

THE LEGEND



Volume 41 #3
March 2023



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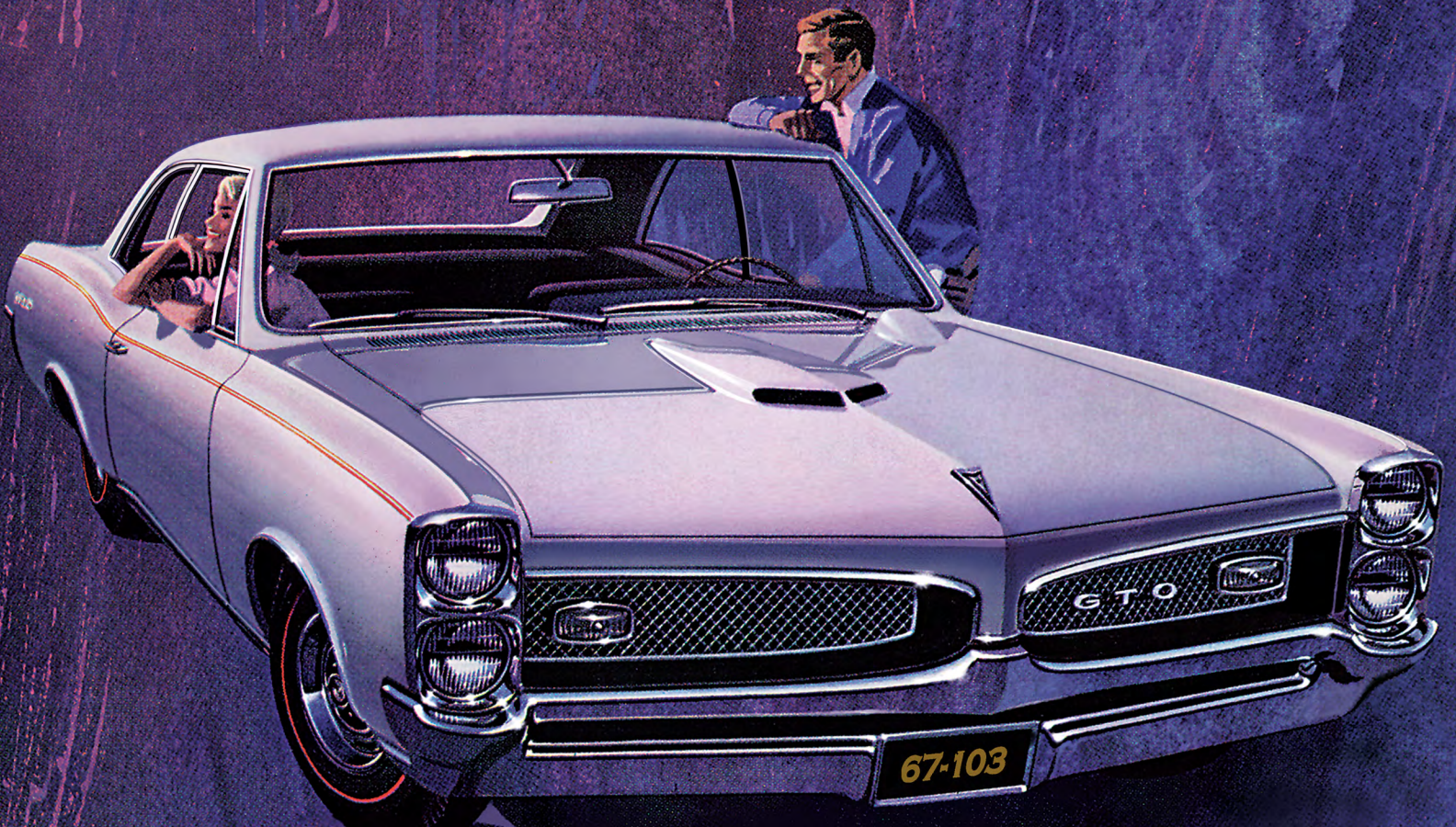
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1st Gear



Tom Szymczyk, editor

In case you missed the Mecum Auction from Kissimmee, FL, in January on Motor Trend TV or streaming online, a 1970 GTO Judge Ram Air IV convertible sold for \$1,000,000. It was part of the Chuck Cocoma collection that was featured in our December 2022 issue.

Did you ever think a GTO would sell for a million dollars? Me neither. This Judge was not celebrity owned or the star car from a movie or TV show, just a rare Pontiac musclecar from 1970. Another version of the same car (a different color) sold for \$500,000 at the same auction. Wow.

We will have more details about the Mecum Kissimmee auction and the Barrett-Jackson Scottsdale auction in our "Goats On The Block" article next month. In the meantime, go out to the garage and admire your smart Pontiac investment.



Last month I asked members to share their opinions on whether they favor numbers-matching GTOs, Day Two GTOs, Resto-Mod Goats, or all-out racing machines (or some combination thereof if your allegiances are split or more diversified). You can check back

to the February issue for my loose definitions of those possible categories. Or feel free to make up your own.

As this issue went to press I hadn't received much feedback, so please consider this a reminder to send me an e-mail -- goatguytom@aol.com -- with your preferences. You can just say which is your favorite or you can include an explanation as to why you like that particular choice. Up to you.

The more responses we get, the better the overall results will represent a good cross-section of our members. The more data points we have, the more definitive our conclusions should be. At least that's the idea.

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 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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Vic Schreck

Gearbox Chatter

2023 Original Owners Concours & Popular Vote

The Original Owner Program began in 2010 when the GTOAA Board of Directors decided to recognize our members who purchased their car new and maintained its ownership as the original owner of their vehicle without ever transferring ownership of the car to another. The first class of Original Owners was presented with Original Owner Awards in 2011 in Portland, Oregon. Since that time the GTOAA has recognized 122 Original Owner GTO/A-Body cars. Each year at this time, I remind our Original Owners of their GTO/A-Bodies who contemplate entering their car in our Original Owner program, now will be the time to get your car registered. The timeline to get the paperwork gathered, processed, and verified is narrowing.

If you are an original owner of your 1964-1974 GTO / 1970-1971 GT-37 / 1964-1972 A-Body and would like to be recognized for your continued ownership of your car, contact Tom Oxler our Original Owner Coordinator. Tom will provide you the instructions for you to gather the necessary documentation to submit for recognition at our 44th International Convention in Springfield, Illinois this coming June. I encourage our members who are Original Owners of their classic GTO/Pontiac A-Body to consider registering their car in our Original Owners show field. There are certain requirements that need met to display your car in this class and are as follows;

1. Owner MUST be a GTOAA Member.
2. Owner MUST have purchased the car **new**.
3. Owner MUST have maintained ownership of their car in their name continuously without the car ever being transferred to another owner (including family members) then reacquiring the car, transferring ownership back.
4. Owner MUST be able to provide documentation demonstrating they are truly the sole owner of the car. A few examples of acceptable documentation are:
 - a) Title
 - b) Bill of Sale
 - c) Dealer Order Form
 - d) Insurance cards
 - e) Repair receipts in the name of the owner
 - f) Loan Documents
 - g) Protecto-Plate

5. Owner MUST provide a window sticker and digital photo of themselves standing beside their GTO/A-Body. That photo will be used in the producing of the personalized Original Owner award that will be presented to you at our Awards Banquet.
6. Owner MUST fill out an Original Owner application and supply all the required documentation to the GTOAA's Original Owner Coordinator, Tom Oxler, by May 1, 2023. E-mail: toxler@prodigy.net
7. Owner should plan to attend the Convention Awards Banquet Saturday evening July 1, 2023, at the Crowne Plaza Hotel & Convention Center to receive their award. Any questions on the Original Owner class can be directed to Tom Oxler: toxler@prodigy.net

New Gen GTO Original Owners: 2004 Original Owners will be eligible in 2029, 2005 GTOs in 2030, and 2006 GTOs in 2031.

