Concours Car indoor parking (limited to 80 cars)		QTY _____ x \$110	\$ _____
Concours Car outdoor parking (unlimited)		QTY _____ x \$80	\$ _____
Popular Vote or Street Legends car entry		QTY _____ x \$25	\$ _____
Original Owner Car (must be pre-approved by GTOAA - see Car Show Info page)		QTY _____	\$ <u>FREE</u>
Trailer Parking space		QTY _____ x \$25	\$ _____
Official Event T-shirt #___S, #___M, #___L, #___XL		\$20 each	\$ _____
Official Event T-shirt #___2XL, #___3XL #___4XL		\$25 each	\$ _____

Wednesday, June 29 Activities

June 29, 9:15 am – 3:30 pm Bristol Motor Speedway Tour and Track time (includes lunch)
 Driver QTY _____ x \$100 Passenger/Spectator QTY _____ x \$50 by Bus QTY _____ x \$75 \$ _____

Thursday, June 30 Activities

June 30, 9 am – 2 pm Bus Tour Birthplace of Country Music Museum & Tiny's Distillery
 does not include lunch QTY _____ x \$ 50 \$ _____
 June 30, 8 am – 4 pm Daniel Boone Trail Driving Cruise (includes lunch) (limit 25) QTY _____ x \$ 25 \$ _____
 June 30, 2 pm – 4 pm Kids Make & Take model building (limit 20) \$ FREE

Friday, July 1 Activities

July 1, 3 pm -- 5 pm Ladies Candle Making Workshop (limit 25) QTY _____ x \$ 20 \$ _____
 July 1, 7 pm -- 11 pm Indoor Parking Lot Party (cash bar & cash food) \$ FREE

Saturday, July 2 Activities

July 2, 10:30 am – 2:30 pm Street Legends downtown Kingsport cruise & open car show \$ FREE
 July 2, 10:30 am – 3:30 pm Bus Tour Birthplace of Country Music Museum & Tiny's Distillery
 does not include lunch QTY _____ x \$ 50 \$ _____
 July 2, Awards Buffet, Happy Hour 5 pm, Dinner 6 pm, Awards 7 pm (cash bar)
 Includes salad, soup, chicken, steak, salmon, vegetables, pasta, dessert, tea, coffee QTY _____ x \$ 50 \$ _____

Total \$ _____

Pay by check: make payable to GTOAA
 Pay by Credit Card: ___Visa ___Master Card ___Discover
 Name on Card: _____
 Card Number: _____
 Expiration Date: _____ Security Code: _____
 Signature: _____

Mail To:
 GTOAA Meet
 PO Box 455
 Timnath, CO
 80547-0455

Not sponsored by GTOAA but happening concurrently with the convention, there will be **drag racing** at Thunder Valley (near Bristol Motor Speedway). Check out <https://worldfootbrakechallenge.com> or call Jared Pennington 205-612-3502.
 Also, Eastern Tennessee Region SCCA will have an **autocross event** at Bristol Motor Speedway at the same time. Check out www.ETRSCCA.org or e-mail jcox07@comcast.net for more info.

Refund policy: All fees are refundable if cancellation is received prior to **June 5, 2022**. Refunds will be made after the convention concludes.

From Caddy Daddy To GTO Joe



story Joe Barone

photos Bob Axtman

My first encounter with a GTO was in the summer of 1977 when I was ten years old. I was playing with my friends in front of my house in Brooklyn, New York, when Brian, one of the older kids in the neighborhood, pulled up in his white 1970 GTO. He spoke to a couple of his friends who were sitting in a parked car for a moment, and then did this awesome burn-out as he left, leaving a huge cloud of smoke in the air and two rubber stripes on the asphalt about thirty feet long.

That was the coolest thing I had ever seen up to that point in my life! Since that day, every time my friends and I saw Brian cruising around the neighborhood, we would ask him to do a burnout for us. He would always smile at us and then stomp on that gas pedal and unleash pure Pontiac hell!

