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## OFFICERS & STAFF

### President

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

### Membership / Magazine Mailing

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

### Legend Editor / Board Member

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

### Tech Advisor Admin / Board Member

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

### Popular Vote Chairman / Board Member

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

### Concours Coordinator / Board Member

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

### Original Owner Program / Board Member

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

### Corporate Secretary/Treasurer

Beth Butcher 970-493-3932

### Concours Administrator Restored/Original

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

### Concours Administrator Modified

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

### Concours Administrator New-Gen

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

### Convention Coordinator

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

### Scale Pontiac Coordinator

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

### Chapter Coordinator

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

### Commercial Advertising Coordinator

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

### Public Relations Coordinator

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

### Social Media & Technology Manager

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

### Club Store (Custom Auto Apparel)

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

## TECH ADVISORY STAFF

Tech info online: visit [www.gtoaa.org](http://www.gtoaa.org), click on "Tech Advisors"- links to PY Forums

### Tech Advisor Administrator

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

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

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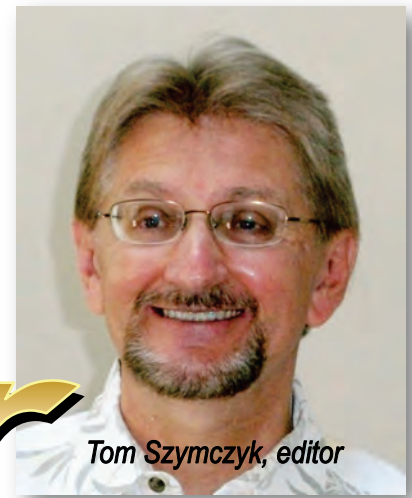
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# 1st Gear



Tom Szymczyk, editor

## Tattoos?

No, not Herve Villechaize yelling, "Mr. Roarke, de plane, de plane!" The other kind, done in ink, on your skin. A member suggested that we consider running some photos of GTO-related or Pontiac-related tattoos much like we do with our series of GTO vanity license plates, "GR888 PL888s." (Check out the February 2022 issue for the most recent batch of those.)

Let's see if we can make this happen. We'll need digital photos of your ink, at least one megabyte per picture so we get good definition in the image. We don't want you to blur or pixilate in print. You can probably do this with your cell phone provided the resolution is set high enough. My five-year-old, cheap Samsung phone takes two megabyte pictures, so I'm sure your fancy-smancy iPhone Whatever can do it.

E-mail your tattoo images, along with your name and GTOAA membership number, to [goatguytom@aol.com](mailto:goatguytom@aol.com). Once we get enough to fill a page, we'll run them in a future issue. It will be interesting to see what we get.

## Event Listings

One of the benefits we offer to chapters is free listings in our Upcoming Events section of the classifieds. We list shows, cruises, or swap meets run by our chapters, or any Pontiac-related event run by any organization. Just write it up, 50 words or less, and e-mail it to [goatguytom@aol.com](mailto:goatguytom@aol.com). Dead-

lines and guidelines are posted at the end of the Upcoming Events section each month. This year's show season should be getting revved up as you read this, so get your Pontiac events listed ASAP.

Speaking of upcoming events, I will put in my monthly plug for our convention in Kingsport, Tennessee. Starting on page four this month, GTOAA prez Vic Schreck details our list of guest speakers for this year's Meet. And a fine lineup it is. Make sure you fit as many of these seminars and presentations as possible into your schedule. I'm sure you will enjoy them.

## Monthly reminder...

*The Legend* is a publication of the members, by the members, and for the members. So feel free to add your two cents -- articles, reports, and stories from the membership are what this newsletter is all about. People always ask for "more tech articles" so it would be great if we could get them. That's up to you. You write 'em, we'll print 'em.

Would you like to become a contributor? Just let me know. My e-mail address is [GoatGuyTom@aol.com](mailto:GoatGuyTom@aol.com) and my office phone number is 856-439-0314. Feel free to call anytime from noon to midnight Eastern Time. As they say on TV, operators are standing by. Our call center is in the USA. Well, New Jersey, anyway.





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*Vic Schreck*

Each year we welcome guest speakers to our convention. Over the years, those speakers have educated and entertained us with their experiences and stories of a bygone era that many of us hold sacred. They are donating their time to attend this year's convention to present information that our members may find beneficial. The seminars are free for registered attendees. I encourage you to join in one or all of the sessions. I'd like to provide a brief introduction to this year's lineup.



**John Kraman**

John Kraman was raised in car crazy Los Angeles during the 1960s where his dad sold new Pontiacs and Oldsmobiles. He never grew out of his early obsession with cars and bought his 1964 GTO hardtop in July 1976 at age 19 and still has it today. He joined Mecum Auctions in 2006 as the Consignment Director and also serves as the TV Commentator/Analyst on *MO-TORTREND TV* since 2008. While Pontiacs are his first love, he has plenty of interest in other makes and models too. In addition, he has a 6-motorcycle

# Gearbox Chatter

## Convention Guest Speakers

collection and handles guitar/vocals in the classic rock power trio Redline 7000. John will be speaking as an insider about **how auctions work and the impact of our favorite muscle car, The GTO, on the current collector market.** John's Seminar will take place Thursday, June 30, at 10:00 am in the Crockett Room.



**Jim Mattison**

Jim's contributions to GM are legendary. Jim is the founder and owner of PHS Automotive Services (Pontiac Historic Services.) A life-long resident of the Detroit area, Jim has spent his entire career in the automotive arena. Starting right out of high school, Jim went to work for Chevrolet Division as a co-op student at Chevrolet Central Office in Detroit. In 1968 he became a member of the Fleet & Special-Order Group (COPO), a group within the Chevrolet Sales Department. He was involved in the marketing operations and scheduling with the assembly plants on all special-order Chevs, including the famed 427 Camaros, Chevelles, and ZL1s.

His love affair with Pontiac began when they released the GTO in 1964. "A friend had one and I'll never forget the sweet sound of that Tri-Power engine as we cruised the streets of Detroit. I got a Tri-Power GTO of my own in 1965 and have been an avid Pontiac fan ever since!" In 1989, Jim received a call from Pontiac Division, looking to dispose of their old Pontiac car records from 1961 through 1986.

After numerous meetings on how to best save this material, an agreement was struck with Pontiac Division and Jim founded Pontiac Historic Services (PHS). These old records have to be searched manually, but the information will provide exactly how a particular Pontiac was built. Jim was inducted into the Pontiac Hall of Fame in 2019. Jim's Seminar will take place June 30 at 1:00 pm where he will speak of his days at **General Motors.**



**Jeff Lovich**

Jeff Lovich was seven years old when he went for a ride in a brand new 1964 GTO and it obviously left a lasting impression on him. When he

was a junior in high school in 1973, he bought his first GTO, a 1965, and he's owned 26 more since then. If only he could have kept them all. Jeff got really serious about GTOs and their restoration as a founding member of the National Capitol Area Chapter of POCI with Paul Zazarine, Chuck Roberts, and others in the late 1970s. That group eventually aligned with GTOAA and became the Royal GTOs chapter.

He is a regular contributor to *The Legend* with over 50 articles so far, most on how to make a GTO as original as possible. One of his most popular series is "Pet Peeves from Arizona" where he critiques the lack of originality on many of the so called "restored" GTOs that cross the auction block in Phoenix every winter. He is listed in the acknowledgments of the *GTO Restoration Guide* by Zazarine and Roberts for his contributions to the preparation of that standard reference.

Jeff lives in Flagstaff, Arizona with his wife of 36 years Sharon, and he is a research scientist with the U.S. Geological Survey. They still own the Yorktown Blue 1964 GTO coupe that they rode in on their first date in 1982. Jeff's Seminar is scheduled to be held on Thursday, June 30, at 3:30 pm where the topic will be "**Pet Peeves & Musings on Originality.**"



### Tim Dye

Many of us are passionate about the Pontiac brand. That is certainly the case with Tim Dye, the driving force behind the Pontiac-Oakland Museum and Resource Center in Pontiac, Illinois. Tim has parlayed his passion for Pontiacs into a world-class facility

that not only celebrates our club's common interests, but also takes it to the next level. Tim's personal collection of Pontiac artifacts and rare collectibles go even further with fascinating stories and rare memorabilia on display.

Tim is a long-time member of GTOAA, and former editor of the club's early publication, *The Gas Can*. Together, Tim, along with his wife Penny, has amassed a diverse roster of Pontiacs and Oaklands ranging from the 1890s to 2009 which continues to grow.

Tim is a frequent speaker at both POCI and GTOAA annual gatherings and also serves as editor for POCI's *Smoke Signals* magazine. You are invited to experience firsthand some of Tim's musings from the museum and tales of Tim's collection. His presentation promises to be fun and informative, while encouraging audience participation in a Q&A format. Tim was inducted into the Pontiac Hall of Fame in 2021. Tim is scheduled to present a seminar on the **History of Pontiac** on Thursday, June 30, at 7:00 pm.



### Randy Pribyl

By trade, Randy is a Senior Vice President and CRC® Certified Retirement Counselor with Baird Private Wealth Management in Davenport, Iowa. Randy focuses on building portfolios that are in line with his clients' investment objectives, and coordinating the families' major financial needs

regarding estate planning, Social Security, taxes, retirement income, etc.

