

THE LEGEND



Volume 40 #5

May 2022

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2016 GTOAA Nationals Reunion Show **Pop Vote FAQs**
1/4 Mile With The Judge **Full Circle: The Middle of the Story**

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| 1965 | Lee Barnes 1429 Highway 86 Piedmont, SC 29673 blclassics@gmail.com | 864-414-2929 | 2004-06 | Jerry E. Klaus 1884 Guide Board Road Schuyler Falls, NY 12985-2216 2004gtojer@gmail.com | 518-645-2576 |
| 1966 | Marvin Minarich, Sr. 26265 West Highland Drive Channahon, IL 60410 gtomarvin@hotmail.com | 815-467-0381 | Judges | Darrell Davidson 15709 Marshallville St NW Canal Fulton OH 44614-9017 dcdavidson69@yahoo.com | 330-352-0110 |
| 1967 | Terry Weiner 409 Ronnie Drive Buffalo Grove, IL 60089-1151 gto67tech@comcast.net | 847-758-6112 (days) | GT-37 | Bill Weeden 708 East 3rd Avenue Brodhead, WI 53520-1248 bill@GT-37.org | 608-295-4890 |
| 1968 | Scott Veracka 26 Pleasant Street Lyme, NH 03768 scott@verackas.com | 603-795-4342 | Exhaust | Gardner Exhaust Systems 15 Glenn Pond Drive Red Hook, NY 12571 845-758-8003 gexhaust@frontiernet.net | |
| 1969 | Scott Tiemann 11817 E. Grand River Portland, MI 48875 supercarspecialties@gmail.com | 517-647-2433 | Engine Interchange & Heads | Ronald Rocchi Pontiac Performance Engineering 9444 N. Marion Morton Grove, IL 60053-1258 pontiacron421@comcast.net | 847-966-0998 |
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| 1971 & 72 | Dan Jensen 11929 E. Grand River Portland, MI 48875-8444 dajensen@wowway.com | 517-647-2474 | Paint & Body | Gary Godfrey 8400 Sharon-Mercer Road Mercer PA 16137 gotiger@zoominternet.net | 724-662-1040 |
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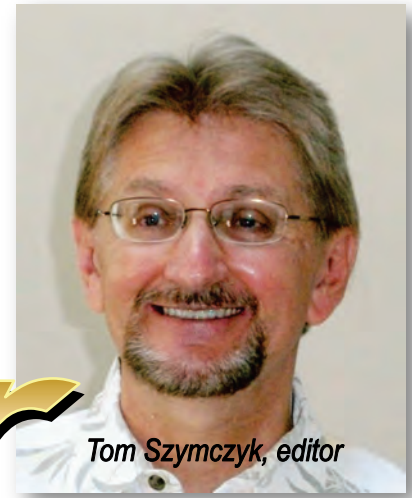
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1st Gear



Tom Szymczyk, editor

Important PHS News

In March, I had a phone conversation with Jim Mattison of PHS Automotive Services. As you know, PHS has microfilm records of most every Pontiac from the sixties onward. These records are an invaluable resource for authenticating Pontiac vehicles. Other manufacturers don't have this. In the Pontiac hobby, we are extremely lucky that Jim and his family have preserved this important storehouse of historical information.

But preservation only lasts a finite amount of time. The original microfilm is deteriorating. Microfilm is like celluloid motion picture film and will eventually wash out over time. It will not last forever. During the 2000s, it became apparent that these microfilm records were fading away.

As a result, since 2009 all records requested have been backed up and saved on computer equipment. This creates a permanent digital record.

As of February 2022, permanent records have been saved on 41,190 examples. That may sound like a lot, but it isn't. Nearly a million Pontiacs were produced annually. Literally millions and millions of records on microfilm are still deteriorating. Expert technicians have come to the conclusion that, sadly, these records cannot be reproduced in mass. Instead, they can only be saved one at a time. Since it is an impossible task to save them all, most records will eventually be lost.

Here is where you, as a Pontiac enthusiast, can help play a part in Pontiac

history. If you have a car that hasn't had records requested ever, or since 2009, you need to order them now. Yes, it will cost about \$95 and you'll have to decide if it's worth it. But once the microfilm fades beyond recognition, it will not be possible to access these records. For now, any VIN request can be pulled up, digitized, and saved. PHS can process about 30 per day. Do the math and figure out how long it would take to do even a hundred thousand. You can reach PHS Automotive at www.phs-online.com.