Fast forward to 1997. I'm married, have twin daughters, and live in southern New Jersey. I had just bought a home with a two-car garage attached to it. Since I had always loved cars growing up, I told my wife that I wanted to buy an old car as a project to keep my head clear when I wasn't working the eighty or so hours a week in my pizza shop.

She gave me the OK but told me to buy something the whole family could enjoy. I went out to the local "classic car dealer" and found a big old 1976 Cadillac Eldorado convertible that was affordable, and certainly big enough for the whole family to enjoy.

Over the next eighteen years, I cruised around with the family and learned how to do many repairs on old cars. I restored that Caddy, joined the High Octane AACA car club, went to shows and cruises, and made many new friends that shared my passion for old cars. A few of the members in the club were also members of the Delaware Valley Old Goat Club, a GTOAA chapter, and would bring their GTOs to some of the shows.

Whenever I saw a 1970 GTO at a show, it would always bring back memories of Brian doing those fantastic burn-outs! In 2015, with the children all grown up and showing less interest in cruising around with daddy in the Caddy, I decided to sell the Cadillac and buy a GTO.

In early spring of 2015, with the Cadillac sold, I started the search for my GTO. I figured I would start close to home and work my way farther out into other states as needed. My search took me all over the state of New Jersey to look at cars for sale.

I found a few, but from the research I had done, there were considerable questions as to what was true about them and what was not. A few phone calls to members of the Old Goat club verified that some sellers were not being exactly truthful. Their help and extensive knowledge on GTOs really helped me steer clear of the cars that were not truthfully advertised.

In late March 2015, I came across a 1970 GTO for sale at Old Forge Motorcars in Lansdale, Pennsylvania. When I went to look at it, the salesman was very honest with me. He told me it was part of a twenty-two car collection, and that the owner was selling two cars at a time. A check of all the numbers told me that it was a numbers-matching car. It was clean and rust-free as advertised, but had been poorly repainted in Cardinal Red, which was not the original color. With a little negotiating, I bought my GTO and took it home.

After going through all of the paperwork that came with the car, including the build sheet, I found out that the car was built at the Pontiac plant in Fremont, California, and was sold new at Jules Meyers Pontiac on Santa Monica Boulevard in Los Angeles. The original color was Granada Gold with a Sandalwood interior. It had the 400 engine, TH 400 automatic transmission, power brakes, air conditioning, and a bench seat.

The first owner kept it until 1975. Then it was sold to another person who lived in California. He kept it until 1988, then sold it to Duffy's Classic Cars in Cedar Rapids, Iowa. They repainted it to "resale red" and sold it to the collector from Pennsylvania. He kept it stored in a warehouse with his other vehicles from 1988 until 2015.

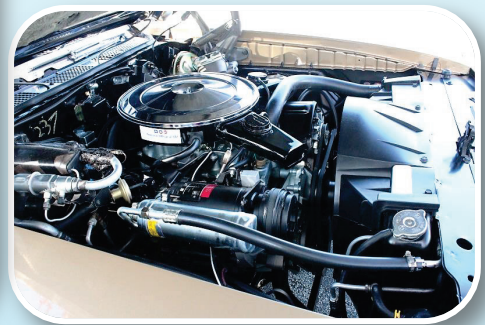
After buying the GTO, I joined the Delaware Valley Old Goat Club within days. By doing this, I made more new

friends in the car hobby, and they guided me with tips and answers to any questions I had.

I drove the car for about a year, then decided to do a frame-off restoration. I disassembled as much as I could in my garage, along with my son-in-law Cameron and my nephew Nicky. We bagged and labeled everything we could and took hundreds of photos. Then we had the "remains" towed to my good friend Wayne "Smitty" Smith at Linden Auto Body in Lindenwold, New Jersey. Smitty and his crew had done exceptional work on my Cadillac, so I knew they would provide quality work and not cut corners on my GTO.