Randy has been an enthusiastic GTO aficionado since buying his first car, a Tyrol Blue 67 GTO 4-speed as a fresh high school grad in June 1969. Randy has been very active in the GTOAA since his first convention in Wichita, Kansas in 1998. Randy is a team leader of Concours judges at GTOAA and POCI conventions, has spoken at several conventions on detailing your Pontiac to look its best, has contributed many articles to *The Legend* and *Smoke Signals*, and has won many concours Gold and Popular Vote first place awards at GTOAA and POCI conventions. His best award is the first ever Popular Vote "Best of Show" trophy first handed out in Columbus Ohio at the 2007 GTOAA National Convention. In Randy's seminar he will point out the details that makes the crowd stop and spend time looking at your car.

Randy's seminar is scheduled for Friday, July 1, at 10:30 am, where he will explain how to "**Get Your Car Looking Its Best**" for the show.



### Dick Smart

Dick has been an auto mechanic/welder/fabricator for over 50 years. His first Pontiac was a '68 GTO in 1976 and the one in this picture is also a '68 GTO which he completely restored on a rotisserie. He did every bit of this car every day for six years except spraying the paint and doing the interior work on the seats.

In doing this car he found a need for alternative options for the hideaway headlight systems. In the process he found that there are 120 different vehicles from the '60s and '70s that had hideaway headlights with a huge portion of those with NO options for parts or electric conversions. His goal is to address all 120 of them.

This is why he started his business, Dickster's Smartypants, currently working out of his two-car garage, and expanding to a six bay garage. Addressing the needs of the restoration people and knowing full well the costs of doing a restoration, Dick's prices are below any competitors and he has a 100% satisfaction rate. Dick's Seminar is scheduled for Friday at 1:00 pm speaking on **Headlight Conversions**. At his seminar, Dick will be giving away a Headlight Conversion Kit valued at \$600.



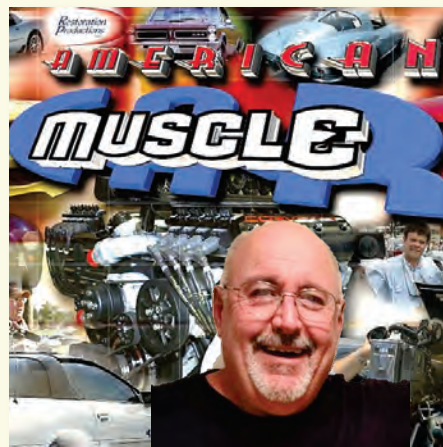
**Arnie Beswick**

The list of Arnie's accomplishments in the Pontiac lobby is long. Arnie grew up on the family farm in Morrison, Illinois, where he developed a passion for things mechanical at a very early age. As soon as he was old enough to own a car, he began to focus all of his attention to making it faster. Regardless of the vehicle, he was determined to improve upon its performance.

Arnie's success in drag racing has made him a legend to generations of fans. His accomplishments are lengthy and have left an indelible mark in the sport of drag racing. The list of accolades include: Induction into the Super Stock, A/FX, and Funny Car Hall of Fame in 1995; the prestigious Driver of the Year Award in 1996; induction into the NHRA Division 3 Hall of Fame, and the Pontiac Preservation Association's Pontiac Hall of Fame in 2018.

As an innovator and leader in the automotive racing arena, Arnie Beswick has achieved unparalleled success in drag racing. Today he is recognized by fans the world over as not only a legendary racing figure, but the man we all know as Arnie "the Farmer" Beswick.

In 2021 Arnie's book *Arnie The Farmer Beswick* was published. That book can be purchased through the GTOAA Club Store. Arnie's seminar will take place on Friday, July 1, at 3:30 pm where he will speak of **Pontiac Racing** and answer your questions.



**Stan Rarden**

Stan's achievements are lengthy. Stan started his career in communications in college, working as a disk jockey at AM and FM radio stations in Orlando, Florida. Stan served in the U.S. Navy from 1973-1978, earning his Dolphins (submarine) qualifications in 1976 aboard the USS Francis Scott Key, SSBN 657.

Following the Navy, Stan joined the Coca-Cola Company as manager of the Media Support Services department, and later forming the Coca-Cola USA Television Production Services department. Leaving the Coca-Cola Company in 1994, Stan created Restoration Productions to produce automotive programs for the cable and broadcast market, where he:

- Created, wrote, and produced a 72-episode TV show, **The American Musclecar**, that ran for 11 years. It earned the prestigious Gold Award from the International Association of Motorsports Communicators.
- Created, wrote, and produced **Off Road A to Z** for Versus, which earned the Gold Aurora Award for Excellence in a Cable TV series.
- Created, wrote, and produced **The Last Sting Ray**, a six-episode miniseries for Fox Television's SPEED Channel, that earned a Silver Telly Award. This is the only miniseries ever commissioned by SPEED Channel.
- Columnist for *The Legend*, *Pontiac Enthusiast*, and *Musclecar Enthusiast* magazines, and Editor-in-Chief of *Pontiac Enthusiast*.
- Currently a columnist for *Poncho Perfection*, America's only magazine devoted exclusively to Pontiacs.

By far, though, the credit Stan is most proud of is his service as President of the GTO Association of America from 1995 to 1999. Stan's seminar, **"How the GTOAA Helped Create the Musclecar,"** is scheduled for Saturday, July 2, at 1:00 pm in the Crockett Room.



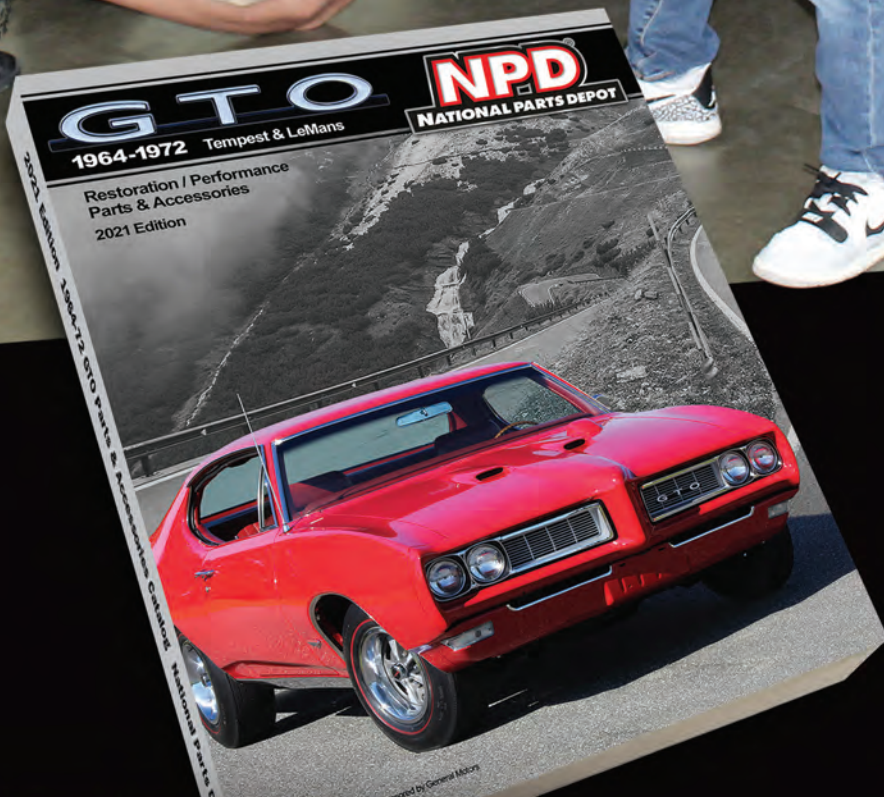


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# Goats On The Block

Chuck Catalano



## Bidders, Open Your Wallets

With the new year comes a new car auction season that starts off 2022 on opposite ends of the country, Florida and Arizona. We will look at both separately starting on the east coast. Keep in mind that all sold prices listed are “hammer-price” and do not include the 10% buyer’s fees imposed by the auction companies.

## Mecum, Kissimmee

Mecum is the world’s largest vehicle auction company, holding 15 auctions in nine states in 2022, offering over 16,500 vehicles. At the Kissimmee auction, Mecum offered 2,954 vehicles during their 11-day run in the 200-acre Osceola Heritage Park.

Of those, 138 were Pontiacs. That is four more than last year. Thirty-eight of those Pontiacs were GTOs, making up just 1.25 % of the vehicles offered.

## Mecum, Meet Motor Trend

New this year for Mecum is an exclusive partnership with the MotorTrend Group that begins a multi-year agreement, where Motor Trend will broadcast and stream over 160 hours of live coverage of Mecum auctions on MotorTrend TV (formerly the Velocity Channel) and MotorTrend+ across ten Mecum auctions throughout the year. The GTOAA arranged with Mecum so GTOAA members could get a 50% discount on the \$200 standard bidder registration fee by going to the GTOAA website.

## 38 GTOs and 5 LeMans

The sharp-eyed among you will notice that I have included Pontiac’s LeMans in my chart. The GTOAA allows GTOs, GT-37s and 1964-1972 A-

bodies (Tempest and LeMans) to enter Concours judging. If it is good enough for our parent organization, it is good enough for me.

This year seven of the GTOs were 1969s, followed by six each 1965, 1967 and 1970, five each 1964 and 1966 and one each 1971, 1972 and 2006. Past auctions have usually had more 1967 GTOs than any other year, so this is unusual.

## The Top Three Goats +

Leading the way at Mecum was a Cameo White 1967 400 HO convertible that sold for a whopping \$205,000. The selling price caused over 200 comments on the Pontiac Motor Division Facebook page. Most of them revolved around the buyers paying insane prices for all the cars at the auction or the familiar “they’re pricing the average Joe out of the market.” I am thinking that maybe it was all those \$1,400 government pandemic stimulus checks.

