

# THE LEGEND



Volume 41 #2  
February 2023



**Jim  
Colgan's  
455 HO 1970 GTO**



**Octane: Behind The Elusion      Convention Activities Preview**  
**Pontiac Folks Helping Each Other      Little GTOs**

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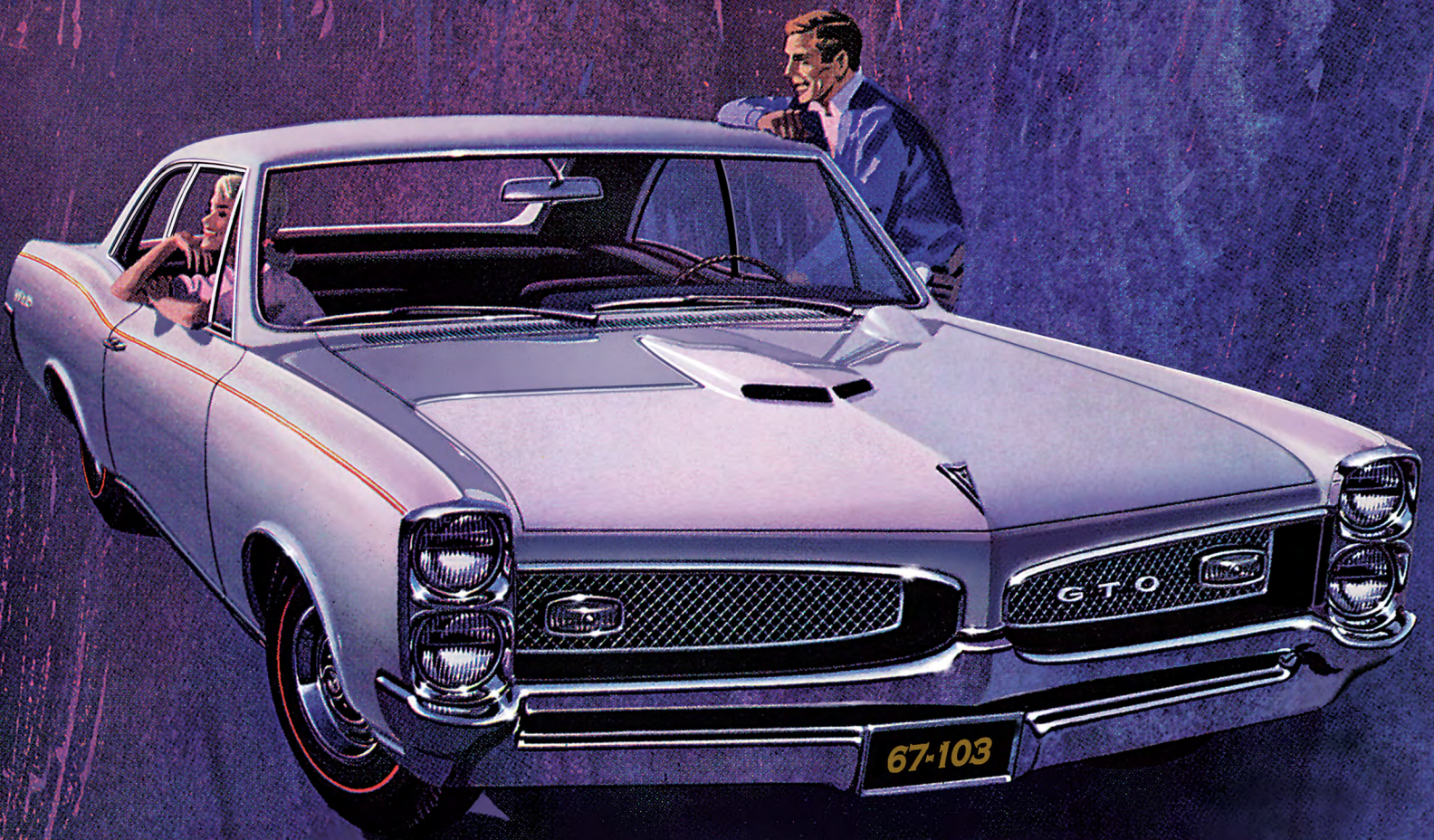
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**Missing magazines or changes of address:** direct correspondence to Monica Hooten, PO Box 277 Batesville, IN 47006, or e-mail [gtoamembership@gtoaa.org](mailto:gtoamembership@gtoaa.org). Please include membership number.

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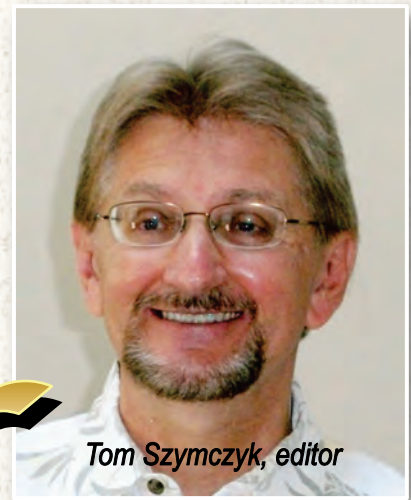
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# 1st Gear



Tom Szymczyk, editor

Are you a numbers-matching kind of Pontiac enthusiast? A resto-mod guy? Perhaps a Day Two GTO fan? Maybe a quarter-miler? Inquiring minds want to know. Well, maybe just my inquiring mind. I would like to get a feel for where the GTO hobby stands in 2023. How do our members view their involvement in the Wide, Wide World of Goats?

For the purposes of this very informal survey, let's say Numbers-Matching applies to folks who prefer factory original -- or restored to factory original -- GTOs. Then let's call Day Two the slightly modified (wheels, headers, other street upgrades) cars. Resto-mod would be serious Pro Street or Pro Touring builds (think blowers, LS engine swaps, full custom bodies or interiors). Race Cars would be just that -- purpose-built track machines.

Some folks might fall into more than one category. That's OK. Your personal preference is up to you. One way or another, it's all about appreciating GTOs. Let me know where you stand. If we get enough good responses, maybe we can make a magazine article out of it. My e-mail address is Goatguytom@aol.com.

Elsewhere in this issue, John Johnson discusses some of the activities available at this year's convention in Illinois. Take a look and make sure you register for the trips or tours you want to experience. It's important that we know how many people sign up for any given item. If we don't get enough, we

may have to cancel an event that involves renting a bus. By the same token, some of the trips or tours have a maximum number of people, so don't be late and miss your opportunity... Pre-registering for these items is key to being able to make them happen.

The same goes for registering your car for the event. If you want your Concours vehicle indoors, don't wait. Space is limited by the size of the hotel ballroom. If you want your car in Popular Vote and expect to be voted on, make sure you register before June 15. Once we establish the Popular Vote classes and lay out the parking lot, everything else goes in Street Legends, which is display only. Don't wait until 10 minutes after the last minute.

## Don't forget ...

*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

## Insurance Update

One of the benefits of being a chartered chapter of the GTOAA is having liability insurance that covers all members within the chapter. With our liability coverage, our active chapters' events are covered as well as our national convention. In December of 2021, we were negotiating for the use of Bristol Motor Speedway where we were required to have a five-million-dollar insurance policy. Since we carry a three-million-dollar policy, we had to shop for a one-day rider or a separate one-day policy.