None of the body panels needed to be replaced, nor did the floors or trunk. They just needed some massaging from about forty-five years of dings and dents. Ben Nicoletto, Ronnie O'Drain, and Dave Gilfillan disassembled what was left of the car and put it on a rotisserie.

They went to work on it, stripping the paint down to the bare metal. Then they straightened out the body panels and removed old body work. In the meantime, the engine was sent to D & F Performance in Berlin, New Jersey, where it was completely torn down. They worked their magic on it, boring it 0.30 over. They rebuilt it with forged pistons and rods. They reworked the heads using hydraulic lifters and other goodies. A hotter camshaft was installed, and the crankshaft was polished. The original distributor was re-



placed with a new electronic one. The transmission was rebuilt by AC Transmissions in Berlin, New Jersey. They installed a shift kit and a converter with a slightly higher stall speed.

Once the body was perfected, Linden's master painter Bob Crease painted the chassis, underbody, firewall, and fenders the correct shade of black. He also did the inner fenders, radiator support, and other various parts. Then he "poured" the Sikkens Granada Gold paint on it and added coat after coat of clear until the metallic in the paint jumped out and glistened in the light. Then it was wet-sanded time and time again, until the result was none other than spectacular.

I had cleaned and bead-blasted many of the small parts including nuts, bolts, and brackets, and had them ready to be re-installed. All of the old wiring was replaced with new. The dash was sent out to Just Dashes in Van Nuys, California where the dash pad and all the gauges and trim were restored beautifully. After the body was painstakingly put back together, the car was taken to Moorestown Upholstery where the guys there installed a beautiful new interior supplied by Legendary Interiors.

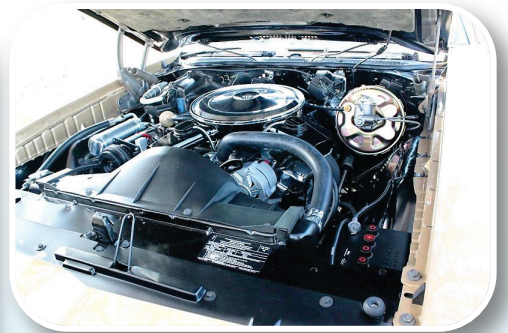
For those of you not familiar with it, the Sandalwood interior in 1970 was two-toned. The dash, carpet, and lower door panels were Saddle and the rest of the interior was

Sandalwood. This looked great with the new "earth tone" colors popular in 1970. Even though I added some options to the car while doing the restoration, I stayed true to the original theme. I added the correct hood tach, rear spoiler and the correct "eyebrow" graphics to the outside of the car. I also included the three spoke wood steering wheel to the inside. That really looks great with the Sandalwood interior.

The car was finally finished in the spring of 2020, and its maiden voyage was something I will remember for the rest of my life. The sound and pull of the engine and the feel of that wood steering wheel in my hands really made me envious of the guys that bought these powerful beasts brand new in 1970 and drove them every day.

New cars today might drive better, handle better, and accelerate better, but there is just a special feeling that I cannot explain when driving an old classic car. People that drove them back in the day and drive them now know exactly what I am talking about. It's probably also the thoughts that go through my head when driving it that also make it special.

My brother-in-law has a 1971 Plymouth GTX, and my nephew has a 1971 Corvette. I guess I'll do a lot of cruising and shows with them every summer. Oh look, there's some kids playing. Maybe I should do a burnout.....





Membership FAQs

Beth Butcher, Membership Coordinator
membership@goaa.org

MEMBER # 0012345 EXPIRATION: Dec 2021

Your Name
Your Street
Your Town Your ZIP code

I always get a lot of e-mails, phone calls, etc., with questions about membership numbers, membership cards, expiration dates, why my check mailed on the 15th did not get my membership updated, and so forth. Here are some answers to those questions:

Q: What is my membership number?

A: On each and every magazine that you receive your address label gives you your membership number. (See above right.) It is just above your name on the address label, so you can always look at your magazine to tell what your number is. Also you need to know that we never give away your old number – even if you have not been a member for a number of years when you rejoin just mark "renewal" – we will find your old number and use it again. I check every new membership to make sure that it is not just a renewal, and many of them are.