Number two was a Starlight Black 1965 hardtop that sold for \$137,500. It was beautiful, but the front seat upholstery was installed backwards. This is not an unusual happening. Either the buyer did not know they were not correct or, more than likely, did not care.

Last in the Top 3 was a customized 1967 GTO painted Son of a Gun Gray. Under the hood was a 502 cubic inch engine accompanied by a 6-speed transmission. Only the inner structure and the trunk lid were original parts.

Four other GTOs sold for at least \$100,000. All four were convertibles – 1964, 1965, 1969, and 1970. A Ram Air IV Atoll Blue 1969 Judge sold for

\$114,000. Of the 38 GTOs in Kissimmee, all but two sold for a sell-through rate of 94.7%. All in all, the 138 Pontiacs for sale sold at a 91% rate. This is the highest sell-through rate I have ever seen at a reserve auction. That tells me that bidders were spending freely. The high selling price confirms that suspicion.

## A Record Setting Auction

Mecum shattered the existing total classic car auction sales record of \$171 million, reaching a sales total of \$213 million (this total includes \$2.66 million in road art sales) with an astounding 90% sell-through rate. Saturday marked Mecum’s highest single day auction ever with a total of \$72 million. Just on Saturday, there were nine vehicles that reached the seven-figure mark.

## Barrett Jackson, Scottsdale

The Arizona auction scene is a nine-day series of individual events placed throughout the Scottsdale, Arizona region. Barrett-Jackson was back, celebrating its 50<sup>th</sup> anniversary, with 1,857 vehicles on the docket. The self-proclaimed World’s Greatest Collector Car Auction is the featured event in Arizona. The auction ran January 22-30.

The first two days were for pre-viewing the vehicles for sale. The actual auction started on January 24 and attracted about 300,000 bidders and spectators.

Eighteen GTOs, the fewest in a while at Barrett Jackson, and one LeMans were on the collector car docket. There were five 1970s, four 1969s – three of which were Judges, three 1965s, a couple of 1966s, a single 1967, one 1972 and one 2006 plus

one auction rarity, a 1974. Total GTO sales were \$1,780,000. That averages to over \$98,888 per GTO. When it was all over, Barrett Jackson sold all 1,857 vehicles for a total of \$195.5 million. That averages out to about \$105,000 per vehicle. In 2021 the average per vehicle was \$90,100. They also had \$7.3 million in automobilia sales.

The big winner among the GTOs was a 1969 resto-mod convertible that sold for \$400,000. It was professionally restored by Patrick's Classy Cars, a Phoenix, Arizona company touted as the premiere restorer in the west. They are known for high end restorations of Chevrolet and other GM vehicles. The second place GTO was a 1969 Ram Air IV Judge hardtop that sold for \$160,000. The third highest sales price went to a Mint Turquoise 1970 GTO Judge hardtop that sold for \$145,000. Only three of the remaining 15 GTOs broke the \$100,000 barrier. The least expensive was the 2006 that brought just \$19,000.

### **Arizona in Perspective**

Something I noticed while researching this article is that there are more online auctions than ever before, Hemmings being the most recognizable. The popularity of these auctions affected the total vehicles available in Arizona by an estimated 33%.

But, despite the drop in total vehicles in Arizona, average prices were up by about 20% over Hagerty estimated values. There were fewer vehicles for under \$50,000 by 9% but 10% more vehicles between \$50,000 - \$250,000.

### **Until Next Time...**

That will do it for me this winter. I hope the information provided in the accompanying chart is helpful if you are trying to assess the value of your GTO or one you might be interested in buying. There are several price guides, in print and online, that you can reference to get a general idea of what a particular GTO is worth. See you later this year.

# *A "Frank" Look At Mecum Kissimmee*

Delaware Valley Old Goat Club member Frank Balsama recently spent a month in Florida, including all but a couple of days at the Mecum Kissimmee January auction. Frank is an experienced classic car auction goer, having been to the Barrett Jackson Arizona auction 14 times. This was his first time at the Florida Mecum, but he has been a driver at several Mecum Harrisburg auctions.

Frank went to Mecum with the intention of buying a car but found that the cars he was interested in bid higher than what he was willing to pay or were not what he expected. As he told me, it is not just the sales price of the car. There is a 10% buyer's fee, state sales tax and shipping that should be considered before buying. Although Frank came home empty handed, he brought back a wealth of knowledge about the Kissimmee auction.

Frank went to Mecum on nine of the 11 days of the auction. He said the Osceola Heritage Park was so big that the cars for sale were either in one of the two warehouse-size buildings, nine huge tents or sitting outside on the 200-acre property. Frank described it as "a tremendous car show." Frank said the event was very well organized, security on the grounds was great and just a very few people were wearing masks.

He recalled the early cars for sale were pedestrian and bid to higher levels than he thought they were worth, but the cars got better and better as week one turned into week two. He thought the week one cars brought more money than he expected them to sell for, but by the second week prices were more in line with his expectations, although they still sold for high prices. He noted that to enter the arena where the cars were being auctioned you needed a bidder's pass. No spectators were allowed at the auction itself.

Frank made mention of a 1964 GTO coupe that he described as having decent paint, a non-original engine, non-original transmission, aftermarket manifold and wheels and an average interior. The high bid was \$32,000 but it did not sell. It is the first GTO listed in the chart.

He also saw a 1 of 2 1965 GTO Riverside 500 Motor Trend Pace car (included in the chart) in the Retail Pavilion. He knew it sold but did not know the selling price. This pavilion is for non-auction private sales, so Mecum does not disclose prices of these cars.

Frank looked at Starlight Black 1964 GTO convertible that sold for \$102,000 and a Burgundy 1969 GTO that sold for \$113,500. He said both were beautiful cars but, in the end, he did not buy either.

Frank told me he had a great time at Mecum and made new friends while there. He plans to go back next year unless he decides to return to Arizona. If he goes to Mecum in Florida, he hopes to be one of the drivers there. Maybe he will find the perfect car for himself. I hope so as I will drive to his house and get to see it in person.

1964	Hardtop, Starlight Black/black, automatic, PS/PB/was an A/C car, console, aftermarket wood steering wheel, incorrect chrome air cleaner, just turned 100,000 miles. Number 3.5 - 4 condition.	Mecum Kissimmee	High Bid \$32,000 Not Sold
1964	Hardtop, Sunfire Red/black/black Cordova top. Was 389 Tri-Power but now fuel injected. Recent off-frame restored with several interior, engine, and suspension modifications. Very well done #2	Mecum Kissimmee	\$65,000 Sold
1964	Hardtop, Cameo White/red, 5-speed, 455 engine with Tri-Power, PS, PDB, PW, A/C, tilt wheel, 17" American Racing aluminum wheels with redlines, wood sports steering wheel. Nice #3	Mecum Kissimmee	\$48,000 Sold
1964	Convertible, Starlight Black/Parchment/white top. Automatic, 4-barrel, PS, PB, console, wood sports steering wheel, full hubcaps. Off-body restored. AACA Senior. Excellent condition. #1.5	Mecum Kissimmee	\$102,000 Sold
1964	GTO clone convertible. Regimental Red/red/white top. 389, 4-speed. PS, PB, console, bucket seats, AM radio, seat belts, aftermarket wood steering wheel, 17" American Racing wheels. #2.5	Mecum Kissimmee	\$38,000 Sold
1964	LeMans Custom Coupe, Starlight Black/red. LS-2 with ProCharger, automatic with overdrive. PS, PDB, PW, tilt, A/C, modern stereo. Red seats with black inserts. American Racing wheels. #2	Barrett-Jackson Scottsdale	\$70,000 Sold
1964	GTO clone convertible. Red/red/white top. 389 Tri-Power, 4-speed, 3.23 rear. PS, PB, AM radio, white wall tires, Rally II wheels. Just under 100,000 miles. California car all its life. #3 condition	Motor Sport Auction Group	Not Sold -- High Bid Unknown
1965	Hardtop, Fontaine Blue/black. 400 crate engine, Tremec 5-speed. PS, PDB, 18" Rodworks wheels, LED head and taillights, aftermarket radio and steering wheel. 2015 restoration. Show level # 2 - 2,5	Mecum Kissimmee	\$55,000 Sold
1965	Convertible, Teal Turquoise/turquoise/white top. 455, 6-speed. PS, PB, custom sports steering wheel, under dash gauges, console. Front seats installed backwards, otherwise a #2.5 GTO	Mecum Kissimmee	\$55,000 Sold
1965	Hardtop, Nightwatch Blue/Parchment. 389 Tri-Power, 4-speed. PS, PDB, console, Rally gauges, AM-FM Bluetooth, Rally I wheels, redlines. Off-frame restored. Aftermarket wood steering wheel. #2	Mecum Kissimmee	\$80,000 Sold
1965	Convertible, Fontaine Blue/black/black top. Tri-Power, automatic. PS, PB, rally gauges, console, custom sports steering wheel. Rally Is, redlines. Overall, a nice GTO to take to car shows. #2	Mecum Kissimmee	\$100,000 Sold
1965	Hardtop, Starlight Black/black. Tri-Power, 4-speed. Same owner 46 years. Original paint. Front seats installed backwards. Hurst wheels, PS, PB, console, custom sports steering wheel. #1.5 GTO	Mecum Kissimmee	\$137,500 Sold
1965	Convertible, Cameo White/black/black top. One of two Motor Trend Riverside 500 Pace Cars. Only 20, 650 miles. Tri-Power, 4-speed, 3.55 Safe-T-Track. Great piece of Pontiac history	Mecum Kissimmee	Sold unknown amount
1965	Convertible, Starlight Black/black/black top. Older restoration. Was 389 now 402, automatic. Fuel injected. PS, PB, added A/C. Original Tri-Power included. Front seat upholstery installed backwards. #3 - 3.5	Barrett-Jackson Scottsdale	\$65,000 Sold
1965	Hardtop, Starlight Black/Parchment. Non-original 389, Tri-Power. MS, MB, console, Rally Is, original 4-speed. Recent off-frame restoration. Dash bezels painted black. Engine area is just good. #2.5 - 3	Barrett-Jackson Scottsdale	\$75,000 Sold
1965	Convertible Resto-Mod. Copper Pearl/beige/beige top. 389, 4-barrel, 5-speed. PW, polished aluminum manifold, March billet pulley system, Dakota gauges. Rotisserie restored. Beautiful #1 car.	Barrett-Jackson Scottsdale	\$68,000 Sold