Before securing the required one-day policy with a different insurance carrier, we contacted our then-carrier for a one-day rider to our existing policy. After repeated attempts over a period of nearly two months trying to get a quote to no avail, I contacted John Abrams & Associates Insurance Agency of Hagerty Insurance.

Several years previous, Abrams & Associates began advertising with us and became one of our yearly Convention Gold Level Sponsors. I requested a quote for the same policy rider and asked for a quote for liability coverage for the GTOAA. Part of the process was to provide John Abrams a copy of our current policy for comparison. During the examination of our policy, we learned an exclusion had been added to our policy which our insurance carrier had failed to inform us about. It essentially gutted the liability coverage the GTOAA once had. We only had a basic "office policy," not the blanket liability coverage we previously had.

Upon learning this, I audited our policies dating back to 2011 and found that the exclusion was inserted in 2018, unbeknown to us. I immediately contacted our then-agent who informed me we were indeed covered despite how the exclusion read. Not satisfied with his answer, I spoke with our agent's superior and requested they provide me -- in writing -- that our liability coverage was intact and we were adequately covered. They couldn't.

I then contacted the underwriter for our insurance carrier who informed me they would never write a policy for the coverage we required and consequently dropped our coverage. It was that particular underwriter who inserted the exclusion eliminating that coverage when they became our insurance carrier's underwriter in 2018. I called our insurance carrier and spoke again to our agent's supervisor and asked why we were never notified of the change in coverage. They could offer no explanation.

Dissatisfied with the customer service we received, I began investigating liability insurance from John Abrams who shopped our needs on the open market, along with another insurance carrier with a different agency who did the same. After a period of four months of working with both insurance carriers and weighing the options presented to us, we went with the best broad-based policy offered that met our needs which was through Hagerty Insurance.

Once a new insurance carrier was acquired, our chapters were immediately notified, and all requisitions for insurance for their events were transferred to Hagerty, business carried on as usual. All in all, it took a good five months to get the situation straightened out.

Although the situation has been taken care of, it comes with a hefty price tag. Each year, generally April or May, we publish our yearly financials and in it we publish our yearly insurance premiums. When we publish our 2022 financials you will see a dramatic increase in our liability insurance. The figure \$21,000 is what we are now paying for liability insurance, up from \$2,800 which our former insurance carrier charged us for the "office policy" coverage. We pay \$300 per chapter for their liability coverage each year.

John Abrams is an advertiser with the GTOAA and a yearly Gold Sponsor of our conventions. As a car guy he knows what many of us shopping for adequate collector car insurance look for and has helped many of our members select proper coverage. He's able to provide the best possible collector car insurance rates Hagerty offers.

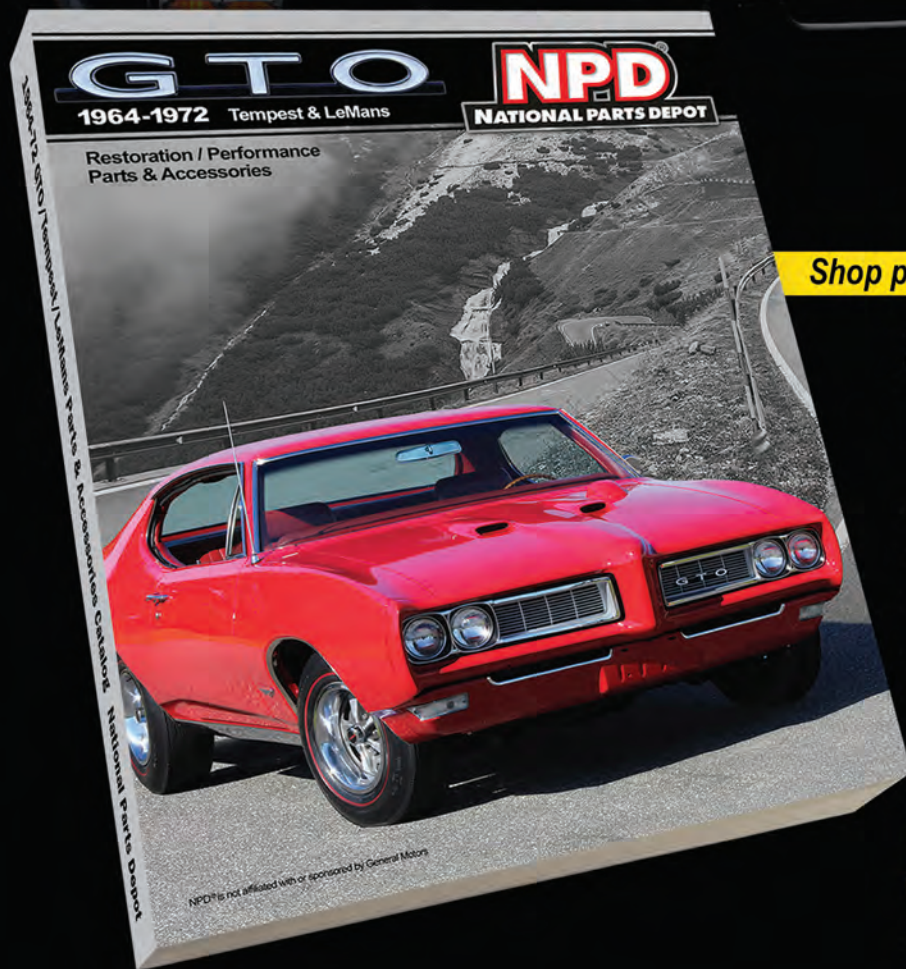
Those who have spoken to John at our conventions and discovered they can save on their collector car insurance have taken advantage of this benefit we now offer our membership. For our members who enjoy participating in driving schools, John can provide a discounted rate for the Skip Barber Youth Training and any Skip Barber Racing Schools, which is exclusive to our GTOAA members.

If you have a question on your chapter's liability coverage you can contact John directly for those answers. If you're interested in exploring the option of having your collector car(s) policies compared, his contact is on the back cover of *The Legend* magazine. Make sure you inform him you are a GTOAA member to take advantage of this benefit.



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# Convention Corner 2023

June 27 - July 1, Springfield, Illinois



John Johnson

## TRIPS, TOURS & ACTIVITIES

### St. Louis Riverboat & Gateway Arch Tour

If you think of St. Louis, visions of the Mighty Mississippi River and the Gateway Arch probably come to mind. Experience a destination where the stories are as incredible as the views. Bringing together art, nature, history, and adventure, the Gateway Arch is our destination. This tour is all inclusive, including motor coach, tickets to the different venues, and a box-lunch.

#### Riverboats at the Gateway Arch

Travel through time on a replica 19th century paddle-wheel riverboat. Our cruise on the riverboat will offer a unique and relaxing way to experience the Gateway Arch and downtown St. Louis skyline. A box-lunch will be served to our group during this boat ride.

#### Tram Ride To The Top of The Arch

Gaze at over 43,000 tons of concrete and steel making an iconic, elegant arc 63 stories high into the Midwest sky. Our signature experience transports visitors 630 feet to the top of America's tallest monument. Since its completion in 1965, the monument has taken millions of visitors on the trip to the top to enjoy stunning views stretching up to 30 miles to the east and west.





## Museum

Trace the story of the Native Americans, explorers, pioneers, and rebels who made America possible. Featuring 201 years of history within six themed exhibit areas, this innovative and interactive museum celebrates America's pioneering spirit and explains the westward expansion of the United States with an emphasis on St. Louis' role in that era. The galleries span from 1764 to 1965 with topics covering Colonial St. Louis, Jefferson's Vision, Manifest Destiny, The Riverfront Era, New Frontiers, and Building the Gateway Arch.