Concours Show

There will be room for 70 indoor concours cars in our indoor show field in Springfield. We'll have an overflow concours show field outdoors as well, or you can register for the outdoor concours show field.

1964-1974 GTO / 2004-2006 GTO / 1970-1971 GT-37 / 1964-1972 A-Bodies (Tempest & LeMans) Concours Judging standards can be viewed and downloaded in pdf format by visiting the www.gotaa.org website and selecting the Conventions tab at the top of the page. All 1964-1974, A-Body Concours questions can be directed to Bill Markowski at wmarkowski@gotaa.org. Questions on 2004-2006 GTO Concours can be directed to Chris Winslow at chriswinslow@charter.net

If you are entering a show car indoors, please note:

- Indoor cars must be inside by 5:00 PM Wednesday July 28, 2023.
- All show cars while indoors can have no more than ¼ tank of gas: fire extinguishers are not required but always a good idea to have one.
- Batteries are to be disconnected while inside the facility.
- **No tire/wheel shine spray used inside the facility.**
- Concours cars will have visqueen mats placed beneath the cars to protect the flooring (we'll provide).
- Concours cars will be located in an area that is not conducive for moving them in and out.
- Concours cars are parked based on arrival and given space required for judging.
- Cars must remain indoors until Sunday morning July 2, 2023.

Popular Vote Show

A common misconception is that the GTOAA Popular Vote show field is for GTOs only. Not true. **All Pontiacs** are welcome in the Popular Vote and Street Legends show fields! For all GTOs in the Popular Vote Show / Street Legends Show, the owners must be GTOAA members. For all other Pontiacs, membership in the GTOAA is optional; how-

ever, when registering for the convention, non-GTOAA members pay a slightly higher convention registration fee.

Popular Vote classes for GTOs are grouped by year, model, and body style. Each year the Popular Vote classes change; classes are tailored to the cars registered. Classes for other Pontiacs depend on what cars are registered. If there is a gaggle of Grand Prixes, we'll create a Grand Prix class. A bevy of Bonneville's? A flock of Firebirds? We'll make a class. And so on.

Street Legends

The Street Legends (display only) show field is for those Pontiacs the owner may otherwise not want to enter in the Popular Vote Show. Daily drivers, works in progress, rusted relics, non-running cars, bruised, dented, dinged, damaged, or worse... If you have it, bring it! Have a friend with a Pontiac that would like to attend the convention? We welcome and encourage them to register and attend. Their registration will enable them to enjoy the entire convention not just the car show.

Questions on the Popular Vote/ Street Legends shows can be directed to Tom Spellcheck at goatguytom@aol.com.

REFER A FRIEND

WIN A GTOAA JACKET

We'll be giving away a GTOAA jacket to the individual who enrolls the most new GTOAA members from May 16, 2022 through May 15, 2023! To win this jacket, here's all you do: Have your friend visit our website's join page. To enroll electronically, fill out the form accordingly and note your name in the referred by box and submit, or, download the membership application, fill out accordingly and note your name on the form and remit with membership fee to the address on the form.

The individual who refers the most new GTOAA members by May 15, 2023 will be named the winner of;

- A personally monogrammed GTOAA jacket
- A FREE one year extension to their GTOAA membership
- A complimentary dinner at the next GTOAA banquet they attend
- Recognition in 'The Legend' magazine

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



www.gtoaa.org

More info: publicrelations@gtoaa.org





Jeff Lovich

Engineering Behind GTO Ram Air Systems

The Ram Air engine options for GTOs from 1965-1972 represented the pinnacle of performance in these cars. Ram Air was only available with the highest performance engines offered by Pontiac. Early periodicals said Ram Air would reduce air temperature at the carb by 55 degrees and was good for 2/10 of a second and 2 mph in the quarter mile. They suggested this was due to an increase of 10-15 horsepower. The engineering and complexity of systems used to “ram” cold air into GTOs varied greatly among the years, and not just because of changes in hood and carburetor design. Let’s review the systems through the years.

The “system” used in 1965 was comprised of only two components (not including air cleaner parts) below the open scoop and was only available for Tri-Power engines. The package included a metal pan that fit over the carburetors and a foam gasket that sealed against the hood when closed. As noted in my earlier article on Ram Air systems (February, 2007 issue of *The Legend*), it was only available as of 17 August, 1965, near the end of the model year.

I am unaware of any evidence that Ram Air was available for order on a 1965 GTO when the customer was choosing options. All were sold over the counter by the parts department. I always assumed that when the package was ordered at the counter that it came with the foam gasket glued to the pan. However, fellow GTOAA member Dan Ray Timmerman showed me a photo of an NOS unit in the GM box. The gasket was not glued on as shown in Figure 1.



Figure 1. A photo of an NOS 1965 Ram Air pan and gasket. Since both came in the same box it was purchased over the counter as an accessory package (part number 984716 called an “air inlet package”). The pan and the foam could be purchased under their respective part numbers at the parts counter as well. Note that the deteriorating foam is not glued to the pan and there is no evidence that it ever was. The purchaser had to do that.