Q: How can I tell when my membership will expire?

A: Your magazine label gives you all kinds of information including your expiration date. That month and year is on the same line as your membership number -- just to the right of it. You are essentially expired when you receive the magazine with that month and year on it.

For example, if you expire in June you would have received your June *Legend* at the end of May and you have until approximately the middle (15th) of June to get your renewal in so as to not miss July's issue which will be mailed about the 20th of June. You will receive two renewal notices notifying you that your membership is about to expire, the first is mailed two months prior to expiration and the second is mailed at the same

time as your last magazine. It also really helps if you return your renewal card or envelope flap with your payment as this then gives us a hard copy to reference if questions come up later. If you have an e-mail we will also send two notices to your e-mail address following the same schedule as for the mailed notices.

Q: Will you send me back issues if I get my membership in late?

A: Unfortunately due to the difference in the cost of postage and processing past month memberships we do not send back issues or backdate your renewal. We send out the magazine bulk mail second-class and the only way we can send previous issues out is First Class in an envelope. You can order previous issues through the Club Store if you don't want your collection to be incomplete. Your renewal, if past due, will be updated to the month that it is received and you will receive your year of the *Legend* from there.

Q: I just renewed or joined and still have not received my new membership card, when will I be receiving it?

A: When we switched the membership processing to Timnath, I had to make some changes in the way things are processed in order to use our mailing permits. If your new membership or current renewal is received by the aforementioned 15th of the month, you will receive your updated or new membership packet about the same time you receive your next/or first magazine. I am not able to send out updates every week, as I have to batch and use the mailing permits.

We also do the renewal cards on the computer, and I print them out in batches

as well. If you renew two months early you will not receive your new membership card until the month that you actually expire, when I process that month's new members and renewals.

Q: I am a "snowbird." Does the Post Office not forward my magazine?

A: I have checked with the Postal Service, and their policy on "temporary" address changes is that the Post Office will not forward mail for those "temporary" address changes. Therefore, you must have your address changes to me by the 15th of the month so that we can get your magazine sent to the correct address. Address changes can be sent to GTOAA, PO Box 455, Timnath, CO 80547 or membership@goaa.org.

Q: Why does the Postal Service not forward my magazine – I filled out the forwarding form.

A: Because we mail second-class bulk mail, the Post Office does not forward. It is therefore very important that you send us your address changes – and note on them as to the effective date. We will do our best to get your address updates processed and get you your magazines, but you need to help us out. You can send your address changes to the membership e-mail (membership@goaa.org), or to PO Box 455, Timnath, CO 80547-0455 before the 15th of the month and we will get them updated before the next mailing.

Q: Why do you not update the address changes I make on my renewal card – for example, spelling out Street, Avenue, Court, etc.?

A: All of the changes that you request on your renewal card are exactly what I

put in our database. However, when our mailing service runs it through the Postal Service address database, it makes changes and shortens such things as Street, Avenue, Court, etc., to their abbreviation system. It also may change the name of your town, highway, county road, etc., to what their system says it should be – no matter how many times I put it in the way you want it in our system, the Postal Service address database will make the change. So please understand this is beyond our control.

Q: Why do we ask you for your phone number?

A: There are a number of reasons why your phone number is important to us. The first being if we cannot read something on your membership or renewal application, secondly if we have a problem processing your credit card or check, thirdly if we get your new member or renewal packet back and have to verify your address, and last but not least if we get your renewal card back saying “addressee unknown unable to forward.”

I know many of you prefer not to share your phone number – but we really do need it. We **do not** sell or share your address or phone information with anyone other than our own members.

Q: Why did my wife, son, daughter, etc. get dropped from Associate Membership status?