## Monument to the Dream Movie

Learn about the inspiration behind architect Eero Saarinen's timeless design and the determination of the people who brought the Gateway Arch to life in this award-winning documentary.

### \*\*\* IMPORTANT \*\*\*

Please note there will be some walking required to get to and from the riverfront and The Arch, including steps, as well as ramps and cobblestones at the riverfront. Also, you must climb steps to get into the Arch Tram.

This tour has a limit of 52 persons so register early to ensure your seating!



## The Scandalous Brewery Tour

Step back in time and learn about Springfield's sensational Prohibition and other scandalous history on board a deluxe motor-coach. Springfield had its crime family, hot running stills, and assassinations just like the Chicago.

We'll stop at three different local breweries where you can choose your own tasting selections of local and regional brews and other premium spirits. (30-minute stop at each brewery, participants pay for own drinks)

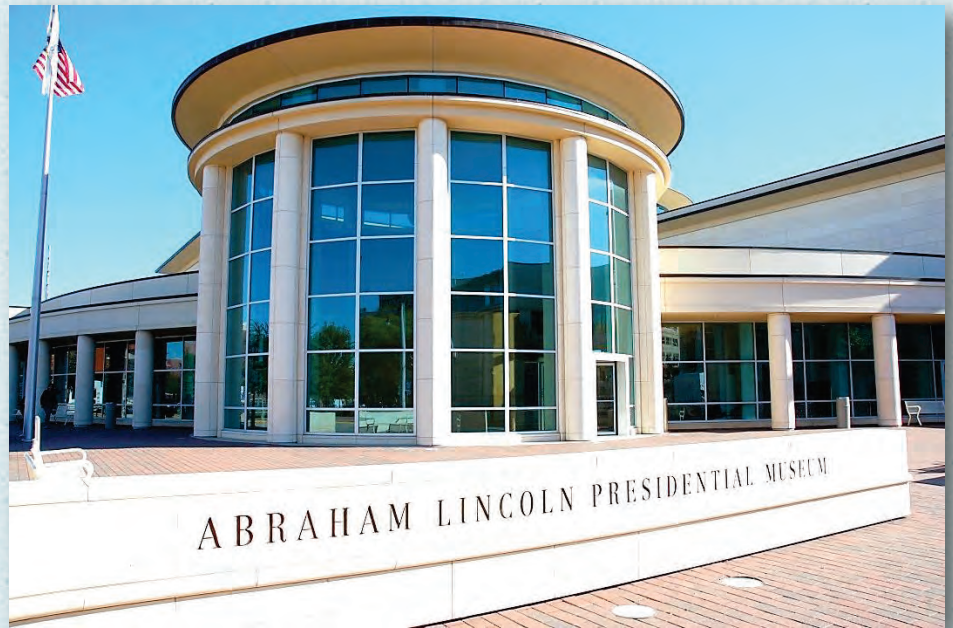


## The Lincoln Experience!

Join this full day tour experience that explores the Lincoln history of Springfield with an expert Lincoln guide. Travel on board a deluxe motor coach for your comfort. You'll visit the Abraham Lincoln Presidential Museum, the Old State Capitol, Lincoln's home, and the Lincoln Tomb where the family lays to rest. Learn about his family and law life, his rise into national politics, his funeral and burial, and more amazing Lincoln history sure to leave you endeared to the 16th president. This is the Lincoln Experience!

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- Self-pay lunch (on you)



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### Meet Registration

**Bob Alexander**  
**970-214-4234**  
[registration@gtoaa.org](mailto:registration@gtoaa.org)



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# Pontiac Folks



## Helping Each Other



*John Snyder*

For many years I had been searching for a 1965 GTO in Montero Red, black interior, Tri-Power, with a 4-speed in very good to excellent condition. I found many during my search but none were acceptable. Many were over-priced or in not as advertised condition. Every seller's car was advertised in great condition (NOT); not original colors or had been converted to Tri-Power and/or 4-speed. My goal was to locate a GTO that was as similar as possible to the one I bought new in 1965 (photos below and right).



After several years of searching, I decided to place a wanted-to-buy ad in the GTOAA's monthly *Legend* magazine. To my surprise, I received a call from Rennie Mowry in October of 2019. He and his wife Bonnie were in the middle of a full restoration on a car that was very similar to my original '65 GTO.

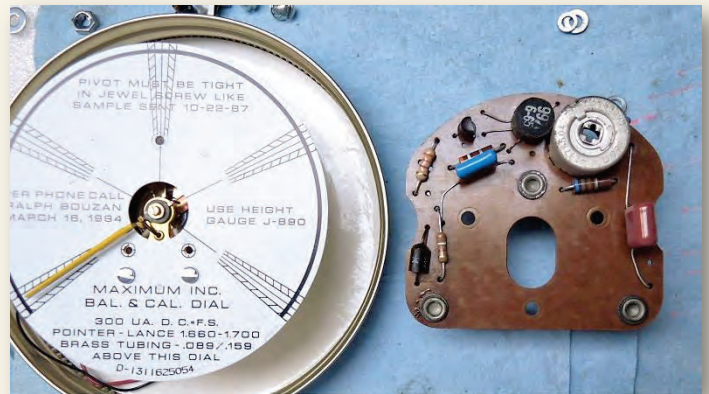


Bonnie and Rennie had previously restored 17 other '65 GTOs and still own a '65 GTO they bought new and took on their honeymoon in 1965. As a side note, the first stop they made after the wedding was to wash the GTO (see photo to above). They were not very happy with its shaving cream decorations!



I agreed to buy the car based on the outcome of the restoration, which they provided photos of on a regular basis until it was completed in February of 2022. The car was beautiful after the first class restoration they performed on it. However, I wanted a car that would compete for Gold Concours at the upcoming GTOAA Nationals in the factory restored class.

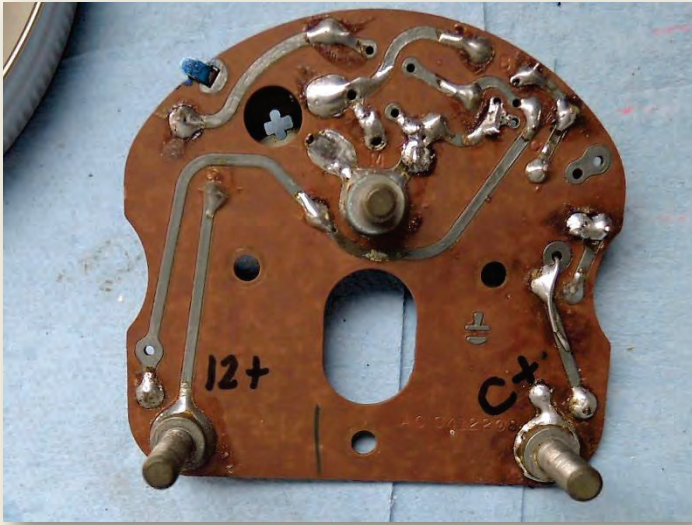
I reached out to several restorers and as expected, they were backlogged with extremely long waiting periods for any new projects. I then contacted Jake Cryan, owner of Resurrection LLC, after seeing his ad in the *POCI Smoke Signals* monthly publication. I called several individuals to acquire recommendations for Jake and one individual advised that, "If Merle Green trusts him to work on his cars, then you know he is extremely good." That proved to be an understatement! After forwarding many photos and a long discussion and since the project was not a long one, Jake decided to squeeze it into his busy schedule.