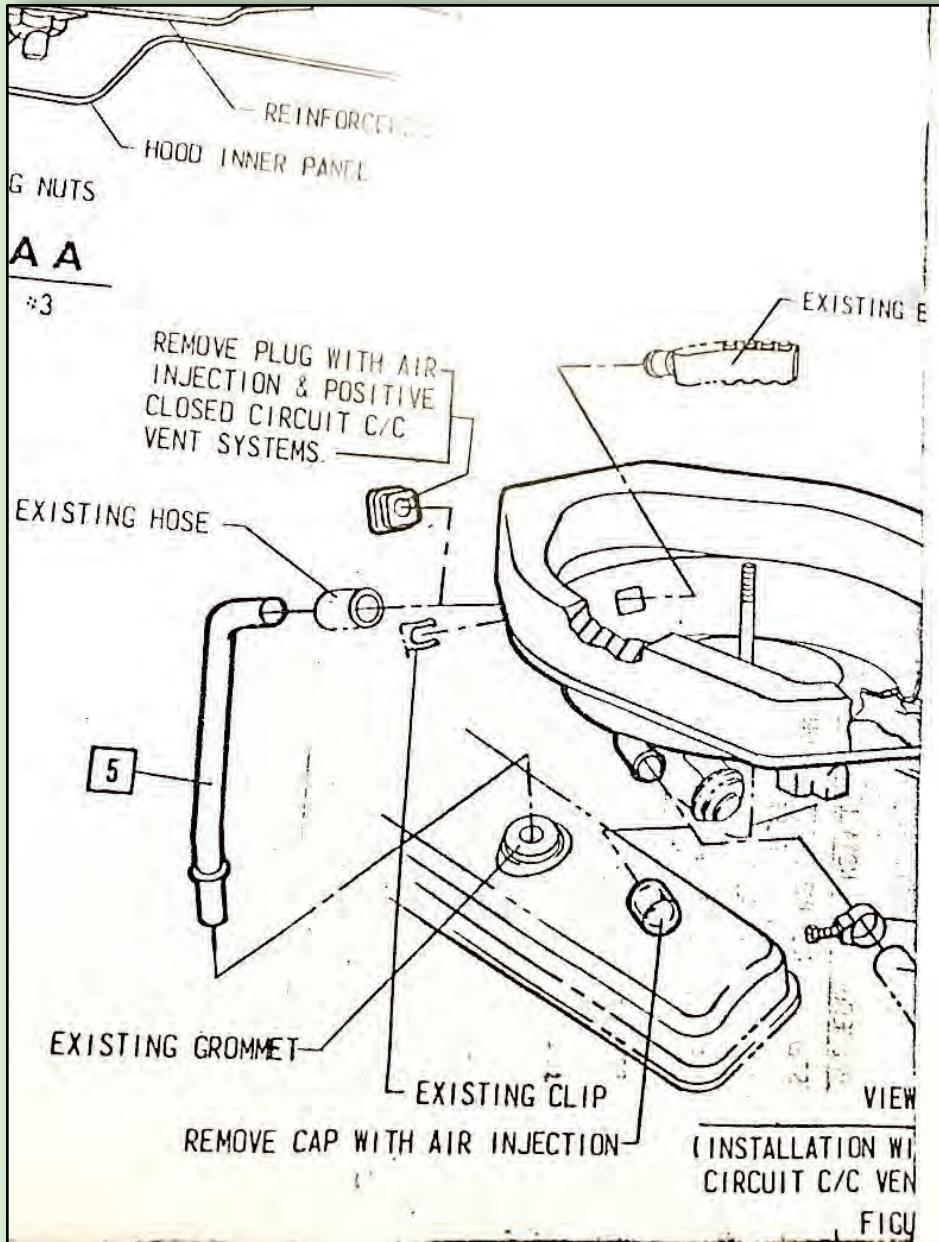


Figure 2. Partial instructions for installation of a 1967 Ram Air system. Note the rubber cap and plug for non-California applications and the metal pipe from the valve cover for closed crankcase ventilation applications on California cars.

A slightly different Ram Air pan was available for Tri-Power engines again in 1966 but the foam gasket was the same as used in 1965. The accessory package was available as of 31 January, 1966 according to the *GTO Restoration Guide*. However, there was also a special Ram Air engine option, code XS, available in 1966 as described in my article in the December,

2010 issue of *The Legend*. That engine used a hotter camshaft (part #9785744) than the standard code WS Tri-Power engine (cam part #9779068). As a result, some of the Ram Air pans came from the factory and some were bought over the counter.

In 1967 the GTO could be ordered with Ram Air as a regular production

option. Tri-Power was no longer available on GTOs so the new Ram Air system fit the Quadrajets four barrel carburetor.

Like the 1965-1966 units, Ram Air for 1967 was simple due in part to the fact that those three years used the same hood design. However, there were more parts than used in the previous two years. In addition to the pan and the foam gasket, the 1967 Ram Air package also used a rubber cap to plug the tube on the bottom of the pan on non-California cars without A.I.R. (air injection reactor).

Non-California cars also had a square rubber plug at the back of the pan since closed crankcase ventilation (CCV) was not used on them. California cars had a metal tube (part #9788919) from the valve cover to the back of the pan to reburn fumes from the crankcase (Figure 2). It is puzzling that the 1966 pan had no provisions for CCV even though 1966 non-Ram Air GTOs sold in California had CCV systems and even air injection reactors. Maybe the XS Ram Air engines were not available in California.

The hood on the 1968 GTO was redesigned to have two separate hood scoops and as a result became more complex on Ram Air engines. The package included a pan, a hood baffle, and two foam seals – one between the baffle and the hood and one between the pan and the baffle.

A problem with all these early Ram Air systems was that they were intended only for fair weather use. The factory recommended replacing the open hood scoops with closed scoops in inclement weather. Imagine trying to cold start and drive a Ram Air engine, with its choppy camshaft, on a winter day in Michigan. It would take a long time for the engine to get warm enough for a stable idle. Also, driving with an open Ram Air system in a driving rain could lead to other problems.

Pontiac engineers remedied that in 1969 with an all-new Ram Air system that carried over into 1970. Now the driver could open or close the hood scoops from inside the interior by pulling on a knob that actuated a cable connected to doors behind each scoop. Engineers also designed collection of hot air from shrouds on the exhaust manifold, and on the Ram Air IV on the exhaust crossover, to heat the fuel mixture at startup and help the carburetor warm up its charge in cold weather.

There were also vacuum-actuated doors that controlled outside air entry. The “cost” was that this was a very complex system with more parts and pieces than any Ram Air packages before or after.

As if the production 1969-1970 Ram Air system wasn’t complicated enough, I’ve seen drawings of what appeared to be a prototype Ram Air IV system for a 1970 GTO that had two additional tubes running into the pan that collected air from the front of the vehicle like on early W-30 Oldsmobile 442s. If any readers know more about that system, I would be happy to hear about it from you.

A problem with all these previous systems was that they had little “ram effect” due to the location of the scoops in the boundary layer of turbulent air rolling over the hood. When Pontiac redesigned the hood used on 1971-1972 GTOs they took a step toward solving this problem because the scoops were set far forward and thus had little boundary layer effect interference.

Ram Air systems on these cars (mostly with 455 HO engines) once again used a simplified design with only a handful of parts. A baffle was attached to the hood that had two accordion style rubber boots that sealed over holes on two snorkels of a special air cleaner assembly to access cool outside air, except during cold startup

when the system collected hot air from the passenger side exhaust manifold.

There was no provision for the driver to open or close the system and the design did not require swapping hood scoops for inclement weather.

The 1973 GTO, with its NACA (National Advisory Committee for Aeronautics) hood scoops, had a Ram Air system designed for them but it never made it into production.

In 1974, all GTOs had a Ram Air system like that used on Trans Ams with a shaker hood scoop and a solenoid-actuated door facing the driver near the high-pressure area at the base of the windshield.

Over the years, GTO Ram Air systems went from simple to complex and back to simple again. Engineers showed ingenuity in how they were designed and how they responded to various challenges.