Mecum 1964 GTO \$47,000 Sold



Mecum 1965 GTO \$100,000 Sold



Barrett-Jackson 1965 GTO convertible Sold \$65,000

1966	Convertible, Montero Red/black/black top. 455, 4-speed, PS, PB, PW, aftermarket A/C, aluminum radiator, custom sports steering wheel, Rally Is, white letter tires. Very good condition. #3 quality	Mecum Kissimmee	\$46,000 Sold
1966	Hardtop, Starlight Black/blue. Three-speed on the column, console, radio delete, Rally gauges, rear window defroster, 4-barrel, 37,150 original miles. GTOAA Concours Gold in 2010. Beautiful #1.5	Mecum Kissimmee	\$90,000 sold
1966	Hardtop, Barrier Blue/black. LS-2 from a new generation GTO, automatic. PS, four-wheel power disc brakes, A/C, aftermarket wood steering wheel, Rally I wheels, raised white letter tires. #3 - 3.5	Mecum Kissimmee	\$75,000 Sold
1966	Convertible, Mayfair Maize/Parchment/white top. Aftermarket 504 ci Corvette engine, automatic. PS, PB, PW, A/C, Rally II wheels, redlines, aluminum radiator. Paint is somewhat faded. #3.5 - 4	Mecum Kissimmee	\$37,500 Sold
1966	Convertible, Montero Red/black/black top. 455, 4-speed. PS, PB, PW, tilt, aftermarket A/C, console, custom sports steering wheel, Rally I wheels, raised white letter tires. Resale red. #3.5	Mecum Kissimmee	\$46,000 Sold
1966	Convertible, Montero Red/black/black top. Automatic. PS, PDB, PA, PW, A/C, AM-FM, console, custom sports steering wheel, Rally Is, redlines, Protecto-O-Plate. Off-frame restored. #2 GTO	Barrett-Jackson Scottsdale	\$62,000 Sold
1966	Hardtop, Burgundy/black. Original 389, added Tri-Power, 4-speed. PS, PB, PA, console, chrome Cragar wheels, raised white letter tires, aftermarket steering wheel, one repaint. Excellent #2 GTO	Barrett-Jackson Scottsdale	\$100,000 Sold
1967	Hardtop, Signet Gold/black. 400, 4-speed. PS, PB, PW, power seat, console, A/C, power antenna, AM-FM with reverb, Rally I wheels, wrong air cleaner, very nice paint and bright work, OK engine. #3	Mecum Houston	\$40,000 Sold
1967	Hardtop, Starlight Black/Parchment. 400, automatic. PS, PB, A/C, aftermarket wheels, raised white letter tires. One repaint. Very good paint, average chrome, messy engine compartment. #3.5 - 4	Mecum Kissimmee	\$39,000 Sold
1967	Hardtop, Cameo Ivory/black. 400, 4-speed. PS, PB, console, Safe-T-Track, Rally I wheels, raised white letter tires. Average paint and bright work. Engine compartment a mess, #3.5 - 4 at best	Mecum Kissimmee	\$40,000 Sold
1967	Hardtop, Starlight Black/black. 400, 4-speed. PS, PDB, console, aftermarket wood steering wheel, Rally II wheels, redlines. Shiny paint, dull looking interior, clean engine compartment. #2.5 - 3	Mecum Kissimmee	\$66,000 Sold
1967	Customized hardtop. 502 ci engine, 6-speed. Color described as Son of a Gun Gray. Only original sheet metal is the inner structure and trunk lid. Hardly looks like a Pontiac any longer.	Mecum Kissimmee	\$125,000 Sold
1967	Convertible, Cameo White/black. 400 HO, automatic. PS, PB, PW, console, power driver seat, Safe-T-Track, Rally gauges, tilt wheel. Wrong air cleaner. Past GTOAA Concours Gold. #1.5	Mecum Kissimmee	\$205,000 Sold
1967	LeMans Sport. Tyrol Blue/blue. 326, automatic. PS, PB, bucket seats, console, deluxe steering wheel, original window sticker and owner's manual, Rally II wheels, Protect-O-Plate. Nice # 2.5	Mecum Kissimmee	\$22,000 Sold
1967	LeMans hardtop, customized, Voodoo Blue Pearl/blue, red interior. LS3, 550 hp, automatic. Dakota digital gauges, Wilwood brakes. Everything on the car that could be radically customized was. #1	Mecum Kissimmee	Bid \$82,000 Not Sold
1967	Hardtop, Mariner Turquoise/turquoise. 400, 4-speed, 3.55 rear. PS, PB, Rally wheels, console, AM radio. Older off-frame restoration. Aluminum manifold, wrong air cleaner. Clean top to bottom. #2	Barrett-Jackson Scottsdale	\$70,000 Sold



Barrett-Jackson 66 GTO \$100,000 Sold



Barrett-Jackson 1967 GTO \$70,000 Sold



Mecum 1967 GTO \$205,000 Sold

1969	Hardtop, Verdoro Green/black/black Cordova top. Original 400 that was a 2-barrel from the factory. Now has a 4-barrel carburetor. Automatic. Was 2.93 gears now 3.73. 76,000 miles. #3.5 - 4	Mecum Kissimmee	\$28,500 Sold
1969	Judge hardtop, Midnight Green/green. Non-original 400, original M20 4-speed. Off-frame in 2015. PS, 4-wheel PDB, hood tach, 3.55 rear, hideaways, trim rings, terrible looking steering wheel. #2.5	Mecum Kissimmee	\$45,000 Sold
1969	Convertible, Cameo White/Parchment/white top. 400, auto. PS, PDB, PW, A/C Judge stripes and emblems added. Clean interior and well-detailed engine area. Aftermarket steering wheel. #2.5 - 3	Mecum Kissimmee	\$50,000 Sold
1969	Convertible, Starlight Black/red/black top. Original 400, 4-speed. PS, PB, console, hood tach, under dash gauges. Rally II wheels, raised white letter tires. Bright shiny paint, clean interior. #2.5	Mecum Kissimmee	\$50,000 Sold
1969	Convertible, Was Espresso Brown now Cobalt Blue with black interior. 502 Chevy crate engine with 502 hp. PS, PDB, hood tach, hideaways, Cragar SS wheels. Beautifully restored. #1.5 - 2	Mecum Kissimmee	\$52,000 Sold
1969	Convertible, custom with Candy Burgundy paint, white seats, red accents. 502 ci engine with 502 hp, 4-speed. Not enough space to list all the modifications on this incredible GTO. #1.5	Mecum Kissimmee	\$113,500 Sold
1969	Hardtop, Mayfair Maize/medium gold/dark fawn top. 400, automatic. PS, PDB, console, A/C, under dash gauges, California car, 97,323 miles, Rally IIs, redlines. Should have brought more money.	Mecum Kissimmee	\$30,000 Sold
1969	Convertible, Matador Red/red/white top. Original 400, automatic. PS, PDB, A/C, console, standard steering wheel, hood tach, Rally IIs, raised white letter tires. Nice paint and interior. OK engine. #3.	Mecum Kissimmee	\$50,000 Sold
1969	LeMans Sport convertible. Warwick Blue/Parchment/white top. 350, automatic on the column. PS, PB, A/C. Recently restored with new paint, interior, top, rechromed bumpers. Genuinely nice #2	Mecum Kissimmee	\$32,000 Sold
1969	Judge hardtop, Carousel Red/black, 400, automatic, PS, PDB, console, Rally gauges, standard steering wheel. Recent rotisserie restoration. Always an Arizona GTO. Excellent condition. #1.5 - 2	Barrett-Jackson Scottsdale	\$97,000 Sold
1969	Judge hardtop, Carousel Red/Parchment. RA III, 4-speed. PS, PDB, console, hood tach, original build sheet and window sticker, Protect-O-Plate. Nut and bolt restored three-owner GTO. #1.5 Judge	Barrett-Jackson Scottsdale	\$120,000 Sold
1969	Judge hardtop, Carousel Red/Parchment. 1 of 58 Ram Air IV (not original engine), automatic, 3.90 rear. Rotisserie restoration. PS, PB, console, blacked out dash. As nice a Judge as there is. #1	Barrett-Jackson Scottsdale	\$160,000 Sold
1969	Black/black/black top. Professional build resto-mod. 6.2-liter LT-4 supercharged 650 hp engine, digital hood tach, Tremec 5-speed, Wilwood discs. Factory seats, all else modified. Excellent. #1.5	Barrett-Jackson Scottsdale	\$400,000 Sold
1970	Convertible, Atoll Blue/blue/white top. 1 of 22 RA III 400, 366 hp, 4-speed. PS, PDB, console, AM-FM, Rally gauges, hood tach, VOE added, Safe-T-Track. 17,000 miles. Extremely well restored. #1.5	Mecum Kissimmee	\$114,000 Sold
1970	Hardtop, Atoll Blue/blue. Engine built to RA IV specs, 4-speed. PS, Wilwood 4-wheel disc brakes, console, AM-FM. Advertised as 80% original paint. Nice clean high quality driver condition. #3	Mecum Kissimmee	\$58,000 Sold
1970	Hardtop, Starlight Black/medium saddle interior/black Cordova top. RA III, 4-speed. PS, PB, A/C, console. Comprehensive 2012 restoration. Great color combination. Excellent car in #2 condition.	Mecum Kissimmee	\$53,000 Sold