During the restoration, he upgraded many, many items including replacing the water pump, exhaust, exhaust manifolds, all the glass, windshield wipers, correct paint overspray, paint corrections, shocks, tires, steering wheel, nuts, bolts, fasteners, screws, etc., etc.

Well into the project, Jake and Merle Green (former PO-CI president and neighbor) were talking about my project and Jake stated, "It would be really cool to install a transistor ignition (TI) option since the car was originally equipped with it." Merle paused for a moment and then stated, "I happen to have one that I was hanging onto for years, but never had the opportunity to install." So he offered it for sale to me (photo below left).

It was not complete, so before making a decision it was necessary to search for the necessary components to complete a transistor ignition installation, which included a 42 amp alternator, amp tray, and wiring harness, among other items. We then discovered Mike Zamora, owner of ReNu-A-Vette, who specializes in transistor ignition systems, and he had what we needed. So the decision was made to install the transistor ignition before the GTOAA Nationals, with the



knowledge that it would really be cutting it close to complete it in time, which proved to be quite true!!

We were very lucky and found a NOS transistor ignition regulator. Although not required for a TI install, it definitely makes the car look unique or as Jake stated, "A space age appearance." We forwarded the items purchased from Merle to Mike, which included the amp cover box and distributor to restore. Mike provided an amp with updated silicone transistors, a wiring harness, and a tach pre amp since we did not have a TI specific tach.



All was going well with the 11th hour installation until Wednesday the week before the GTOAA Nationals. The car started, but the tach was not working. We were definitely disappointed, so in desperation I reached out to Pete Serio, owner of Precision Pontiac, who is well known in the GTO community for his restoration of gauges. After a long conversation with Pete, he agreed to begin work on a TI tach that evening and have it ready to ship the next day.

Keep in mind that Pete did not have a ready-to-ship TI tach on the shelf. He had to update circuit board components and build it (see photos). No small task for the time



available. Pete saved the day and really went out of his way to help us. The tach was received by Jake 11:56 am on Friday, and by Monday afternoon, the day before the car was being shipped to Nationals, the tach was installed and working. For those who know, it's no small task installing a 65 GTO transistor ignition tach. So just hours before the car was picked up we had a complete transistor ignition system with a TI regulator and TI tach installed and working.

We cannot thank Pete adequately for the extreme effort on short notice he put in to make this happen. His knowledge in these systems is incredible. I must thank Merle Green for parting with his treasured components, some of which are almost impossible to find, and to Mike Zamora for sharing his knowledge and fast turnaround time making this all possible.

Also I would like to thank Scott Tiemann for his advice and recommendations and Roger Shelton who provided numerous photos of his '65 GTO which he bought new and still owns that was originally equipped and still is with a TI system. And most importantly, I cannot adequately thank Jake for all the wonderful work he performed on the car, including the 11th hour TI installation. He took a very good car and made it a great car. It's wonderful how many in the classic GTO community are willing to go beyond the call of duty to help one other.



# Octane:

## Behind The Elusion

Tim Guggisberg

Octane...the subject of much lore, legend, and myth. I imagine you all have found ways of getting the fuel you need for the engine of your old car. My intention is not to tell you to do anything different. I thought it could be useful to provide some background on what it is and how it came to be so important.

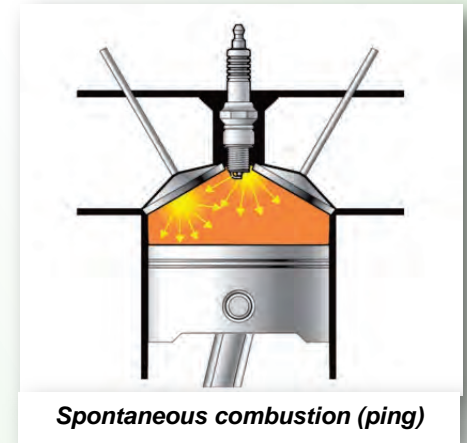
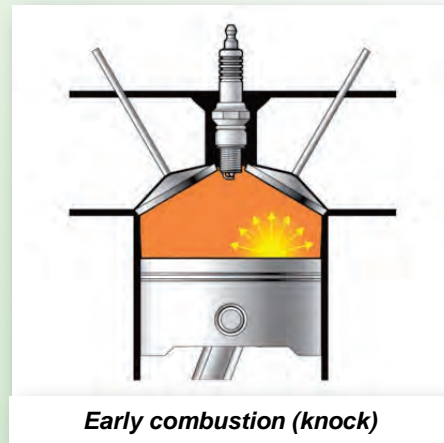
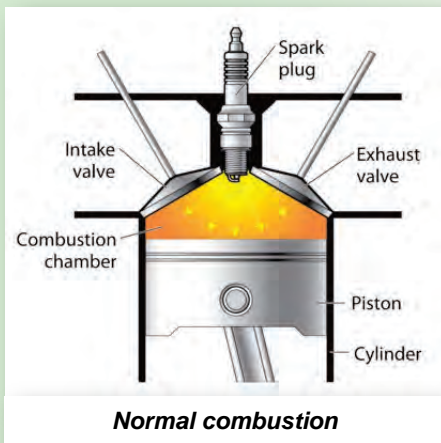
I'm not going to revisit the false, or at least vastly oversimplified, statement that "higher octane makes more power." I'll assume that we're all beyond that. Substitute "...keeps your engine cleaner" or "...gives better

mileage" – I won't be giving those any space either. The octane rating of a fuel has precisely one direct consequence – it affects the dynamics of the chemical reaction we call "combustion." In that brief instant, the reaction of the chemical compounds in fuel with air (about 78% nitrogen, 21% oxygen) and the humidity in the air forms carbon dioxide, carbon monoxide, various oxides of nitrogen, water vapor, and a smorgasbord of other compounds in small amounts.

However, these chemical reactions have many intermediate steps

where other compounds form briefly, combine with each other, with more air, and produce another set of intermediate or final products. Of course, this all (ideally) begins at the spark plug and moves (mostly) outward.

Because of things like pressure waves, hot spots on surfaces, and uneven mixture, small pockets may ignite before and/or separate from the main flame front. The result is what we hear as knocking and pinging. "Knock" is usually associated with an ignition starting before the spark plug fires, while "ping" describes rogue pockets



of detonation after spark. Knock can even occur at the spark plug, but before it fires, if the spark plug is too hot.

Both knock and ping can be mild or severe. A fuel with a low octane rating is more susceptible to this behavior, especially ping. Mixture (lean) can be a strong contributor to knock. You might be tempted to conclude that a high octane fuel burns less easily. You wouldn't be wrong.

Typical grades of gasoline (84-93) all have pretty much the same energy content (adjusting as needed for ethanol content), but a higher octane fuel releases that energy in a more controlled manner. Speaking of ethanol, it is interesting to note that ethanol has a pump octane rating of 110 but only 67% of the energy content of gasoline ... definitely not "more power" from higher octane.