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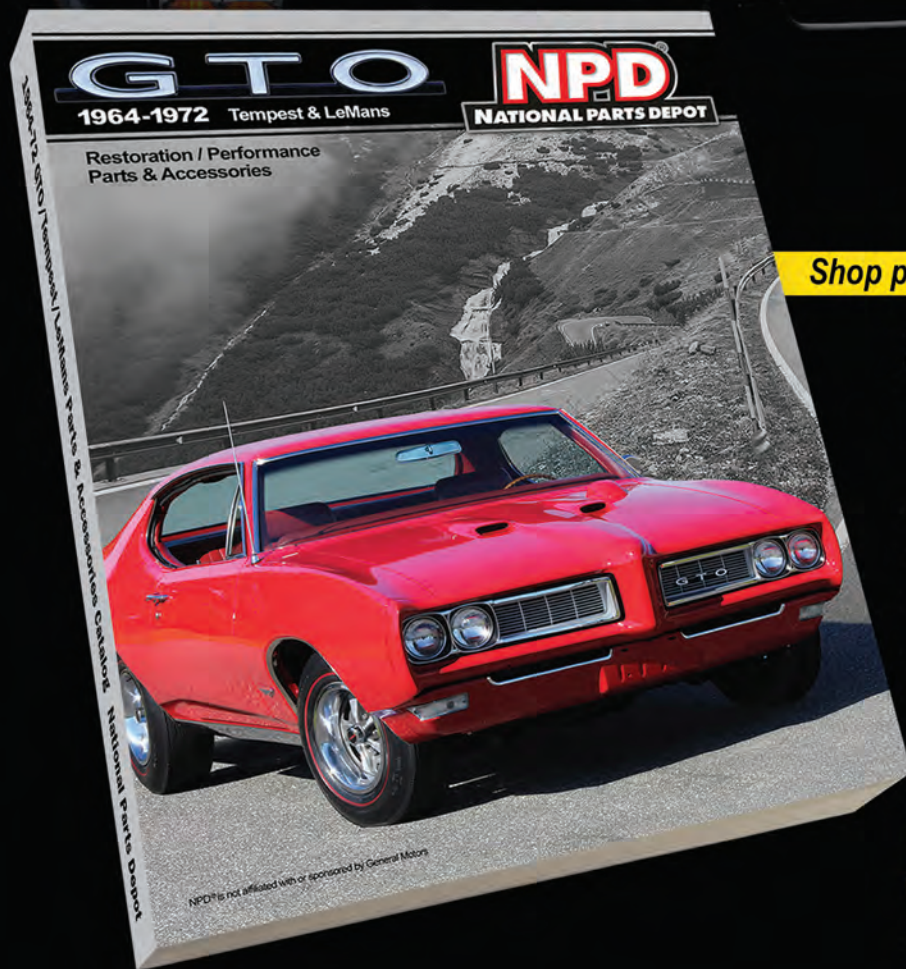
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Convention Corner 2023

June 27 - July 1, Springfield, Illinois

John Johnson & The Gateway Gals



LADIES' ACTIVITIES

Bedazzlement In Their Soles

This year at the GTOAA Convention in Springfield, IL we will be offering a class on how to bedazzle a pair of Flip Flops with beads, buttons, and other fabulous "gems!" So if you're into fancy footwear, be sure to sign up and have a fun-filled time with Debby Arzberger and her two amazing assistants. The cost will be \$30 with a limit of 25 dazzling ladies with feet that want to sparkle in the class. You will need to supply your shoe size at the time of sign up. Everything you will need to embellish your "soles" will be included ... even the flip flops!! Giggles and laughs are supplied for FREE!!! Saturday, July 1, 1-3 pm.



Fireworks Tabletop Décor Make & Take Workshop

For those ladies who want to have a blast ... how about "Make and Take" 4th Of July tabletop decor?! This includes a set of three Star Spangled patriotic wood fireworks in each kit!! The kits include wood, paint, brushes, stencil, and rope! Sip a little libation and enjoy the sparkling camaraderie of the Gateway Girls while you create these purely bodacious decorations! Class is limited to 25. The cost ... a mere \$25!! Who can resist! Thursday, June 29, from 2 - 4 pm.



Activities Info

John Johnson
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johnjohn@midamerica.net

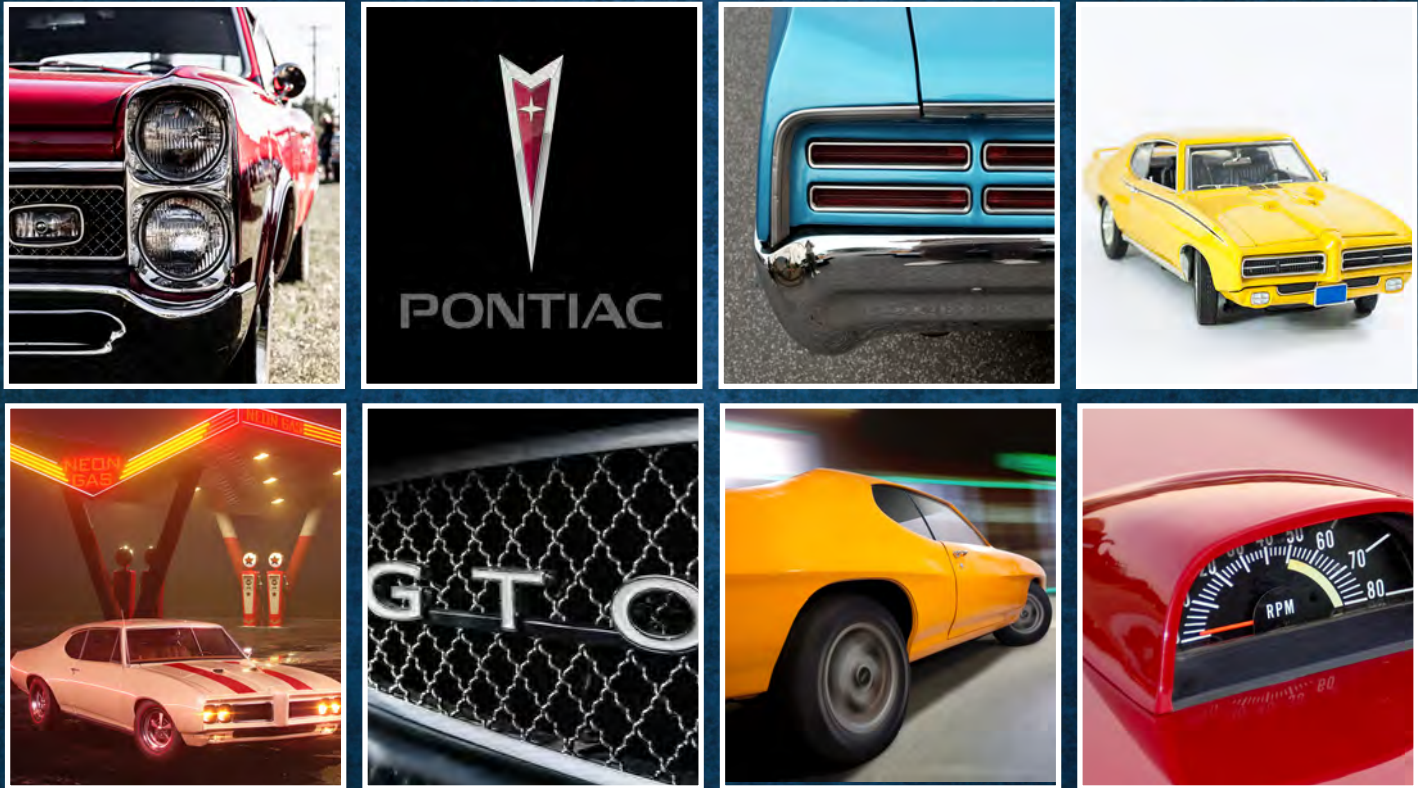
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2023 GTOAA Convention Car Show Info