One More Thing

The month of May brings Mothers Day. If you are fortunate enough to still have your Mom with you, it's a good time to remind her of how lucky you are in that respect.

Our Usual 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 office phone number is 856-439-0314. Feel free to call anytime from noon to midnight Eastern Time. As they say on TV, operators are standing by. Our call center is in the USA. Well, New Jersey, anyway.





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Vic Schreck

Gearbox Chatter

2021 Financial Review

2021 Financial Report

courtesy of Beth Butcher, GTOAA Treasurer

Revenue

| | |
|------------------------|----------------------|
| Membership dues | \$153,756.97 |
| Advertising | \$25,612.49 |
| Club Store royalty | \$1,360.25 |
| Meet Expense Repayment | \$7,896.34 |
| Total Revenue | \$ 188,626.05 |

Expense

| | |
|----------------------------------|-------------|
| Legend printing | \$47,561.10 |
| Taxes / payroll | 45,486.13 |
| Postage (magazine) | 31,699.34 |
| Insurance | 2,815.00 |
| Accounting fees | 5,100.00 |
| Mailing service (magazine) | 3,527.01 |
| Website support | 1,263.89 |
| Advertising / Promotion | 11,061.41 |
| Internet / fax / phone | 565.75 |
| Printing (other than magazine) | 4,984.46 |
| Office supplies | 872.84 |
| Awards | 159.00 |
| Donations | 2,100.00 |
| Credit card processing fees | 2,237.72 |
| Refunds | 15.00 |
| Previous Convention Expense 2021 | 3,320.00 |
| Future Convention Expense 2023 | 2,000.00 |

Total Expense **\$ 164,768.65**

2021 Gain / Loss **\$23,857.40**

It's that time of year when I report the previous year's financial numbers keeping you informed of how we are doing in managing your investment with the GTOAA. We continue to be recognized by the IRS as a 501c(7) not-for-profit organization. The table to the left illustrates both revenue and expenditures incurred for the year 2021.

Expenses

Our publication *The Legend* continues to be our largest expense. There was an increase of \$4,634.42, (10.8%) over 2020. That increase reflects several factors: an increase in memberships which drives up the number of magazines printed and an increase in advertising which drives up page counts. With each increase in page count, the cost of the publication rises, as does the postage to mail the magazine. We budgeted for 3,900 mailings of magazines for 2021. We're printing over 4,300. This is all on top of the typical yearly increase of printing costs. Growth is GREAT; with it comes increased costs.

The next largest expenditure is our payroll and taxes. While just about all of the officers and staff are volunteers, there are a few paid positions that draw a small salary. Those positions require quite a bit of time and there is some compensation. Drawing a salary requires paying taxes on those salaries. The figure each year is pretty stable.

You'll notice an increase of \$4,000 in postage. Postal rates rose in 2021 and an increase in mailings of magazines contributed to this increase.

Our Advertising and Promotions expenditures saw a dramatic increase over 2020. We have a budget each year for expenses related to Advertising and Promotions. Included in that budget are travel expenses and promotional items. In 2020 there was no travel due to the pandemic, which saw a very low number. The country opened up in 2021 and we resumed travel to recruiting venues like Norwalk and other big Pontiac events. The figure for 2021 is below our set budget.

Future Convention Expenses come out of the general fund. They are all expenses associated with researching upcoming convention locations.

Revenue

Our largest revenue generator is membership fees. Revenue from new memberships grew \$13,506.58, about 9.7% over 2020. While we incur expenses on promotions/advertising, we're seeing the benefits of it in membership growth.

You'll notice a solid figure for advertising. We offer our advertisers a "Fast Pay Discount" for those who choose to pay their yearly advertising fees in one lump sum by deadlines set by our advertising coordinator Mark Melrose. We initiated this a couple of years ago and since doing this our advertising numbers have been stable. Our advertisers have responded positively to this.

Many of our advertisers want to migrate away from print advertising to digital. The costs for print continue to climb while digital is much cheaper. Many of our members rely on print advertising in the magazine. For advertisers who want to forgo print for digital we explained to them that a portion of their target audience for the GTOAA would not see what they have to offer if they went digital-only.