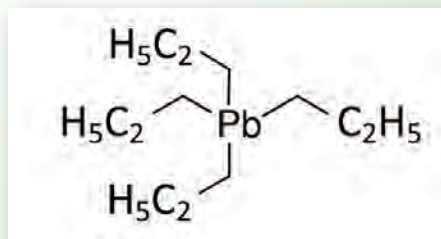
The design of an engine and its control systems largely dictate the octane rating it requires. Use of aluminum cylinder heads helps dissipate heat. Lower compression reduces pressures. Fuel injection, with its oxygen and MAF sensors, precisely controls mixture. Knock sensors can adjust ignition timing automatically.

These are just a few design features that can reduce the required octane rating. None of them imply lower performance. The right octane allows the engine to be tuned, automatically or by you, to deliver best performance. "Performance" may be power, but may also be fuel economy, emissions, or other indicators.

Our cars, coming from an early era, lack much of this technology. Even if you've done engine upgrades like aluminum heads or even fuel injection, knock sensors would be an unlikely upgrade. Conversely, they do have relatively high stock compression ratios, 10.5:1 or even 10.75:1. My original 1966 owner's manual calls for "Premium" fuel. In 1966, this would have been 99 or 100 octane...leded of course.

Lead in fuel, besides providing some protection to non-hardened valve seats, is a very effective octane booster. Thomas Midgley, Jr. is credited with discovering its beneficial effect in the early 1920s while working for GM, in a quest to reduce knocking. To make it mix readily with gasoline, it was produced as a compound called tetraethyl lead (TEL).

During combustion, the individual lead atom is freed and interrupts the chain reactions within the rogue flame pockets mentioned earlier. Of course, the history of use and discontinuation of lead in gasoline is well documented. It was an easy and inexpensive solution with very undesirable consequences over the long term.



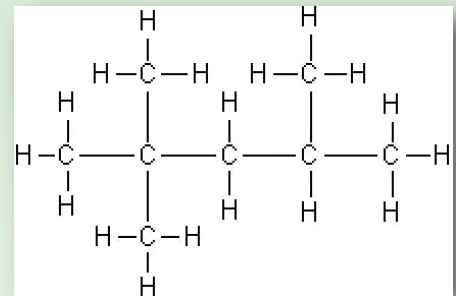
### ***Tetraethyl lead - Pb(C<sub>2</sub>H<sub>5</sub>)<sub>4</sub>***

Why is it called "octane rating?" To begin, in chemistry, "octane" describes a molecule – a saturated hydrocarbon with eight carbon atoms. The family of similar molecules, called alkanes, includes names you probably know like methane (one carbon), propane (three carbon), and butane (four carbon).

During the same period that Midgley was working on additives to reduce knocking, Graham Edgar, working for the Ethyl Gasoline Corporation, was adding different amounts of heptane (seven carbons) and octane to gasoline to study the effects on knocking. He found that pure octane never caused knocking, while pure heptane always did. By combining these in different amounts, he obtained fuels of various qualities.

A fuel was identified by the percentage of octane it contained...its octane number. That was the birth of

the octane rating system. To geek out a little further, the octane molecule comes in different configurations, called isomers. They all have the chemical formula of C<sub>8</sub>H<sub>18</sub>, but differ in the branching of the carbon atoms. The main one resulting from petroleum refining is named 2,2,4-trimethylpentane, more commonly called iso-octane.



### ***Iso-octane***

Edgar's work led to the creation of the octane rating that we still use today. Shortly after World War I, with demand for gas pushing supply, there was a call for establishing some official interpretation of what constituted "gasoline." In the beginning, it was simply the waste product of refining kerosene with little definition or control of its composition.

As the auto industry began to observe a correlation between engine performance and gasoline characteristics, pressure mounted on the petroleum industry and controversy between the two developed. Ultimately, the Cooperative Fuel Research Committee (CFR) was formed. It was funded jointly by the National Automobile Chamber of Commerce and the American Petroleum Institute.

The Society of Automotive Engineers administered the funds, and the Bureau of Standards did much of the research, along with SAE. It created an environment for objective discussion and began much of the collaboration that still exists today between the two industries.

One result of the work of the CFR was the definition of a standard en-



gine on which to test gasoline knock characteristics. In late 1928, the committee approved a design from the Waukesha Motor Company for a standard, single-cylinder test engine. The company still exists today and continues to produce and maintain the standard CFR engines. Instrumentation has been improved and data collection digitized, but the engine retains the same basic characteristics, including

- Variable compression ratio cylinder
- 4-bowl carburetor
- Engine air control system (temperature and humidity)
- Exhaust surge tank system (avoid pulses and back pressure)

**Photo of CFR engine at right**

With iso-octane still representing 100 and heptane representing 0, other fuels can be tested to determine their rating relative to 100% iso-octane. ASTM standards D2699 and D2700 specify the exact conditions and procedure for the tests on automotive fuels. Octane ratings greater than 100 are possible. Officially, the measurement is valid for octane values from 40 to 120.

To confuse matters a little bit, there are two methods specified, one by each ASTM standard. One is called Motor Octane Number (MON) and the other is Research Octane Number (RON). The Motor Octane test is more severe, using higher engine temperatures and speeds. As a rule of thumb, RON is about 8 (6-10) higher than MON. When you go to a gas station, the octane value shown at the pump is an average of the two. That's why you will usually find "(R+M)/2 Method" shown on the pump.



**Gas pump octane labels**



Source: CFR Engines, Inc. (copyrighted)

If you use or have used aviation fuel, 100LL avgas, in your car, you may know that it does not have a true MON or RON, but rather a "lean" rating and a "rich" rating. You may see 100LL as 100/130, giving the two ratings. The lean rating is similar to MON.

Gasoline recipes vary in different parts of the country, sometimes by season. Thus, the octane ratings available to you may be different. Ethanol raises the octane of the gasoline mixture. The octane rating of a mixture of fuels is simply the volume weighted average of the octane ratings of each component.

You should also be aware that octane is measured in "numbers" and "points." 87, 91, and 93 are octane numbers. Between each number, there are 10 points. Be careful if you use octane boosters. Some (the inexpensive ones you can buy at many places) don't say how much increase they provide or make a big deal that they provide a 5-point increase. Also, there may be diminishing returns; each extra ounce of octane booster may not provide as much benefit.

There are more "serious" octane boosters available that come with mixing charts to help you determine the correct amount to use.

It's better to start with the highest octane gasoline you can get and boost from there, typically less expensive that way and more confidence to reach the level you expect. Some choose to use racing gas, such as 110 octane, mixed 50/50 with 90-93 octane pump gas. That gets you to the neighborhood of 100+ octane. You probably already have a routine for getting fuel that works well in your GTO.

Perhaps the background presented here will give you confidence that what you are doing is right or give you some inspiration to look at other ways.

**Tim Guggisberg previously wrote an article (December 2021 issue of The Legend) on the importance of divider plate gap on water pump performance.**

**G**rowing up in Chicago was tough -- cold nights, snow and salt...and salt...and salt... It's the city; if it's nice, it won't be for long. I drove a '69 Tempest Custom S but wanted a '69 or '70 GTO with a stick and original motor; not so easy as I found out.