JUNE 27 – JULY 1, 2023, SPRINGFIELD, ILLINOIS

General Info

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

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

Concours Information

Concours entries must tech-in and be in place in the Convention Center by 4:00 PM, Wednesday, June 28. Indoor cars must have less than 1/4 tank of gas and battery must be disconnected.

Only GTOs, GT-37s, and 1964-1972 A-bodies (Tempest & LeMans) can enter Concours classes.

Cars in all Concours classes (except 2004-06 GTOs) must provide documentation from Pontiac Historical Services indicating that the car is an authentic GTO / Judge / GT-37. Concours cars must remain inside the ballroom until 7:00 AM Sunday morning.

Concours Class Descriptions:

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

Factory Original (Unrestored): This class will be judged on the car's originality and condition. Originality will be determined from the body identification and production codes. Condition will be based on cleanliness and amount of wear. Only original or GM maintenance parts are eligible to receive full point credit. Use of aftermarket or reproduction parts will be grounds for full point deduction. Cars in this class should have a majority of original paint, upholstery, and chrome plating.

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

Concours judging starts 8:30 AM, Thursday, June 29.

All Concours questions:

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

Popular Vote Information

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

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

All cars must complete tech-check-in. Popular Vote tech-in **must be completed by 5:00 PM, Thursday, June 29.** There is no tech-in on Friday, June 30. No exceptions.

If you do not complete tech check-in by **5:00 PM Thursday, June 29,** your car goes into Street Legends display only.

Popular Voting takes place Friday, June 30, from 9:00 AM to 1:00 PM.

See the Popular Vote Classification Chart to determine if you should enter as Stock or Modified. Make sure you enter the proper category for your vehicle. If your car has to be placed in a different class upon arrival because the information you provided is incorrect, there may not be sufficient parking space in the proper class.

This also applies if you bring a different car from the one originally registered. Every effort will be made to accommodate such situations, but if you show up

with flames on a car entered as Stock, there may not be a space for you in the Modified category.

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

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

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

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

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

All Popular Vote Questions:

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

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

Original Owner Display

If you are a previous Original Owner award recipient or will be receiving the award at this year's convention, you have the option of parking in a display-only class of Original Owner GTOs, LeMans, and Tempests inside the Convention Center. Or you can enter the Popular Vote or Concours competition and still receive your Original Owner Award. See indoor car regulations in the Concours section. 2004 GTOs become eligible in 2029, 2005 GTOs in 2030, and 2006 GTOs in 2031.

For an Original Owner application, contact Tom Oxler before May 1, 2023 via e-mail at toxler@prodigy.net or call 636-928-5548.

GTOAA Popular Vote Classing Chart Revised for 2023

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

Note: to enter your proper PV class for year and body style, you must register by **June 15, 2023**. Entries after June 15 will enter as Street Legends (display only). Register early! You must complete PV tech-in by 5:00 PM Thursday, June 29. No exceptions. The Popular Vote show takes place Friday, June 30, 2023, from 9:00 AM until 1:00 PM.

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

2023 GTOAA Convention Registration Form

June 27 - July 1, Springfield, Illinois



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

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

All cars must be registered by **June 15, 2023**.

Cars registered after June 15, 2023 will be entered as *Street Legends*, a display only class.

Name _____

Street Address _____ Email address _____

City _____ State _____ Zip Code _____

Home Phone _____ Cell Phone _____

Names of others attending for badges _____

GTOAA Membership Number _____ (must be current)

Chapter Affiliation _____

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

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

Year _____ Model _____ Body Style _____ Color _____

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

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

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

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

Concours: Restored Stock Modified Unrestored Factory Original

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

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

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

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

Cars that have received Original Owner recognition awards at previous conventions or those receiving the award this year may choose to park in a special space reserved for such vehicles. To apply for Original Owner certification this year, contact Tom Oxler toxler@prodigy.net by May 1, 2023.

Convention Contacts

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

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

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

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

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

Trailer Parking – Chris Hooten 317-694-6187, convention@gtoaa.org

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

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

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

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

Activities – John Johnson 573-473-4928, rphjohn@hotmail.com

THE LAST PROJECT



Arthur DaSilva

We went across the same Canadian/US border crossing so often that once the border agent recognized us. The wife and I had a good laugh over that.

I would like to share with you my love affair with Pontiac. I grew up in a family of body repair and painter folks. We always had projects underway in the family garage where we spent most of our weekends. I started to work on cars at a very young age with my brothers and brother-in-law who was an auto mechanic and owned his own garage.

In my teenage years I started to work with my brother Tony who had put back together a 1970 Datsun 4-door with a big 350 engine. I learned to

drive and also enjoyed racing on quarter mile tracks when I was 14 with that car. That is where my passion to work on engines developed and I knew that it would last a lifetime.

For a few years, I worked as a mechanic in different garages acquiring experience. In 1982, I bought my first project, a 1963 Pontiac Acadian (4-door) which needed a lot of tender loving care. With the help of brother Tony, we turned it into a Pro Street mean machine.

After the Acadian, Tony bought a 1968 Firebird. I really liked the detail and nice interior. So, in turn, I found 1967 Firebird with a 4-speed and 400 engine.

A few years passed and I got a job in the aeronautical industry as a mechanical assembler. That's where I met my wife Guylaine. She is an aircraft mechanic retired from the Royal Canadian Air Force. We bought a house with a big garage (a must for sure).

In the early '90s we restored my brother's Firebird and mine, as well as my sister's 1983 Trans Am. As you can gather, the love for cars is also a family affair.

Sometime later, my friend Bob approached me about how to proceed to look for a vintage car. We ended up each buying a 1969 Firebird. I cloned mine into a Trans Am. Once that was finished, it was time to start another project and add another car to my collection.



I found an old picture in my basement of a GTO with a Firebird. I knew then that my next project would be a GTO -- a 1965 GTO. Why? Just because the ignition switch is on the left side of the dashboard and I liked the rear light layout.

I looked online for a 1965 GTO for sale and found one in Hamilton, On, Ca. A '65 convertible which was originally from California and was left in a barn for 25 years. It did not look too good at first sight. The top was all ripped off, main and trunk floors had to be replaced, and it was orange in colour. However, the body was in good shape. We brought the car home to Mirabel, QC, Ca. We had to put the project on pause for the winter and used that time to do research.