A: In order for someone else to be an Associate Member you must pay the \$5.00 per person each and every year when you renew. If the renewal check comes in at \$35.00 then only the first name listed on the renewal card will be credited with that membership. Add \$5.00 to continue an associate member.

Q: Why is my e-mail address not enough if you need to contact me?

A: If your e-mail is not blocked, filtered, or changed from what we have on file -- it is fine. However, 90% of the time when I try to contact someone via e-mail to verify an address, I do not get a response. The only time e-mail seems to work is if you have sent me an e-mail and I am responding – then it seems to get through. Therefore, even though e-

mail is cheaper than a phone call, if I don't or can't get a response, it won't work. **If you update your e-mail info every time you switch providers or change your e-mail address, we will have better contact info in our database. This is very important.**

Q: Why did my Associate Member at another address not get a magazine?

A: Only one magazine is sent per membership including associates and we do not send membership cards or magazines to multiple addresses. Therefore, if your membership includes an associate, everything will be sent to your membership address only.

Q: Why did I miss a month of the magazine when I mailed my check before the end of the month?

A: If you will note on your membership renewal notice the very first line reads that memberships must be **received by the 15th** of the month that they expire to be renewed on time. In order to have the magazine make it to your house during the first week of the month of that issue, we must mail by around the 20th of the previous month.

Therefore, if your membership expires in January, I must receive your renewal by the 15th of January for your membership to continue, because February's issue will be mailed by the 20th of January, and you have already received January's issue along with your final renewal notice.

Q: Why does my magazine take so long to get to me?

A: I receive many phone calls and e-mails about late magazines. In order to keep our postage costs down we mail under a second-class permit. The Postal Service has a 21-day window for mail to get to the recipient, and we generally mail the week of the 20th-25th. Once the magazines leave the printer we no longer have control over the delivery.

All of the magazines are zip code sorted, bundled, and bagged when they leave our printing company. When they get to a distribution center, things get broken apart and sent to local post offices. This is where the problems can

sometimes occur. We have no control over delivery dates. If you consistently receive your magazine late, you must contact your local Post Office for answers to these questions.

We now send *The Legend* in a protective plastic wrapper, so that should alleviate any damage problems you may have had previously.

Q: Why is there a charge to renew with a credit card?

A: Whether you renew by sending in your renewal postcard or do it online via the website, we have to pay the bank processing fees to process that credit card. If you will note on the back of your renewal card it states, “A bank processing fee will be added to credit card transactions whether sent in with the renewal card or done on-line.” We are not able to absorb the cost of that convenience for you, and it also would impact our other members who pay by check where we are not charged that fee.

Q: Why is there an extra charge to renew or join online?

A: In order to process the online credit cards we again use the bank's systems and we are charged a fee for that processing of your credit card information. It is just like the bank fees that we pay if you send the credit card information directly to us. We again are not able to absorb the cost of that convenience for you (please see above).

Q: Why did my online renewal not go through?

A: You will receive an e-mail once you fill out the application, and we receive the credit card confirmation e-mail reflecting that your payment has completed. If you receive a transaction error or transaction declined e-mail, that means that the credit card payment did not process and we will not either start or continue your membership. Please check with your credit card company if you continue to have problems as this is out of our control. I will also receive the completed transaction e-mail and will then continue or start your membership based on our 15th of the month processing dates.

[Http://www.customautoapparel.com](http://www.customautoapparel.com)

**GTOAA CLUB
STORE!
412-678-8402**

EMBROIDERED APPAREL!



NEW!

CHECK OUT THE WEBSITE FOR MORE APPAREL!



**TEE SHIRTS
\$20.00**



**HOODED SWEATSHIRTS
\$36.99**



**3 SEASONS JACKET EMBROIDERED
FRONT & BACK \$130.00**



**DENIM SHIRTS
\$32.00**



NEW!

\$40.00

COOL N DRY SHIRTS



**TOSSEL CAP
\$15.00**



SKU:113



**SWEATSHIRTS
\$32.00**



**SKU:58
\$20.00**



SKU:112



PRINTED APPAREL!