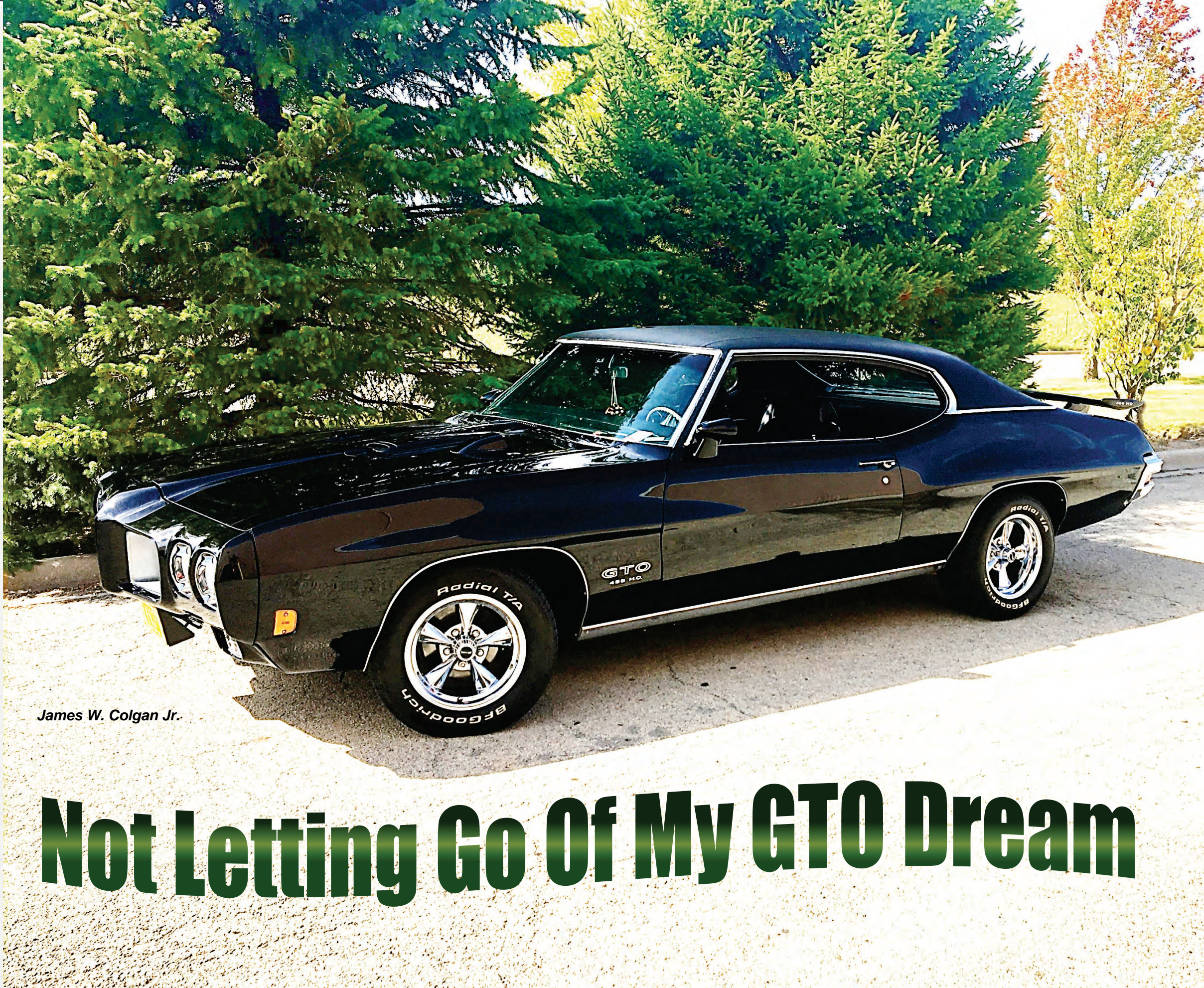
I now look back amazed at what I've accomplished over 36 years. Let's go back to 1976. Carter's in office. Gas shortage and I want a stick-shift GTO. But after looking at several with different engines, wires hanging everywhere, no air cleaner -- good sign it's not a numbers matching car. But then, I find the GTO of my dreams.... a triple black 1970 GTO, 455 HO 4-speed. But it's wrecked! A fire hydrant and snow don't mix for a young boy, not once, but twice. Yes, TWICE. But the good news is it was an untouched, all original car, exhaust, no modifications. It even had the dealer floor mats in it. I still have them.

So the kid wrecked it once and could not find a used fender. He put a brand-new fender on the left front and a lime green front bumper spray painted with cheap black paint. Then he proceeded to wreck it again by hitting a fire hydrant on the SAME side. I said to him, "Man, you wrecked it, fixed it, and wrecked it again." Before he could say anything, his father came out and said, "Damn right he did! That's why it's for sale. To keep him from killing himself."

Now to the fun part. I knew it was a rare car due to the fact that in Chicago, a stick car, black, with no AC was a hard sell NEW. It had to be a special ordered car; 10-bolt rear end, also curious. We'll find out 30 years later. I bought it for \$650.

My dad was a big help. He found a '70 GTO complete front clip at State Street Wreckers in Chicago for \$350, delivered to the house. I began working on it right away. I found a frame for \$25 from a LeMans that was off the car already. SWEET. Plus a 12-bolt out of a '70 Chevelle with ladder bars. I had to take it out and the guy wanted the money up front. The high for the day was below freezing, no refunds if I don't get it out, he keeps the money. He didn't think I would get it out.... he didn't know Irish very well. With Dad's help, hand tools, and about half a day, it was home to be moved around several times until it debuted in 2011.

I took the engine and trans out to be rebuilt at Speedway Machine Shop on Pulaski Ave. What I had in mind was to take the doors off along with the trunk deck. The front end was off, so six guys could pick up the body and put it on another frame. Then I would put it back together. My dad's advice: "Leave it alone.... it's not worth the trouble." I said, "It's never EVER going to be right. The frame is bent too badly." But Dad wants his garage back. Things went south fast, probably due to the fact I blew up the Custom S. So, I just changed motor mounts on the 455HO to the 350 mounts; with a turbo 400 and two-grand stall speed converter it dropped right in. Nice!



*James W. Colgan Jr.*

# Not Letting Go Of My GTO Dream

I hung on to the Custom S, the GTO went into storage, and I just stopped my restoration. I just wasn't getting cooperation from Dad.

Life went on.... work, marriage, kids. In the early 1980s I still had both cars. I had parts to make the '69 Custom S into a '69 Judge clone. Yes, I thought about it before it became a "thing" to do. Mom and Dad retired to Galena. Dad let me keep the '69 out in Galena behind their house until we could get settled.

In the mid '80s we bought a house and brought both the cars back with us. We raised three kids with my lovely wife Susan, who made all this possible. It's nice living in a small town. Susan asked around looking for someone to get this project finished. I'm unable to put all the pieces together again. So, Susan found a mechanic to

do the restoration, without putting us in the poorhouse. He offered to do it. I wanted him to take the motor out of the '69, put it back in the '70, and restore it.

I listed the '69 for sale. No engine, just the 400 trans. I found a buyer who wanted to change it into a '69 Judge. He claimed the first '69 Judge was a pulled off the assembly line and converted to a Judge. He said he'd been looking for the last 20 years. I told him, "This is your lucky day. I have a '69 Carousel Red bumper and spoiler, black automatic console, bucket seats, and everything needed for the conversion."

He bought it all. Our '70 GTO engine was on a stand and the person who bought the '69 saw it. He wanted to buy the 70's engine right away. From eight feet away, he said, "It's a

455H0 and a very early one at that." I said I don't know.... but I sent away for the paperwork from PHS. I found out the car was sold at Seltzer Pontiac, not too far from Mom & Dad's house, in November 1969. As I said, black car, stick, no AC; you would have to PAY someone to take a car like that in August in Chicago.