We got the PHS and discovered that it was a 4-speed, with transistorized ignition, and the original colour was Blue Mist Slate. The decision was made to restore the car according to the PHS with all the factory detail markings.

We had to make at least four trips to Carlisle, Pennsylvania (spring and fall market) to get the interior, rechromed bumpers, transmission, etc. to have the numbers match. We bought the heads at Sonic Motors in Michigan.

We also picked up parts at the Ames Performance stand as well as the store. We went across the same Canadian/US border crossing so often that once the border agent recognized us. The wife and I had a good laugh over that.

In June 2019, we started dismantling and removing all the parts. When we removed the front fenders, we found the original paint. The left side of the car had yellow markings from the factory. We protected these for added value. We also found two mouse nests lodged in the front vent compartment. After completing the dismantlement, we did the frame, convertible roof parts, and everything else that could be done with powder coat.

With the help of a few friends and family, we put some braces across the car to make sure that it would not break in two parts. We built a wooden frame and attached it directly to the body of the car. We took some measurements for future reference points to put everything back in its rightful place. That's when the fun started...

We spent every weekend that summer working on it. We started by replacing both floors. First was the main floor. It was fairly easy to remove but a big challenge to put the replacement back. It was a tight

fit, but we succeeded. The trunk floor proved to be somewhat easier. Believe me when I say the stress level was high. Next was the painting of the underside of the car and the firewall, which Tony did.

Meanwhile, my wife and I prepared the frame by installing all the lines for the fluid, upgraded the brake system, the transmission, and rebuilt the differential with new gears.

While the engine was being rebuilt, we proceeded to do the work on the body. With Tony's help we stripped of all the paint and did whatever bodywork was required.

When the COVID-19 pandemic happened, my wife and I decided to retire in May 2020, making it possible to put more working hours on the GTO and on the house.

We painted the car to its original colour, Blue Mist Slate. We were finally ready to install the engine which had been completely rebuilt. Next was the muffler system. First thing I did when that was done was to start the engine and make sure that it ran well. I was so happy to hear that sound. It was music to my ears and very encouraging. Another step forward.

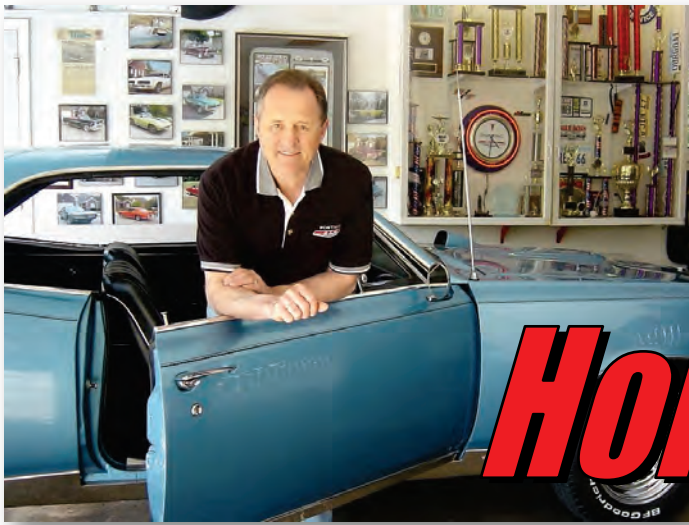
Now it was time to install the convertible top. I had to wait for a sunny day to bring it to the installer. We had to do the same for installing the windshield. And then, the last step, getting the mechanical inspection done to put the car back on the road where it belongs. Every time I had to tow the car, I told myself that I could not wait to be sitting behind the wheel and enjoying the car.

Even with all this work, the car was not yet ready. We did not have the original steering wheel. With a little luck I found one on eBay. It needed repair from wear and tear as well as teeth marks from a mouse.

At the end of 2020, it was time to adjust the windows, install the carpet, seats, and other components, like the AM/FM radio, plus a gauge cluster restored to its original look. In Spring 2021 it was time to put the license plate on that great 1965 GTO.

It's with mixed feelings that my last project has reached its end. I spent so many evenings looking into the Ames Performance catalog and trying to identify all the parts that were required to rebuild my GTO to its original configuration. Special thanks to my brother my Tony, who was always there, my wife, son, family and friends. Without them this GTO would not be on the road.





How Much Horsepower?

by Randy Pribyl

The '67 GTO was still cooling down on the dyno at the Indian Uprising All-Pontiac show as the technician looked at the results. The numbers made me smile. Taking the numbers, I sat down and had a little fun applying all the different methods of calculating horsepower that the automobile industry has used during the last 40 years. Honestly, I could look folks in the eye and say 500, 458, 367, or 311. Of course it was also accurate to say 483, 392, 490, 333 or 328. Let me explain.

In 1970 and earlier the auto industry applied a gross horsepower method for advertising power. Here the engine was dyno tested at the crank under the best of all possible conditions. By 1972 however, the auto industry required the use of "net" horsepower. Here the engine additions, including the alternator, fan, power steering, full exhaust etc., had to be attached to the engine and then rated at the crank. The loss in power varied but was around 20%. Of course 1972 was a year of lower compression and smog equipment but the biggest reason for lower advertised horsepower was the new net vs. gross method.

While the net horsepower method was designed to be a more accurate rat-

ing of what the driver was experiencing, it did not reflect the further loss of power through the transmission and rear end. This draws the useable horsepower to the rear wheels down another 13% to 20% depending on the trans and rear end.

Before I explain the calculation of the horsepower numbers above, let's take a look beneath the valve covers of the '67 GTO. Under the direction of Greg Poley, my engine builder, who gets input from Butler Performance, Mike Wasson, owner of Pontiac Tri-Power, and Auto Ron's Speed Shop for parts, I asked for the best horsepower staying with a 400 engine, using 67 iron heads, a 66 Tri-Power unit, running on 91 octane unleaded gas and allowing enough vacuum for power brakes. Here's the methodology that was applied.

- 67 WT 400 block bored .040 over balanced and blue printed
- Forged rods & pistons with 9 to 1 compression
- 1.5 to 1 roller rocker arms
- COMP cams Hydraulic roller cam 230 duration and 520 lift
- 670 heads ported and 3 angle valve grind
- Intake cut to match openings in head
- Carbs jetted on dyno for max horsepower
- MSD ignition through Pertronix Electronics with timing advance at 36°
- 2-bolt main caps anchored with ARP studs
- Hooker headers leading to 2½ exhaust and Flowmaster mufflers

- Race Ready electrically operated exhaust cutouts
- Complete wheel to wheel Moser 9-inch rear end with 4.11 gear requiring longer rear control arms kit and resulting in no wheel hop
- Richmond 6-speed manual transmission
- Rodney Red radiator with electric fans eliminating mechanical fan
- Ram clutch with scatter shield

Now for the actual rear wheel dyno numbers. The first run with the electronic exhaust cutouts open read 328.4 max horse and 376.4 max torque. The second run with cut outs closed 311.8 max horsepower and 367.0 max torque. The 328.4 horsepower at the rear wheels divided by .85 gives you 386 "net" horse at the crank given the approximate loss of 15% due to the manual trans and rear end. You can also take the net horsepower of 386 and divide by .80 giving you an estimated 483 "gross" horsepower at the crank as used in the 1960s and earlier.