AMERICAN MUSCLE

\$20.00



TRADITION OF PERFORMANCE

\$20.00



**Ladies Cardigan
Sweater \$35.00**

LEGEND LIVES

\$20.00



NEW!

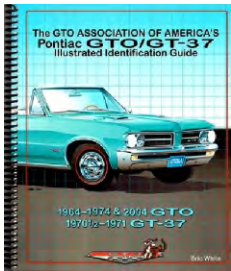


GTOAA CLUB STORE!
412-678-8402

**NEW COLOR: SKU:
 BLACK CHERRY RED**



NOW AVAILABLE AT THE GTOAA CLUB STORE!



ERIC WHITE IDENTIFICATION GUIDE



EVOLUTION TEE SHIRT \$20.00



DISCONTINUED!



SKU:103



SKU:ROYAL



SKU:101

TEE SHIRTS \$21.00



SKU:102



CHROME EXTERIOR DECAL MEASURES: 6 1/2 WIDE-1 3/4 TALL \$4.00



Measures: 4 1/2 wide-1 3/4 tall INTERIOR DECAL \$4.00



SKU:104



SKU:105



Measures: 2 tall- 3 1/2 Exterior Decal \$4.00

HATS \$21.00 EACH



TOTE BAGS \$20.00



SKU:106



GTOs FOR SALE

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**



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**



68 GTO, numbers matching, Nordic blue, perfect Parchment interior, 400 cid 4-bbl, 40K on stock rebuild, TH400 Dual Gate automatic, wood/tilt steering wheel, AM/FM, Rally IIs, hideaways, cruise, hood tach, headrests, PDB, PS, 8-track, AC, built Fremont, CA, licensed CA and AZ, no rust. Paint brilliant with few blemishes. \$35,000 Sandee Corbin 520-591-4464 #11417 **nov**



69 Judge, Carousel Red/black interior, console, matching numbers, Ram Air III, 400, hood tach, M21 4-speed, 3:55 rear, 3rd owner, #2 auto, PHS papers, 69k miles, garaged, window sticker, etc., excellent condition, asking \$79,800. Jerry Tanzi e-mail imc@hub3.net or 209-532-0855 or 209-402-2837. Serious Inquiries only. #17276 **nov**

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 \$45000 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**



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

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,

Ad Guidelines

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

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

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January issue deadline is Nov. 15

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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 400/335 HP. Prefer 4-speed but am open to automatic. Andrew Gibbons 203-859-2501 e-mail 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 larryweiss@gmail.com. #21418 **dec**

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: 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**

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 emblem 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 Dillard e-mail: 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 2 piece cover \$45, convertible rear courtesy lights \$45, automatic shifter \$325, dash gas gauge \$45, clock light harness \$35, directional cancel cam \$30, tilt directional switch \$50, engine grounds \$35. More! Greg Spreitzer 440-382-8161, e-mail nightdaygp@yahoo.com #7902 **jan**

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

65-70 GTO parts: 65-68 GTO original GM Rally I & 71-77 Honeycomb lug nuts, stainless steel capped - set of 20, \$40 nice; 68-70 GTO

(2) original GM Rally II wheels, JK code 14x7, sandblasted, primed, excellent condition \$100 each; 68-70 GTO & Judge (2) original GM Rally II wheels, JA code 14x6 sandblasted, 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 V-8 motors (except 307) 1960-77; Vintage Accel 30102 dual point distributor for Pontiac V8, excellent condition \$50. Buyer pays shipping. Wally Obermann 715-614-2903 cell or e-mail wallyo@nnex.net (WI) #5519 **dec**

69 Ram Air IV engine, code WW standard bore block #9792506, standard crank, 722 heads are fresh and ready to install, exhaust manifolds, correct 1111941 distributor, valley, oil pan, timing cover. No carb. \$16,500. Scott Skinner 423-295-5719 (TN) #9043 **dec**