Barrett-Jackson 69 Judge RA IV \$160,000



Barrett-Jackson 1969 Custom \$400,000



Barrett-Jackson 70 Judge \$145,000

1970	Hardtop, Starlight Black/black. RA III, 4-speed. PS, PB, console, custom sports steering wheel. Edelbrock manifold, blue spark plug wires, aftermarket chrome K & N air cleaner. Clean GTO. #2.5	Mecum Kissimmee	\$54,000 Sold
1970	Judge hardtop, Carousel Red/red. RA III, 4-speed. PS, PDB, console, Rally gauges, sports steering wheel, ride and handling package. 67,197 miles. Beautifully restored. Extremely nice GTO Judge	Mecum Kissimmee	\$79,000 Sold
1970	Hardtop, Starlight Black/black. Modified with an LS-3 engine and a Tremec 6-speed transmission. PS, 3.55 Safe-T-Track, 10 bolt rear, hydraulic clutch, vintage A/C, 180-watt stereo, PHS. #2.5	Mecum Kissimmee	\$95,000 Sold
1970	Hardtop, Cardinal Red/black. Modified with PS, PB, Edelbrock manifold, Accel distributor, yellow spark plug wires, long tube headers, aluminum radiator. Driver quality GTO at best. #3.5 - 4.	Barrett-Jackson Scottsdale	\$30,000 Sold
1970	Convertible, Cardinal Red/red/black top. 455, 4-speed. 2021 restoration. PS, PDB, power seat, AM-FM, power trunk release, custom sports steering wheel, Rally gauges, remote mirror. #1 -1.5	Barrett-Jackson Scottsdale	\$90,000 Sold
1970	Judge hardtop, Palladium Silver/black. Restored in 2020. 4-speed. PS, PDB, hood tach, standard steering wheel, Flowmaster exhaust, new carpet, new PUI interior. Excellent condition. #2	Barrett-Jackson Scottsdale	\$58,000 Sold
1970	Judge hardtop, Cardinal Red/red. Automatic. PS PB, PW, trunk release, reclining seat, AM radio, console, standard steering wheel, 3.23 Safe-T-Track. Off-frame restored. Sharp color combo. #1.5	Barrett-Jackson Scottsdale	\$64,000 Sold
1970	Judge hardtop, Mint Turquoise/red. Automatic, 3.55 rear. Known as the "Psychedelic Judge." Built by GM of Canada. Rotisserie restored. 33,495 miles. 1 <sup>st</sup> Place 2016 GTOAA Nationals #1 -1.5	Barrett-Jackson Scottsdale	\$145,000 Sold
1971	Hardtop, Quezal Gold/black/black Cordova top. 455, automatic, PS, PB, console, Rally gauges, 8-track, honeycomb wheels, Judge stripes. Rotisserie restored. 1 of 412 455 automatics. #1 condition.	Mecum Kissimmee	Not Sold -- High Bid \$55,000
1971	LeMans custom convertible, Corvette LeMans Blue/Parchment/black top. 350, automatic, PS, PDB, A/C, formula steering wheel, Auto Meter Pro Comp gauges, lots of suspension mods. #2.5	Mecum Kissimmee	\$47,000 Sold
1971	Judge hardtop, Lucerne Blue/blue. 455 HO, M22 4-speed. PS, PDB, console, honeycomb wheels. Thought to be the earliest 1971 Judge built. VIN ends in 0115. 46,765 miles. Pretty Judge. #2	Russo & Steele	Unknown Results
1972	LeMans convertible. Monarch Yellow/black/black top. 400, automatic. PS, PB, aftermarket AM-FM-CD, under dash gauges, console, K&N air cleaner, Torq Thrust wheels, several other mods. #3.5	Mecum Kissimmee	\$23,000 Sold
1972	Hardtop, modified. Los Angeles Dodger Blue paint, standard GTO black interior. LA Dodgers floor mats. Foose wheels, Pirelli tires. Paint is nice, rest of the car is not great. Needs lots of cleaning	Barrett-Jackson Scottsdale	\$42,000 Sold
1974	Buccaneer Red/white. 455, 4-speed. Documented Canadian GTO. PS, PDB, Rally II wheels, raised white letter tires, Safe-T-Track. Original bill of sale. 62,358 miles. Very good condition. #3	Barrett-Jackson Scottsdale	\$45,000 Sold
2006	Quicksilver/red. 6-speed. Heavily modified with a F1-A ProCharger, fuel system by Aeromotive with alcohol injection. American Racing coated headers and Hi flow cats, etc. Probably extremely fast	Mecum Kissimmee	\$47,000 Sold
2006	Torrid Red/Black. Highly modified. Custom built LSX 7-liter engine, T-56 transmission. Holley Sniper intake, MSD ignition, Hennessey custom wheels, wide double black stripe front to back.	Barrett-Jackson Scottsdale	\$19,000 Sold



Mecum 1972 Lemans \$47,000 Sold



Barrett-Jackson 1974 GTO \$45,000 Sold



Mecum 2006 GTO \$47,000 Sold



Jeff Lovich

# Pet Peeves From Arizona 2022

Despite the impacts of COVID-19 since 2020 there was no shortage of cars and trucks for sale at the Barrett-Jackson auction in 2022. I went on Sunday and the crowds were extremely heavy, despite the constant threat of omicron. It seemed like everyone in Phoenix was checking out all the collectible offerings at the same time. I counted only 14 GTOs for sale, plus or minus, and they ranged from 1964 to 1974. However, I didn't see any 1968 or 1973 models.

Every year, when I make the two-hour drive down from Flagstaff, I wonder if I will catch any restoration mistakes or pet peeves worthy of documenting in this annual article. Just like every year before it, this year was no different: there were plenty of faux pas and irksome modifications to behold. Since beauty is in the eye of the beholder, here's what my eyes saw and didn't necessarily like.

The first thing I noticed was the wide variety of positions that the "Ram Air" decals were placed on the hood scoops of 1969 and 1970 Judges. Some were too far behind (i.e., too close to the driver) where the factory intended them to be (Figure 1 below). The 1970 Assembly Manual shows drawings by engineers on proper placement, including measurements to the 1/100th of an inch! My good friend and fellow GTO enthusiast Tom Knecht was kind enough to share copies of the official drawings (Figure 2 next column).

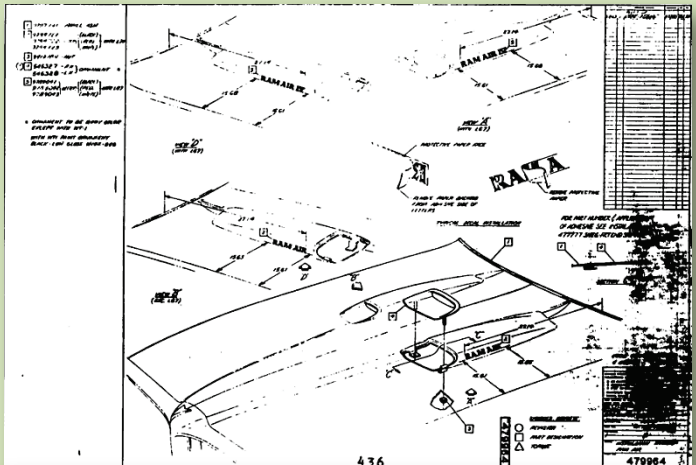


Figure 2. Illustration from the Assembly Manual for 1970 showing correct placement of Ram Air decals. .

The drawings in Figure 2 are rather blurry but they reveal the following measurements for decal placement. Ram Air (as well as Ram Air IV) decals should be installed about 27.1 inches from the rear of the hood to the leading edge of the decal (the left side of the letter "R"). In addition, the decals should be attached at about 15.6 and 15.6 inches from the side of the hood at the front and rear bottom edge of the decals, respectively.



Figure 1. The Ram Air decals on this 1969 Judge are too close to the driver and not in the position the factory intended.



Figure 3. The Ram Air decals on this 1969 Judge are close to the position the factory intended but I did not take measurements to the nearest 1/100 of an inch like Pontiac engineers did to confirm.



I'll admit that this information was hard to find as it wasn't in the *GTO Restoration Guide*. Figure 3 (previous page) shows a more proper placement of the decal.