Of course, factory cars are tested without exhaust cutouts open thus starting with 311.8 max rear wheel horse computes to 367 "net" horsepower or 458 "gross" horsepower at the crank.

Horsepower gets more complicated yet. Today's sophisticated Dyno equipment gives the operator choices for calculating horsepower. The most popular are "SAE net" or "Standard DIN70020." Both are very close but different. At the Indian Uprising show the operator, Full Boar Enterprise, selected SAE net horsepower. Later the operator gave me the



Randy's '67 pulling onto the dyno at the Indian Uprising.

printout from the same run using the Standard DIN70020 method. Here the rear wheel horsepower jumped from 328.4 to 333.5 or 392 “net” horsepower or 490 gross horsepower.

Oh, and let’s not forget that it was 87 degrees. On a cool day the engine could easily generate 500 gross horsepower.



Yes, with honesty I could look you in the eye and declare my car has 500 horsepower or any of these other numbers down to 311. Very confusing really. Lee Speth at Full Boar Enterprise and Jesse Calvert at Illinois Dyno both said that dyno is most useful as a tuning tool. It helps you determine if changes help or hurt.

A couple other things for fun. Before installing the Tri-Power unit, the '67 GTO had an Edelbrock Performer high-rise aluminum intake with a very efficient Holley 770 carb. The carb was reworked by Willis’ Carbs where they removed the complete choke housing and installed external jet adjustments. Mike

Wasson and I doubted that the Tri-Power unit would produce the same performance as the special 4-bbl set up. For my car both the horsepower and torque were about 1% better with the Tri-Power setup.

However, the 4-bbl and Tri-Power units were both tested on two different dynos. The dyno at the Indian Uprising was a Dyno Jet, works off of inertia, and requires the car to be run in high gear of 1 to 1 ratio. The dyno at Illinois Dyno is a Land and Sea unit that works off of a strain gauge or torque arm and can be run in second, third or fourth gear. The one at the Indian Uprising show gave the lowest results. The dyno at Illinois Dyno, with the Tri-Power installed, showed max SAE NET rear wheel horsepower of 374 not 333.5. The Illinois Dyno operator claims his is correct.

He says when he tests new SS Camaros and Hemi Challengers that are supposed to have 425 “net” horsepower at the crank, that they rate around 365 rear wheel horsepower as they should. He said my '67 GTO was just a little better than those. Oh well, I finally just gave up and decided to go with the lower numbers from the dyno at the Indian Uprising show and use the Standard DIN numbers with an adjustment for a little cooler temps. This gives round numbers of 340 rear wheel, 400 net, or 500 gross at the crank.

All quite complicated really. I do know this though, I’m very thankful to Greg Poley, Butler Performance, Mike



Mike Wasson makes adjustments to Randy's GTO at the Indian Uprising.

Wasson, and Auto Rons. You see, this car came from the factory with 335 gross horse or approximately 268 net SAE horse or about 227.8 rear wheel horse. It’s much more fun than that now.

I hope all Pontiac fans thoroughly enjoy this last piece of data. Locally we have a very active Mopar club. One of the members is a 9-second car drag racer and is particularly good at building performance Mopar engines. One of my close friends had this drag racer guy build up his 440 six-pack '71 Challenger for excellent streetable horsepower with porting, balancing, blue printing, headers etc.

After a recent car show we pulled on to the Interstate and squared off at 40 mph. Both of us were alone in our cars. With him in second gear of his 3-speed torque flight and I in third gear of my 6-speed, we opened all twelve barrels. From the beginning the Challenger was in trouble. At 105 mph the “little GTO” had pulled two car lengths ahead. Sweet.

REAR WHEEL HORSEPOWER COMPARISON

DYNO JET Indian Uprising	SAE NET	STD DIN
Cutouts Open	328.4 hp 376.4 torque	333.5 hp 382.6 torque
Cutouts Closed	311.7 hp 367.0 torque	316.5 hp 372.6 torque

ILLINOIS DYNO	SAE NET	STD DIN
Cutouts Open	374.5 hp 385.6 torque	380.3 hp 391.5 torque
Cutouts Closed	331.8 hp 368.9 torque	336.9 hp 374.6 torque

Rear wheel horsepower divided by .85 gives approximate net horsepower at the crank for manual transmission cars.

Rear wheel horsepower divided by .80 gives approximate net horsepower at the crank for automatic cars.

Net horsepower at the crank divided by .80 gives approximate gross horsepower at the crank as advertised in 1970 and earlier.

Randy is a regular contributor to *The Legend* and *Smoke Signals* and a guest speaker at both national and regional Pontiac events on car detailing. He is currently part of GTOAA’s public relations team. Randy walks closely with the Lord and has copyrights to new lyrics written to “Little GTO” called “Little GTO Stands for God’s The One.”

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SKU:105

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GTOs FOR SALE



64 GTO post - needs full restoration. No numbers matching. 64 B-body 389 engine, newly rebuilt M21 plus newly restored Hurst shifter w/linkage. Included is a 64 post parts GTO. Both clean PA.titles, PHS documents. Lots of extra parts, including a Tri-Power set-up, wood wheel. Tim Hough 717-377-1356 #18160 **may**



64 GTO convertible, PHS documented, totally restored, Gulfstream Aqua, black interior, Muncie 4-speed, 390 posi, 389 Tri-Power, engine bored .040 over, Comp Extreme Energy RA III, woodgrain steering wheel, console, all gauges work, new wiring, new HD radiator, new carpet, one of the nicest available, build sheet receipts documentation. \$72,500 OBO serious inquires only. Don Deese 704-578-8991 #20229 **may**



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 #9936 **apr**



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 venting hood; BMR plate, air intake, have original

Ad Guidelines

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

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

Ads run 3 months unless renewed Month shown at end of ad indicates expiration issue for that ad

Must include full name, phone number, and GTOAA member ID

E-mail free member ads to: GoatGuyTom@aol.com (please put "Legend Ad" in subject line)

or mail to: GTOAA Member Ads
30 Sandhurst Drive
Mount Laurel, NJ 08054

May issue deadline is March 15

Business or commercial ads are not free. Those ads go to Mark Melrose at advertising@gtoaa.org. Check with Mark for pricing and ad sizes.