We pulled the '70 out of the garage with a lawn tractor. No engine, trans, or front end, just kids toys and three inches of dust. My mechanic brought it to his house. He called to tell me, "We have a major problem." I think, "Oh no, he's changed his mind because of the time involved." But all he said was, "The frame is bent really bad and needs to be replaced." All I said was THANK YOU! It cost \$750 delivered from a southern donor car for the frame. Inflation!



He sand blasted the frame, making it like new. The first of many struggles getting it all together. As my mechanic was stripping it down to take it to the torch guy, he found the build sheet; it came from California....why? Off to the torch guy to prep it for the bead blaster.

Complete rotisserie restoration. In hindsight it's better to have your mechanic take all the parts off the car before you send it away. Because he has to put it all back together again. Trust me it makes things easier all around. Keep the old carpet as a template; make notes of where it goes. Have the mechanic take out the dash. It makes for a happier mechanic.

The GTO has a 10-bolt rear end. The reference books state all 455 HO 4-speeds came with 12-bolts, but don't

believe everything you read. I also managed to pick up a 12-bolt 3.73 posi with ladder bars shortly after I bought the '70 because I thought someone had changed the rear end. It's so nice having the build sheet to back up what you have. Just to cut through all the bull\*\*\*\* out there.

So, after lugging the 12-bolt rear around all this time I put it in the car and it fit right in. I still have the 10-bolt as well. I'm not letting it go. I still had the original transmission and the 12-bolt I picked up. That's just me keeping all that stuff together. Thanks Mom and Dad for letting me be me.

Putting it all back together I wanted it to stay true to what it was. Same paint color, vinyl top, original interior. But I did want some modifications: headers, aftermarket carb, intake,

Mickey Thompson valve covers, and canary yellow ladder bars, chrome differential cover, new headliner and carpet.... Sweet!!

We needed someone to paint the car. My mechanic told me about an old school buddy of his who wanted to get back into painting cars. Mine would be his first in years. It turned out way better than I ever imagined. It looks like a show car. But I told him, "I plan on driving this.... it's not going to be a trailer queen." I do drive it and take it to local car shows. It's a dream come true!

Life is full of ups and downs; you just have to enjoy the ride. I sure did. What a strange but very true story of owning and restoring a very rare 1970 GTO.





Timothy Sickle

gtoguy@verizon.net

## NEW SCALE PONTIACS ON THE WAY

With the new year upon us, plans are already underway for the annual GTOAA convention in Springfield, Illinois. That means that my son Nick and I are already laying the groundwork for the model car contest and kids' buildoff portions of the event. With that said, what follows is information that I have ferreted out on scale Pontiac releases announced for 2023, including a few surprises.

Round 2, the home for model brands produced by AMT, Lindberg, MPC, and Polar Lights has but a single reissue, but more importantly, two modified reissues. More on the modified reissues later.

The reissue I am referring to is the iconic Monkeemobile, under the MPC brand, in what appears to be the original packaging. An old favorite, available again, for those of you who might like another crack at building it once



more, this time with an improved skillset. They have many more Pontiacs available in their lineup to choose from to build for the contest. But they will be covered in a future column.

Next up, we'll talk about Revell. I have information on three releases under the Revell banner for the year, increasing in size with every kit - their long-running 1969 GTO (1/24 scale), 1987 Trans Am GTA (1/16 scale), and finally, a reissue of their 1979 Trans Am in 1/8 scale.

The GTO will supposedly include the Judge stripes and spoiler, but the box art I saw depicts a medium blue car with Parchment interior. The GTA will be a bit larger, and the box art I saw depicts a hatchback, T-top-equipped model, wearing gold cross-laced wheels.

Finally, the "big boy" of the lot - the 1979 Trans Am. This one is already available, and the box art shows off a black and gold car with 8-inch snowflake wheels and a beige interior. It features Pontiac's last V8, the 400 cubic inch engine, topped off by the shaker hood scoop.





The worst part of this kit is its eye-opening price, due to its size. Online retailer Model Roundup (<https://www.modelroundup.com/>) quotes a price of \$196.90! The kit has a Skill Level 5 rating, with 154 parts packed into that large box. If you are interested, a side note – shipping is NOT included.

Let's circle back now to the AMT modified reissues I alluded to earlier. Sometime this year (*release date unknown*), AMT will be releasing modified reissues of their 1965 *and* 1968 GTOs! They will both be hardtops.

The '68 GTO is being referred to as a "Craftsman Plus" kit and is based on the old promo model. Test shots depict a car with hidden headlights. It would have been nice to include the exposed headlight option, but I fully expect talented builders out there will find a way to build theirs that way. The hood will be a separate piece with some under-hood details. It will feature a simplified chassis, with some improvements to parts assembly. Your choice of Rally I or Rally II wheels, used in conjunction with vintage style wheels with separate wheel backs, with mounting pins up front, and metal axle in the back.

Unfortunately, I have no information on the '65, as it was a total surprise announcement. One thing I do know is that test shots show the

model equipped with poverty caps! The sample photos at right aren't the greatest. When I get something better, rest assured I will pass them along.

The 1/8 scale T/A is already available, and I have heard that the '68 GTO is scheduled for a first quarter '23 release (*with all of the "supply chain delays" we have suffered, I wouldn't hold my breath!*), but I have no knowledge of release date on any of the remaining kits. If you are lucky enough to get your hands on any of them in time to assemble one or more of them, and are planning on attending this year's convention, I'd love to see them – bring them along. Who knows? You might just win an award in two (or three!) different scales.

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

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



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## GTOs FOR SALE



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



**66 GTO convertible**, Iris Mist, Parchment interior and top, Tri-Power, auto, cloth top, glass window, PS, PB, PW, power antenna, reclining seats, headrests, repro Hurst wheels, re-wired, newer rear, PHS doc. Frame-off in 2000, owned since 2004, stored in heated garage. Gorgeous, award winning. \$75,000. Gloria Reems 360-271-1333. #13630 [apr](#)



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



**67 GTO convertible**, TH 400, His/Hers shifter, Regimental Red. black interior, black top, PHS documentation, power disc brakes, wood grain steering wheel. YZ 400, balanced and blue printed, 9.3 compression to run on pump

gas, distributor by Milt Shornack. Owned for 26 years. \$85,000. Bill Ondocsin 256-527-1737, e-mail [Ope28@aol.com](mailto:Ope28@aol.com) #9936 [apr](#)



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



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



**2005 GTO**, Impulse Blue/black interior; LS2 (6.0) automatic, 9,800 miles; new tires, battery, optional 18" wheels; carbon fiber vented hood; BMR plate, air intake, have original parts, trophy winner. \$32,000. Andy Tift 618-664-1758 #9444 [apr](#)

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

## PONTIACS FOR SALE

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

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

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

## PONTIACS WANTED

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

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

**Wanted:** 69 or 70 Judge. Looking for nice original or restored to stock. No Resto Mods. Prefer PHS documented. Larry Weiss 502-648-7401 [larrygweiss@gmail.com](mailto:larrygweiss@gmail.com) #21418 [mar](#)



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

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

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

**PARTS FOR SALE**

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

**64 GTO** - pair of convertible red sun visors redone by Vinyl Specialties \$80; 65 GTO new Auto Pro wood steering wheel \$80; Ames new reproduction padded dash \$200; Ames C109 patch panel \$50; replated hood latch \$30; new GPE competition hi torque starter \$250; new Spal High model PF16 electric fan \$125. Walter Clark 304-552-6483 or e-mail wfclark51@gmail.com #5173 **apr**