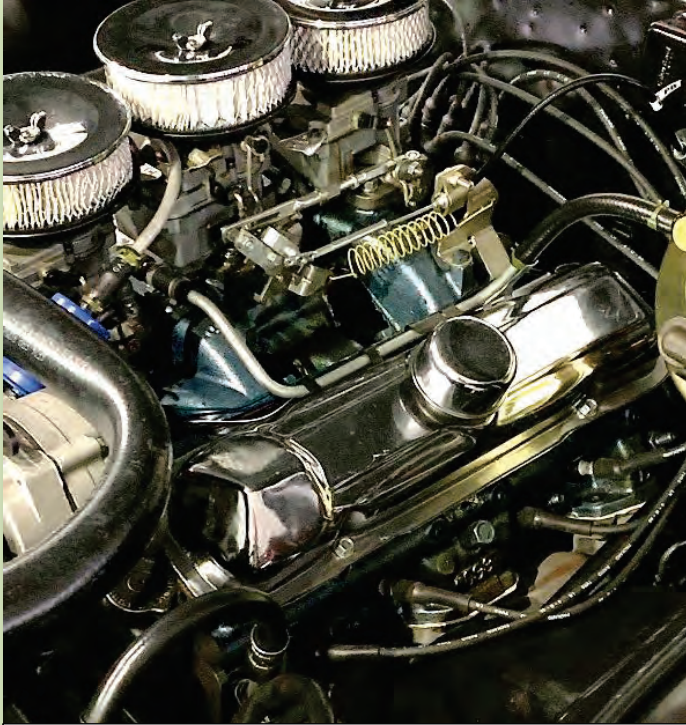


Figure 4. A 1966 GTO engine compartment. If you look closely, you can see that the valve cover is installed upside down and the fuel filter is installed backwards.

Next, I came upon a very nice looking 1966 GTO with an added Tri-Power. It was clean and well-detailed but the first thing I noticed was that the valve covers were installed upside down. What do I mean by that? Unlike valve covers from 1967 and up, those on 1964-1966 GTOs had two different long edges. One long edge has a lip that is bent down. The other side has the lip bent up plus two "scaloped" indentations centered on the bolt holes (see Figure 4 above). Some might think that the side with the lip bent down was to hang the valve cover off of the edge of the head so it didn't slide off while fastening it down. However, that's the part that is on the downside of the head. If the side with indentations is not put on top, you can't remove the intake manifold without removing at least one valve cover. The indentations allow the intake manifold to be installed or replaced without removing a valve cover. *(Another easy way to tell is that the "pyramid" on the valve cover should always face right as you look at either side of the engine -- editor)*



Figure 5. A restomod 1965 GTO with a very tastefully done, non-stock interior.

That wasn't the only thing I noticed on that nice 1966. It had a blue AC fuel filter (probably a repro) that was installed upside down (Figure 4)! The crimped end of those filters faced the carburetor, not the fuel pump. As I've said before, if I can see simple mistakes like this, what mistakes are hidden beyond sight in the engine or transmission rebuild?

Resto mods are gaining in popularity throughout the car hobby and GTOs are increasingly restored using modern upgrades. Some are really nice as shown by the interior of a 1965 GTO shown in Figure 5 above. I understand the allure and reliability of resto mods, and I have great respect for the ingenuity of their creators and owners, but they are not my cup of tea. I kept walking.

Not all the GTOs for sale are nicely restored. There was a rather ratty looking 1972 GTO that had a painted rear bumper (Figure 6 on next page) and poorly reupholstered seats that sagged on the bolsters. The rest of the paint didn't look much better. There was a 1967 GTO that had an "upholstery shop" restoration of the seats that looked nothing like the correct factory pleated pattern. Overall, most cars are nice but there is wide variation in restoration quality.

I'm not a fan of 7-inch Rally I rims on early GTOs either, but again, I fully understand why some people prefer that. I saw one 1965 GTO that had 15x7 Rally I's but they were shod with narrow 7.75 inch redlines. That's a fairly narrow tire for that rim. The car looked good and the owner impressed me by not installing the exhaust splitters on the wrong sides as I've seen on other cars for sale at this auction. However, the chrome ribs on the rear filler panel be-

tween the tail lights were all painted flat black, showing that getting some things right is no guarantee that everything is right in a restoration.

Finally, I saw a beautiful 1970 GTO convertible that was red on red with a four speed and a 455. Everything appeared to be well-documented but the owner claimed (twice) on the signage taped to the windshield that it was a "Ram Air" car. The scoops were clearly non-Ram Air and the copy of the factory window sticker made no mention of that option so that was an unfounded claim. I thought it was odd for such a rare and generally well-documented and original car to have the wrong shift knob. It was shown with a heavily-patinaed white shift knob. All 1970 shift knobs were black from the factory unless it was a Judge with a metal Hurst T handle. Maybe the owner preferred white. That might seem like a small thing to quibble about but it's the details that count when executing a correct restoration.

Well, that's it for another year. I can rest easy with the knowledge that I'll find more pet peeves at the 2023 auction.



Figure 6. This is what the Endura rear bumper might have looked like on a 1972 GTO if the factory ever offered one for a GTO.

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PRESENTS

## 2022 GTOAA EASTERN REGIONALS 15TH ANNUAL ALL PONTIAC SHOW

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

### All Pontiacs welcome: Any Year, Any Model

- Popular Vote By Registered Show Participants
- Best Of Show Awards
- GTOAA Choice Award
- Catered By Scoops Ice Cream & Grille
- Show Field On Grass / Abundant Shade
- Music by Jeff Primaldi "The 45 Guy"
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- A: Stock GTO 1964-67
- B: Stock GTO 1968-74
- C: Stock GTO 2004-06
- D: Stock Pontiac thru 1964 except GTO/TA/FB
- E: Stock Pontiac 1965-79 except GTO/TA/FB
- F: Stock Pontiac 1980-99 except GTO/TA/FB
- G: Stock Pontiac 2000-09 except GTO/TA/FB
- H: Stock Trans Am & Firebird 1967-81
- I: Stock Trans Am & Firebird 1982-2002
- J: Modified Pontiac All Years except GTO/TA/FB
- K: Modified Trans Am & Firebird 1967-81
- L: Modified Trans Am & Firebird 1982-2002
- M: Modified GTO 1964-74
- N: Modified GTO 2004-06
- O: G8 - stock or modified
- P: Pontiac A-Body 1973-77 including Can Am
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\*\* Modified: Up to 3 minor modifications permitted for stock class classing questions contact [svgtoprez@gmail.com](mailto:svgtoprez@gmail.com)

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**“It will make a great family car,”**

my Dad uttered to my Mom in early 1968. I was one year old. My Dad brought home this brand-new GTO. The dealer was in Oaklyn, NJ. He was 22 and drove a '65 Malibu convertible before buying the Goat. Dad was married with two kids, working full time, and going to school.

It's a base GTO. Manual steering, manual brakes, and 3-speed transmission. All are still the exact same setup today. Including four brake drums. He says he did not upgrade to a 4-speed because he wanted one less gear to change while street racing. My gut feeling is that my Mom wouldn't let him spend the extra money.

My first memories in the car were the drives to the Jersey shore in the summer with the top down, and the late-night drives home from the parties my parents took us to on weekends. Sis and I slept in the back seat, and in the 1970's, little brother joined us as well. Of course, no car seats or seat belts were used back then. I can still feel the rumble and vibrations of those days. Let's not also forget the in-dash speaker cranking out those tunes out of the AM radio.

Dad always had other beaters he drove, Rambler, Chevy Biscayne, Impala, among others. But this was always known simply as The Goat. Growing up, I always enjoyed pulling up to baseball practice, or a friend's house, or to school in The Goat. Smiling as Dad drove away. I would wash it for him, help him tune it up, change the summer wheels and tires to the winter set up. Of course, there were those nights in the dark, holding a flashlight so he could see whatever repair he was doing. I was always getting yelled at for not shining it exactly at the right spot. While out cruising, if I was lucky, he would 'get on it' if I asked.

In the early 80's, rust was setting in and the paint started fading. I was near the age of getting my driving license. He never let me drive it. The car started sitting and eventually made its way into the garage. Around '83 he decided to get some body work and a repaint done. Dad picked a Toyota Candy Apple Red color for the repaint. But again, it didn't get driven much after that.

I came home from college one day on break (I still had never driven it) and asked Dad, “Does it still run?” He told me he didn't know, but if I could get it started, I could take her around the block. I grabbed the battery off the trickle charger, tossed it in, and already knew the tricks and process of getting her started after watching him all those years. I got her to run and took her around the block. This was maybe 1985. The brakes were pretty much mush; good thing the roads were level. And that was it. I parked her back in the driveway.

Over the next 14 years, I moved away, the car still sat more than it ever moved. But now it was outside under a car cover instead of the garage. The rust was re-appearing.

# FAMILY GOAT



Just before year 2000, Dad decided it was time to let her go. He offered it to me, my sis, and younger brother. I knew how much work was needed, and declined, as I was raising my own family, and I wouldn't have the time and money to give The Goat the attention she deserved. My older sister and younger brother declined as well.



ten to everyone telling me to sell the car to someone who would fix her up. It got really old. It wasn't worth my time explaining to them that the car had more sentimental value than monetary value. Little did anyone know I was fixing her up. Just not on the time frame of those inquiring. Inside that canopy, those drum brakes, and master cylinder started working again. Leaking radiator, water pump, hoses got replaced or repaired. The usual plugs, wires, points, in carb gas filter, etc. etc. The interior was freshened up and the tires from 1984 got replaced. But I had to keep the American Racing Wheels on because I couldn't afford to find and buy some Rally IIs yet. The original wheels were long gone.