Disclaimer: Ads appearing in *The Legend* are done as a service to members, and are not an endorsement by the GTOAA for any of the items, products, or services advertised. Ads become the property of GTOAA and may be edited. GTOAA reserves the right not to run any ad which does not conform to the rules, or to which the Editor or Advertising Director have reason(s) not to publish.

parts, trophy winner. \$32,000. Andy Tift 618-664-1758 #9444 **apr**

PONTIACS FOR SALE

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

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: 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 #21659 **mar**

Wanted: 1968-1972 GTO, 4-speed, condition mint to concours. Walter Dragonetti 440-864-3051 or e-mail: walt_hof@yahoo.com #21158 *may*

Wanted: 69 or 70 Judge. Looking for nice original or restored to stock. No Resto Mods. Prefer PHS documented. Larry Weiss 502-648-7401 larryweiss@gmail.com #21418 *may*

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 4-bbl intake manifold, carburetor, and air cleaner. If you are restoring a 64 GTO and your engine block code is 78X (4-bbl manual trans) or 79J (4-bbl auto trans), this is the correct OEM setup. Part # 9770274, date K93 (November 9, 1963). Carburetor opens and closes properly but has been on a shelf for a few years and may require rebuilding.

\$1,200. Payment via PayPal. R. A. Battin (812) 374-2486 (IN) #13675 *may*

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*

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*

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 #5134 *apr*

67 GTO: door edge guards \$135, hood release \$125, instrument cluster with speedometer and lens \$295, rear speaker switch \$85, reverb

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switch \$100, console mounting bracket \$35, console rear light \$65, console door hinge \$35, heater controls \$135, hood scoop insert \$175, trunk latch \$45, convertible rear courtesy lights \$40, convertible sun visor brackets \$135, convertible dash courtesy light \$75, dash ashtray \$55, dash ashtray protector \$35, dash

gas gauge \$45, dash grounds \$40, alternator bracket \$75, remote control mirror \$175, steering column mounting bracket \$75, parking brake pedal \$55, tissue dispenser \$125, more!
 Greg Spreitzer 440 382-8161, e-mail nighdaygp@yahoo.com #1199 apr

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, 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

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

2004-2006 NOS complete hood kit, includes insulation and scoops in factory box \$900; used door panels set of 4, different colors available \$400 per set; gauge clusters, several colors \$125 each; taillights \$125 pair; oil pan

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shield \$100; tons of late model parts. Jim Witowski 219-879-2195 #6367 [apr](#)

Pontiac hood/trunk utility light, 17-foot cord, part #532017. \$60. Harry Mishrell 814-460-9031 #3368 [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 for specifics, please put GTO in subject line, or call 573-581-8013. John Johnson #1390

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

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

Wanted: 69 RA-IV 400 "WW" code block, block VIN ending in 242379R.....54. Car bought 1982 with 421 bottom end, still looking for its original block. John Johnson 573-473-4928 or rphjohn@hotmail.com

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](#)

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 [mar](#)

Wanted: various Q-jets including 7041263, 7044270. I have other 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

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

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dering 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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MISCELLANEOUS

Memorabilia: 1964 *Motor Trend* w/64 GTO brochure \$30; 1965 *Motor Trend* "Car of the Year" issue \$10; *GeeTO Tiger* 45-rpm record by The Tigers \$65; Monogram 64 GTO model kit \$30; Johnny Lightning 64 GTO hardtop (gold) \$10; Maisto 1/18 scale 65 GTO convertible (gold) \$25; Ertl 1/64 scale 65 GTO (black); Hot Wheels 67 GTO "Tiger Racing" \$10; Hot Wheels 67 GTO (blue) \$10; Hot

Wheels 67 GTO (black) \$10; Hot Wheels 69 Judge (burgundy) \$10; Johnny Lightning 71 Judge kit \$15. Joe Camp 732-567-7527, e-mail gtojoe@verizon.net #2180 **may**

1:43 diecast Pontiacs \$10 each plus shipping. 55 Pontiac Starchief - yellow & black 2 tone; 55 Pontiac Starchief - turquoise & white 2 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@nnet.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**

Wanted: All Pontiac and /or Oakland training filmstrips and / or records 1927~1972. Jon Hardgrove 573-418-8949 #4762 **aug**

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Wanted: 1966 GTO 1/25th scale slot car "Ready to Run" version by MPC. MPC "Kit" number 711-B1295 new old stock only. This was NOT a kit but a fully assembled, ready to run slot car. Motivated buyer! Color not important. Jon Hardgrove 573-418-8949 #4762 [aug](#)

SEEKING INFORMATION

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 Suess 920-279-4840. #14265 [jul](#)

Searching for my first 1967 GTO, last sold by a widow in Florida when moving to Louisiana in 1995. Signet Gold, black vinyl top, parchment interior. Unique options 400 4-bbl, AC, PS, PB (drums), PW, automatic transmission, Rally I wheels, clock, remote driver mirror, map lights, power antenna, buckets, center console. Aftermarket stereo cassette, driving lights, body side molding, trailer hitch. Depending on repairs there may still be identifying marks. If anyone knows of such a 1967 please contact Henry Mull, 252-241-5489, e-mail: hemulljr@gmail.com # 21978 [aug](#)

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

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

UPCOMING EVENTS

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

March 12, 2023, All-Pontiac Swap Meet, Hilliard, OH. Hosted by the GTO Association of Central Ohio, Franklin County Fairgrounds, 4100 Columbia St, Hilliard, OH. Vendor set-up 8am - 9am, \$20 / space. Open to public 9am - 2pm, \$5 admission. Rob Wilson 614-519-1019 e-mail ro.wilson@att.net or visit website www.gtoaco.com

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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

May 6, 2023, Pontiacs of Central California 24th Annual Central Valley Classic Pontiac, Oldsmobile, Buick, Cadillac and GMC show, Clovis CA Missionary Baptist Church. 854 N. Fowler Ave Clovis, CA 93611. Friday Night Cruise-In, Saturday show, 20 judged classes. Show flyer at pontiacsofcentralcalifornia.org. Dennis Simonson 559- 906-8900, e-mail dsimonso@comcast.net

May 21, 2023, 1st Annual All-GM Show (1999 and older), 117 SR 32, Batavia, Ohio 45102. .hosted by Ohio Valley GTO Association and Southern Ohio Rockets Oldsmobile Club. Registration 9-11:00 am, awards 4:00 pm. Car show, swap meet, vendors, DJ, food trucks, trailer parking. On-site security provided. Don Kruse 513-706.9321 (before 8 pm Eastern) or e-mail: dkruse@cinci.rr.com

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

August 18 & 19, 2023, GTOAA East Coast Regionals presented by SVGTO. All Pontiacs welcome! 1670 Nissley Rd., Landisville, PA 17538. Friday noon – 6pm, show Saturday 8am-3pm. 18 classes popular vote, great food, music, plenty of shade, raffle, door prizes, 50/50, model car contest, and more! Trailer parking available. Info: www.svgto.com or e-mail svgtoprez@gmail.com

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

May issue deadline is March 15

E-mail to: GoatGuyTom@aol.com

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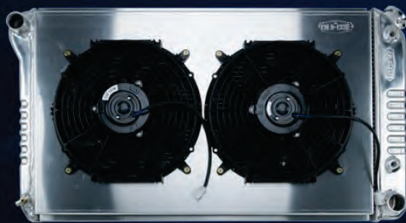
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Is Your Info Correct?

This list include info as of February 1, 2023. If your club's latest info was received after that date, the update 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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