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

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

**66 GTO parts:** hood, front fenders, trunk lid, non-AC radiator support, one bucket seat (no rails) NOS header panel, and other small miscellaneous parts. Also have right door for 65 GTO hardtop. Charlie Infantino 908-232-3360 #6963 **apr**



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**67 GTO 400 CID 335 HP engine**, 60,000 miles, complete matching numbers. 9-bolt differential rear end complete with drum brakes; 4 Rally II wheels. Russ Shelton 310-420-5956 or e-mail [Russshelton@yahoo.com](mailto:Russshelton@yahoo.com), please put GTO in the subject line. Pictures available. #21824 apr

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

**66-67 trunk torsion rods**: pair of aftermarket reproductions. One rod was temporarily installed in my GTO later replaced with an original unit; the other was never installed. \$65/set plus shipping. Thom Sherwood 520-798-3200 (AZ) or [output@colorteks.com](mailto:output@colorteks.com) #5134 apr

**67 GTO**: door edge guards \$135, hood release \$125, instrument cluster with speedometer and lens \$295, rear speaker switch \$85, reverb switch \$100, console mounting bracket \$35, console rear light \$65, console door hinge \$35, heater controls \$135, hood scoop insert \$175,

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

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**Parts:** 64 GTO convertible rear window regulator \$50; 66 GTO pair of taillight assemblies \$300; hood \$450; pair of used headlight bezels, driver quality \$80; dash bezel for air conditioning - very nice quality \$450; automatic transmission shifter with switches mounted \$300; heater control cables \$30; fuel tank sending unit, like new \$25; desert cooler radiator \$300; radiator fan guard / finger cover \$40; windshield trim and wheel house moldings, inquire. 67 Tempest / LeMans: pair taillight assemblies \$50; instrument cluster \$150; 64-67 GTO: AM radio \$80; original verb \$150; front and rear window regulators \$45; new T3 headlights \$30; 68 GTO: pair of front seat belts, date code 9T68 \$50; many more GTO items available. Walter Clark 304-552-6483 e-mail: wfclark51@gmail.com #5173 jan

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

**GTO Parts for Sale:** Hurst wheels, 4-3/4" GTO bolt pattern, thick shank, fully restored to show condition, \$6,000 includes new trim ring clips and lug nuts; 65 GTO/Lemans restored tail panel, show quality, \$1,500; 65 restored tail light bezels, \$950; 65/66 4-speed console, restored, \$1,800; rare mid-60's Parnelli Jones



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Rebel mag wheels, 14x6, 4-3/4" bolt pattern, very nice, \$2,000, Hurst wheel trim ring clips, new \$95/set; Tom Rubinate, 480-390-9058, trubinate@yahoo.com #6445 [jan](#)

**PARTS WANTED**

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

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

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

**Wanted:** 69 RA-IV 400 "WW" code block, block VIN ending in 242379R.....54. Car

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**Wanted:** wheels for 70 GTO. 14" x 6" Rally II JL code wheels dated Oct 11th - Oct 20th 1969. Call or text Ken Packard 937-254-0002 #19009 [apr](#)

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

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**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. Re-

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tone; 57 Pontiac Bonneville convertible - Fontaine Blue; 66 GTO convertible - black; 66 GTO convertible - silver; 65 GTO hardtop - gold (3). Wally Obermann 715-614-2903 cell or e-mail [wallyo@nnex.net](mailto:wallyo@nnex.net) ##5519 apr

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

**SEEKING INFORMATION**

**Trying to track down** the 1965 GTO I had to sell when I had to go into the Army in 1971. Sold to a guy in Johnstown, PA (for \$900!). Gold hardtop, with parchment interior and

brown interior trim. 389 Tri-Power, 4-speed. Would greatly appreciate any information, and there may even be a "finder's fee" if this car still exists?!?! Rick Grgurich 610-393-5898 #18463 feb

**I know it's a long shot,** but I'm seeking information on any previous owners of my '67 hardtop that I've owned since 1972. It was ordered 02/14/1967 from Mont Clare Motor Sales on Grand Ave. in Chicago. It's a Regimental Red, HO, 4-speed car with disc brakes, head rests, 8-track and several other options. It might have been raced at one time judging by the tow bar plates that were welded to the front frame horns and a few other things that previous owners would know of. Mark Sues 920-279-4840. #14265 jul

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from all the registry cars. Cars can be in any condition to join. Just share your PHS documentation to verify that your convertible was originally factory equipped with Tri-Power and a 4-speed. Bill Murrell, e-mail: [wmurrell@comcast.net](mailto:wmurrell@comcast.net)

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

**UPCOMING EVENTS**

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

**February 4, 2023,** Inaugural All Pontiac-GMC Car Show hosted by Florida POCI Chapter #1 at Rivard Buick - GMC, 9740 E. Adamo Drive, Brandon, Florida 33619. Show hours 9:30 AM-- 2:30 PM. Walter Clark 304-552-6483 or e mail: [wfclark51@gmail.com](mailto:wfclark51@gmail.com)

**March 5, 2023,** 25th annual Buick, Olds, Pontiac, Cadillac, and GMC Show, hosted by Cactus GTO chapter of GTOAA and Desert Renegades chapter of POCI, East Valley Institute of Technology, Mesa, AZ. Food, raffle prizes, DJ, trophies in over 50 classes. Info: Carl Bylander 480-507-0331. Download registration form at [www.cactusgto.com](http://www.cactusgto.com)

**April 16, 2023** Akron Ohio, 13th Annual All-Pontiac Indoor Swap Meet, Toth Buick-GMC, 3300 S. Arlington Rd. 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 Rick Hicks 330-801-3396

**June 27 - July 1, 2023,** 44th Annual GTOAA Meet, Crowne Plaza Hotel, Springfield, IL. Meet registration: Bob Alexander 970-214-4234, [registration@gtoaa.org](mailto:registration@gtoaa.org); Hotel info: Tom Oxler 636-288-1426, [toxler@prodigy.net](mailto:toxler@prodigy.net); Activities info: John Johnson 573-581-8013 [johnjohn@midamerica.net](mailto:johnjohn@midamerica.net)

**September 29-30, 2023,** Pontiac Uprising #34, all-Pontiac indoor car show and drag race hosted by Kansas Pontiac Club at historic SRCA Drag Strip, Great Bend, Kansas with all concrete track and pits. Test & Tune Friday afternoon, evening tech session, dinner, and guest speaker. Race and show Saturday. Host Hotel Best Western (620-792-3541). Mike 315-655-1408 or Russ 316-303-4911



**EVENT LISTING GUIDELINES**

**Maximum 50 words**

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

**April issue deadline is February 15**

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

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# GTOAA CHAPTER DIRECTORY BY STATE

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**OH** Greater Ohio GTO Club  
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**OR** Goat Herd GTO Club of Oregon  
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**TX** Gulf Coast GTOs  
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## Is Your Info Correct?

This list include info as of January 1, 2023. If your club's latest info was received after that date, it will appear on the chapter list posted on the GTOAA website. We would all like to have the chapter listings correct and up-to-date. Please contact Bill Sanders -- chapters@gtoaa.org -- with any questions, updates, or corrections.

Thanks!

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