I thought long and hard and came to my senses eventually. Thankfully Dad still hadn't let her go. I quickly flew up to New Jersey from Florida the first chance I got, and rented a truck and flatbed trailer and hauled that GTO back to Florida. I could have sold that car to about 20 people trying to flag me down or talking to me while stopped. But no. This car was priceless to me. Back in Florida, she got unloaded and backed into the yard under an enclosed canopy. And she sat.

Over the next 10 years, I did the mechanicals on her as time and money allowed. Yes, I was that guy who had to lis-



Anyway, as she became road worthy, I'd get her out. This is the late 2000s. She was running well, but still showed her age. Rust needed repair, the rag top was dry rotted, and the radiator core support was rusted badly from a long time slow leak. But she was solid otherwise with no major accidents.

Next step was getting the Quadrajets rebuilt. I wasn't going to tackle that one on my own. I decided to leave that to the professionals. It was like day and night after getting it back. What a difference. I was amazed. We were enjoying taking her out for drives. But she wasn't pretty. I started tossing the idea around of getting the body work done. I wanted to save her from getting much worse. I found a shop



willing to do it during their down time, but would take a while. One guy at the shop offered to work on it when he had his own free time as well, just because he was a GTO guy. As the body work was getting done, I realized I couldn't put the pitted door handles, mirror, arrowhead, bezels, etc. back on.

Well, you all know where I'm going from here. The \$\$\$\$ kept adding up. I found a set of Rally IIs, ordered Coker red-line tires.... I could go on and on. Every now and then I brought my Mom and Dad to the shop to show them the progress. They had eventually moved to Florida close to me. The Toyota Red was gone, and it was a no brainer to bring back the original Pontiac Solar Red. We put back on as many original parts as we could.



enjoying car shows. It wasn't about winning trophies; it was about sharing my story of The Goat. I display the many pics I have of the car and myself while growing up. So much fun watching people look at the pictures, then look at me. That's when all the questions start. It's the story that makes this car so special.

In 2017 my wife and I sold our Florida home and moved to the beautiful mountains of western North Carolina. The Goat followed us of course. I now call her my Mountain



Two long years later, I drove her home. The look on my Dad's face was priceless. He did drive The Goat a few times before leg issues wouldn't allow him to use the clutch. And the manual steering was a bit too much as well. Mom even took her for a spin around their neighborhood. We started



Goat. Dad had kept the original NJ plates from '68 all these years, and here in NC I legally drive on them as long as I have the state issued plate and registration inside the car with me. To me, that is what finally finishes the car. I haven't restored them. I feel it would take away the history and authenticity of them. So yes, I have rusty old NJ plates on The Goat, but they have been with the car since new.

It's always a treat when we take her out and share the story with those who show interest. Next in line is my daughter. Hopefully that day doesn't come too soon when I can't push in that clutch, or handle the manual brakes and steering anymore. This Family Goat will be hers one day...





Timothy Sickle

gtoguy@verizon.net

## PINT-SIZED PONTIAC SELECTION & SHOPPING

With 2021 solidly in the rearview mirror, we are all hopefully in the fast lane headed for Kingsport. Since we covered the important details of both the Model Car Contest and the Kids' Buildoff in prior columns, let's talk a bit more about currently available subject matter for those of you who do not have a stash of kits on hand to draw from.

There are at least five manufacturers currently producing plastic kits with Pontiacs in their lineups. They include AMT, Atlantis, Moebius, Revell, and Salvinos JR Models. I'll attempt to showcase some of these offerings below.

**AMT:** 1962 Catalina "Polyglas Gasser II," 1965 GTO convertible, 1965 Bonneville hardtop, 1967 GTO hardtop, 1970 GTO Super Stocker, 1972 GTO hardtop, 1977 and 1979 Trans Ams, and finally, the large-scale (1/16) 1979 Trans Am (all recently reissued).

**Atlantis:** 1971 Trans Am (1/32 scale), which is a reissue of an old Monogram tool. Atlantis bought a portion of the Monogram-Revell line, and is reissuing it.

**Moebius:** 1961 Catalina (stock, and racing). Their initial Pontiac offering, the 1961 Ventura hardtop may also be found.

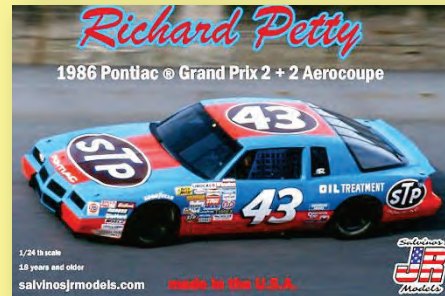
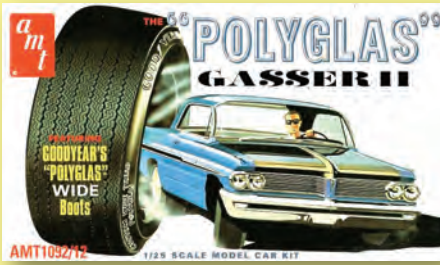
**Revell:** 1966 GTO hardtop and 1970 Trans Am. Their 1977 Smokey & the Bandit Trans Am is also a possibility (pre-finished diecast, or plastic kit form), depending on a bit of luck in locating one in stock somewhere.



**Salvinos JR Models:** 1983 "Hardees" LeMans, 1983 "Old Milwaukee" LeMans, 1983 "STP" Grand Prix, 1984 "Old Milwaukee" Grand Prix,

1986 "Alugard" Grand Prix 2+2, 1986 "STP" Grand Prix 2+2, and the 1992 "STP" Grand Prix.





With the exception of the Moebius and Salvinos JR kits (*all-new tools*), most of the remainder of these kits have simply been reissued, in some cases unchanged, while in others like AMT, they may have included some new extra parts, new decals, and may be a set of tampo-printed tires.

Study the enclosed images that I have included of some of these kits before making up your minds.

To answer the question as to where you could source your kits, "brick and mortar" shops that may have them would include Hobby Lobby, HobbyTown, and, believe it or not, Wal-Mart.

If none of these shops are within easy driving distance, a quick online scan yielded these possibilities:

- Hobby Lobby – <https://www.hobbylobby.com>
- HobbyTown – <https://www.hobbytown.com>
- Internet Hobbies – <https://internethobbies.com>
- Mega Hobby – <https://www.megaHobby.com>
- Model Roundup – <https://www.modelroundup.com>
- Tower Hobbies – <https://towerhobbies.com>
- Salvinos JR Models – <https://salvinosjrmodels.com>

I also have a supplier who has the capability to do mail orders as well, if you want a kit that you may be unable to locate. If you have any questions, do not hesitate to reach out. I'll do my best to assist in any way that I can. I

guess that wraps up another look at the scale Pontiac world. Next time, we may attempt to take a look at a few actual examples of completed pint-sized Pontiac power.

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

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



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Episode 8: Darren Brandow of the Gasser Bros. 1:39:15

Norwalk Racing Profiles: Dave Nazzaro and his 1969 55:01

"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

Visiting Kevin Burns - 2019 Chief of the Pontiacs 14:46

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### Activities-At-A-Glance

#### HOLIDAY INN



The newly remodeled Holiday Inn is our main venue hotel. It's a nice pet-friendly lodge hotel, located on the Columbia River near Howard Amon Park.

#### WATER 2 WINE DINNER CRUISE



FRIDAY

Once again we are pleased to share with you on Friday evening an exclusive and unique 3 hour dinner cruise that showcases Northwest wines, fine cuisine, dancing, and majestic Columbia River views. Be ready to leave the Columbia Point Marina at 6:20pm

#### GOOSE RIDGE WINERY CRUISE



Alternatively join Don Myers of Pasco, on a cruise to the Goose Ridge Winery. Then on to the Hanford Reach and finally, ending at Brick House Pizza in Richland for dinner. Be ready to que up and leave the Holiday Inn at 4:30pm.

#### THE GATHERING OF PONTIACS AT HOWARD AMON PARK



SATURDAY

Welcome to our 4th Annual Tigers on the Columbia show! This Western Regional All Pontiac event will recognize 1st & 2nd Place awards in over 26 Pontiac classes.

#### WATER 2 WINE BRUNCH CRUISE



SUNDAY

For those who want to stay around Richland, Water2Wine is offering a Brunch Cruise, featuring Mimosa or sparkling cider, a fresh fruit plate, followed by a buffet brunch and ending in coffee and tea.

#### RICHLAND TO ELLENSBURG CRUISE & LUNCH



For those headed home Sunday to the Pacific NW, we have a cruise from Richland to Ellensburg, along the scenic Yakima River Canyon Road on the way home! We will have lunch at the Red Horse Diner in Ellensburg. Be ready to leave the Holiday Inn at 9:30am.



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TOTE BAGS  
\$20.00



SKU:104



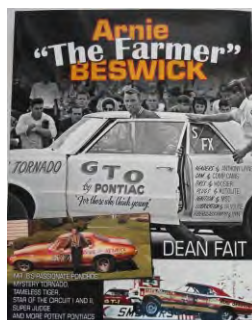
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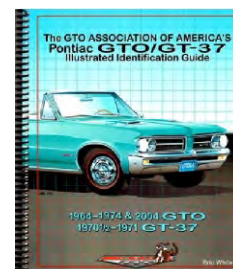
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## GTOs FOR SALE



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



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



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



**2006 GTO**, red, black interior, manual trans, 2nd owner, has a couple minor performance upgrades. Have all original parts to put back to stock if desired. Car runs very strong. Other than bolt-on upgrades car is very original and showroom condition inside and out. Cov-

er car August 2013 *Legend* magazine. \$35,000. Jim Witowski 219-879-2195 (IN) #6367 may

## PONTIACS FOR SALE

No other Pontiacs for sale this issue.