2005-06 NOS GTO hood & pad & scoops \$900, many used late model parts for sale. Jim Witowski 219-879-2195 (IN) #6367 **jan**

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 restored tail panels, have several, call for prices, Tom Rubinate, 480-390-9058, e-mail trubinate@yahoo.com #6445 **dec**

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

Parts for sale: Stock new SAP grilles w/clips in factory box \$945; new left side black SAP side skirt/rocker w/end cap \$575 plus shipping; 2004 engine compartment factory pbm hood w/o scoops like new to mint \$925 you pick up; one 2004-2006 18" factory stock wheel excellent - like new \$500 plus shipping; Barry Grant Demon double pumper carb like new \$525 plus shipping; pair chrome 389-421 valve covers with tall oil fill tube excellent condition \$325. J D Patterson 720-319-6478, e-mail agentjoo4@yahoo.com (letters oo not zerozero) #12624 **nov**

For Sale: five 14x7 Rally II wheels for 69-75 Firebird and Grand Prix: four are code JK, one is code KS, refurbished with correct colors

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

GTO/Pontiac parts: liquidating 30+ years of parts from collecting, restoring and helping restore Pontiacs from about 1962 – 1972 including Grand Prix, Bonneville, Catalina, 2+2, GTO, LeMans and Tempest. A few early Firebird and Trans Am parts, but you won't find many unless the part interchanges with A-body or B-body cars. Bob Vidan 360-693-7487, www.zboosnwpontiac.com #3538

PARTS WANTED

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 nov

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 overdrive, fiberglass hood, fenders, bumper, etc., 15x8 Rally II wheels. I have some interesting parts to trade including RA, HO, SD engine parts (intakes, heads, blocks, rods), 88 Fiero GT engine, Ram Air system parts, 1978 WS6 TA gold wheels, Turbo TA wheels, other miscellaneous parts for GTO, Firebird, Trans Am, and Fiero. Lynn Johnson 636-359-1028 6:00 PM - 9:00 PM Central M-F, Noon - 8:00 PM Sat/Sun or lynnj@centurytel.net #18863

Wanted for 70 GTO: 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 73 GTO: AM-FM radio for a 1973 GTO. Steve Ollerich (South Dakota) 605-940-4227 #19718 nov

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- '69-'70 Mercury Marquis
- '66-'67 Oldsmobile Toronado
- '67-'68 Pontiac Grand Prix
- '68-'69 Pontiac GTO

Contact

DICK SMART, 260-438-8829
dicksterssmartypants@hotmail.com
DickstersSmartypants.com

Wanted for 74 GTO: rear bumper. Steve Ollerich (South Dakota) 605-940-4227 #19718 *nov*

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

SERVICES

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

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MISCELLANEOUS

66 GTO manuals: 1966-67 Tempest Part Number Service Guide, 26 loose leaf pages part #'s and illustrations. Original 1966 Body By Fisher Body Service Manual, front cover torn, about 1-1/2" thick. 66 original Pontiac Chassis Shop Manual, used, about 1-1/2" thick. 1966 original Tempest Chassis Shop Manual. Appears to be NOS, unread, About 1-1/2" thick. Huge reprint 1966 Pontiac Chassis Parts Catalog and Body Parts Catalog. In FOMOCO hard cover dealer parts dept. covers. Total weight of all 5 items, 25+ lbs. \$150, can deliver free to Hershey. Roy Duffield 609-828-8537 (NJ) #13888 *nov*

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 #21250 *mar*

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

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

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

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

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

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

UPCOMING EVENTS

EVENT LISTING GUIDELINES

Maximum 50 words

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

January issue deadline is Nov. 15

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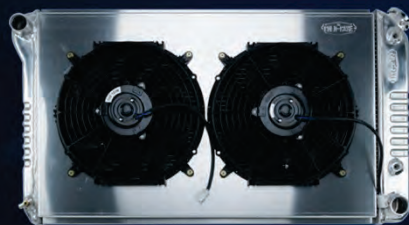
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Is Your Info Correct?

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