## PONTIACS WANTED

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

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

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

**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 #20685 may

## PARTS FOR SALE

**64 GTO**, lots of parts to sell. I might have what you need. Jim Witowski 219-879-2195 (IN) #6367 may

**64-65 GTO parts:** very nice original day-night mirror \$100, rare factory AC or Tri-Power notched 7-blade heavy duty fan in mint condition \$225, excellent rust free AM-FM radio \$600. **66-67 GTO parts:** convertible top interior latches \$125, mint Rally gauges with complete factory dash wiring harness \$575, nice original taillights with gaskets \$350, complete grilles with parking lights, wiring, trim moldings and GTO emblem in very nice original condition \$600, mint original wood console door with lock \$125, working AM-FM radio with control knobs \$575, factory Rally oil/water dash gauge \$150. Scott Bluhm 616-481-6612 #33111 apr

**64 Tempest** 215 cu.in, six cylinder engine, 106,000 miles, must pick up. Make offer. 2 auto tarns for 215 six cylinder engine, must pick up. Make offer. 4 four-door Tempest sedan doors, excellent condition, must pick up. Make offer. 64 GTO 4bbl chrome air cleaner & base plate, top rechromed, no dings or dents \$500 or best offer. John Ness 717-767-2033 #10302 may

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

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

Ads run 3 months unless renewed  
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**June issue deadline is April 15**

**Business or commercial ads** are not free. Those ads go to Mark Melrose at [advertising@gtoaa.org](mailto:advertising@gtoaa.org). Check with Mark for pricing and ad sizes.

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

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

**64-72 GTO/LeMans owners...** is your center link near or rubbing the front of your oil pan?



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**70 Judge Ram Air III parts** from original 400 CI engine: crankshaft, camshaft, and pistons, all in good condition. \$300 for all. Call or text Jim Watermolen 920-621-7413 e-mail [jimjanewatermolen@msn.com](mailto:jimjanewatermolen@msn.com) #21186 may

**71 GTO:** Turbo 400 transmission that was removed from a 71 GTO w/455. Numbers on ID tag: 71-PW-3148. Mark Suess 920-279-4840, e-mail: [midsuess@ntd.net](mailto:midsuess@ntd.net) #14265 may

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

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

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

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

**PARTS WANTED**

**Wanted for 64 GTO:** 1964 Lemans/GTO 4-speed console. Tom Condon 541-980-6820, [tcnd@gorge.net](mailto:tcnd@gorge.net) #16944 may

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---	---

**Wanted for 65 GTO:** NOS/OEM 60 psi oil sending unit and one 14 x 6 factory stock wheel in good condition. John Snyder 240-707-1059, e-mail [ssdi8765@gmail.com](mailto:ssdi8765@gmail.com) #14247 jun

**Wanted for 65 GTO:** left front wheel opening molding for low mileage car. Prefer used or OEM, no aftermarket. Richard Frank 570-439-0539 #19956 apr

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

**Wanted for 66 GTO:** the Deputy Robert Kunze Memorial Car Restoration needs a few parts that are not reproduced. If you are not aware of this project, look at the April 2020 or the October 2021 *Legend* for the full story. We need a full dash assembly with all components, gauges switches, etc., for an AC car. We also need an automatic shifter assembly. We have the console but no shifter components. We need everything from the transmission to the console. We could use a nice steering column as well, tilt or standard. Donations would be great but if you need some cash for your parts that works as well. Sam Nance 316-264-1887 (no text) e-mail: [jbhnance@hotmail.com](mailto:jbhnance@hotmail.com)

**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

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<h2 style="text-align: center;">GAS TANK</h2> <p style="text-align: center; font-size: large;"><b>\$99 &amp; up</b></p> <p>1964 - 1972     <b>Stainless Steel \$225</b></p>   <p style="text-align: right;">Sending Units &amp; Straps Available</p>	<h2 style="text-align: center;">POWER WINDOWS</h2> <p style="text-align: center; font-size: large;"><b>HARDTOP &amp; CONVERTIBLE</b></p> <p style="text-align: center; font-size: large;"><b>EXACT REPRODUCTION</b></p> <p style="text-align: center;">Complete Kit: Regulators, New Motors Correct Switches, Wiring Harness, Conduits, Templates &amp; Instructions</p> <p style="text-align: center; font-size: large;"><b>\$729</b></p> 		
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**Wanted:** 69 Ram Air IV 400 WW code casting number 9792506 engine block, pair 722 heads, and other parts. Also looking for a 7029273 Quadrajel carburetor. Mike Pipia 414-581-8733 *may*

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

**Wanted:** NOS green floor mats for '69-'70 GTO, front and or rear. Richard Roberts 410-259-8033, e-mail richrobe608@gmail.com. #18661 *may*

**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 *may*

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

**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 *may*



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**Wanted:** Still looking for Q-jets including 7029273, 7029270, or other round port motor parts. I have other Q-Jets and 67-72 GTO / LeMans, Firebird, Grand Prix intakes, blocks, heads, and other parts to sell/trade. John Johnson 573-581-8013, 6-10 PM Central, or [johnjohn@midamerica.net](mailto: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](http://www.phs-online.com) for ordering details. Results sent to you via e-mail \$85; via e-mail in one day \$100; via e-mail in one day plus hard copy mailed \$115. Fax to 586-781-5167. Ordering by regular USPS mail, send your Vehicle Identification Number (VIN) along with a check (a cashier's check or money order will speed up the process) to PHS Automotive Services, PO Box 183251, Shelby Township, MI 48318. Visa and MasterCard accepted. Office phone 586-781-5164

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## SEEKING INFORMATION

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

**Looking for the 67 GTO** I purchased December 1966, soon after returning from Viet Nam. I believe the dealership was Don Meadow Motors, South Bend, Indiana. It was Regimental Red, black pinstripe, black interior, 4-speed, no AC, PB, PS, or PW. It did have Rallys. I

think radio was AM only. Last seen early 70s Fort Wayne, Indiana. I installed a reverb chamber with a rear speaker and a set of coil-over-shock overloads. I just want to know if it's out there somewhere. I've got stories and a couple pictures for the owner. Dave Wilson 260-672-8673 or [bludux4@outlook.com](mailto:bludux4@outlook.com) #21542 [jun](#)

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

**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 [may](#)

## GTO MODEL REGISTRY

**65 GTO Tri-Power 4-speed convertible Registry:** members have full access to an enormous spreadsheet that contains detailed data from all the registry cars. Cars can be in any condition to join. Just share your PHS documentation to verify that your convertible was originally factory equipped with Tri-Power and a 4-speed. Bill Murrell, e-mail: [wmurrell@comcast.net](mailto:wmurrell@comcast.net)



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**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

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



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**May 7, 2022**, 32nd Annual All-Pontiac show, Link OC Shopping Center, 1091 N. Tustin Ave., Anaheim, CA 92807, sponsored by SCCPOCI. All years welcome, trophies, raffle prizes. Register online thru 5/05/2022 at [www.SCCPOCI.com](http://www.SCCPOCI.com). Bill Baker 714-931-6058 or Carter Chee [sccpoci@gmail.com](mailto:sccpoci@gmail.com)

**May 15, 2022**, 37th Annual All Pontiac / Oakland / GMC Spring Car Show sponsored by the Nutmeg Chapter POCI and Barberino Nissan at Masonicare of Wallingford, 67 Masonic Ave. Wallingford, CT. Rain date May 22nd, 2022. Mike O'Neill (203) 266-7089, e-mail [chrisonell73@charter.net](mailto:chrisonell73@charter.net) or visit website [www.nutmegchapterpoci.com](http://www.nutmegchapterpoci.com)

**August 13, 2022**, 41st Annual Original GTO Club All-Pontiac Car Show, historic downtown village of Greendale, Wisconsin, 8:00 am - 3:00 pm. \$10 entry fee, no pre-reg, 14 classes, rain or shine. 50/50, live music, food tent, craft fair, farmers market, raffle baskets. Paul Hauser, e-mail [paulhauser59@gmail.com](mailto:paulhauser59@gmail.com) or call 414-416-0991

**September 16-17, 2022**, Pontiac Uprising #33, all-Pontiac indoor car show and drag race hosted by the Greater Wichita GTO & Pontiac Club. Held at historic SRCA drag strip in Great Bend, Kansas. Test & Tune Friday af-

ternoon with evening tech session & dinner. Race & show Saturday. Host Hotel Best Western. Mike Cooper 316-655-1408

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

## EVENT LISTING GUIDELINES

Maximum 50 words

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

June issue deadline is April 15

E-mail to: [GoatGuyTom@aol.com](mailto:GoatGuyTom@aol.com)

Or fax to: 856-866-9003

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

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# GTOAA CHAPTER DIRECTORY BY STATE

REFLECTS CHAPTERS REPORTING AS OF MARCH 1, 2022

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**TX** Gulf Coast GTOs  
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GTOEric71@yahoo.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 March 1, 2022. If your club's new info was received after that date, it will appear on the chapter list posted on the GTOAA website. We would all like to have the chapter listings correct and up-to-date. Please contact Holly Geist -- chapters@gtoaa.org -- with any questions, updates, or corrections.

Thanks!

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