To mitigate the exodus of print advertisers to just digital, we came up with several incentives to keep our advertisers using print. One was a discount for fast pay, incorporating print with digital utilizing our strong presence on social media and our website with click-throughs to their business, and our monthly e-news. Our e-news reaches over 10,000 current and former GTOAA members each month. You'll notice in the e-news that we have click-throughs to our advertisers. Our advertisers buy X-number of spots each year in the e-news through their choice of advertising plans. Our website's sponsor page promotes our advertisers. We are offering our advertisers more bang for their advertising buck.

Our online footprint has benefitted us in advertising revenue, not to mention memberships. Our marketing has been very well-received by our advertisers. Incidentally we extend discounts to our Gold and Silver convention sponsors who also advertise with us in print with a fast pay discount.

Our Club Store revenue has been down the past few years due to having no 2020 convention and health related issues prevented their presence in Wisconsin in 2021. The Club Store plans on being in Kingsport, TN, for this year's convention and hopefully some other events.

Summary:

Subtracting expenses \$164,768.65 from the revenue \$188,626.05, we saw an increase of \$23,857.40.

Not shown in the revenue totals are our investment and CD accounts that total \$51,599.45. The monies in those accounts are not factored into our operating costs.

We continue to be good stewards of our membership's investment, keeping the GTOAA on solid financial footing.

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More Info: publicrelations@gtoaa.org

2016 GTOAA NATIONALS 5-YEAR REUNION SHOW



Plus Details About Tigers On The Columbia 2022

Ted Knapp

The Northwest GTO Legends GTO Club has suffered the same hardships as all others during the worldwide pandemic. The 2020 and 2021 All-Pontiac Regional Tigers on the Columbia car shows sadly had to be cancelled. We fought to the bitter end in trying to salvage these events, but eventually had to raise the white flag. Finally in mid-2021, the Legends held a Regional All-Pontiac Car show - not

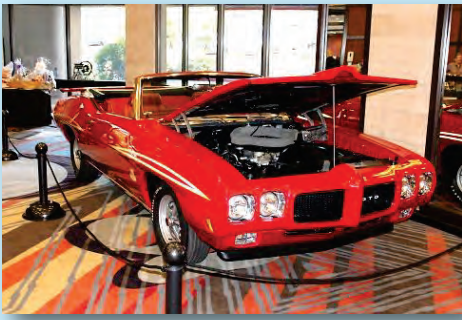
Tigers on the Columbia, but a five-year Reunion of our 2016 GTOAA National Convention. The Reunion Show was held in the same time slot (mid-July), same city - Bellevue, WA, and at the same venue - the Bellevue Hilton.

The Northwest Legends replicated many of the events, activities, and details of the actual 2016 National Convention. Registration was held in the

lower level of the Hilton lobby next to a flawlessly restored 1970 GTO convertible Judge that was parked inside.

Just outside registration were the tech check and photography stations. From the photo booth, cars were directed to either the Popular Vote parking area or into the covered Concours area - yes, we even had Concours judging.





As with the 2016 convention, Popular Voting was conducted on the upper parking deck of the Hilton. There were 26 Popular Vote classes and awards were presented for 1st and 2nd place in each class. There were dozens of GTOs, along with a good representation of Firebirds, Trans Ams, Fieros, and large Pontiacs.

Concours parking and judging were held in the covered lower parking level of the Hilton. Like the 2016 National Convention, the drive aisles in Concours were striped to resemble a Route 66 highway. The center drive aisle was symbolically named after the legendary Detroit Woodward Avenue. Convention logos and replica Pontiac ads were hung from the parking deck columns just as it was done at the 2016 national convention.

Forty-two Pontiacs were Concours judged. Bronze, Silver, and Gold awards were presented in Unrestored, Restored, and Modified classes. The judging did not follow the rigorous GTOAA standards for Concours cars but was conducted by three local car experts using a 100-point judging system. This was not a GTOAA Concours judging event, but the awards gave high recognition to these truly magnificently restored and well-maintained Pontiac classics.

On Friday evening, a parking lot party was held in the Hilton parking lot with food and live music. Unfortunately, and unlike at the 2016 Nationals, we were unable to have Jim Wangers perform on stage his rendition of "Little GTO."

The actual car show and Popular Voting was conducted on Saturday. A well-attended awards banquet was held that evening in the Hilton ballroom. Although it was a little hectic putting together a PowerPoint presentation for both the Popular Vote and Concours awards in a very short period of time, the slide show went off flawlessly. Another very successful show was in the books for the Northwest GTO Legends.

To conclude the Reunion event (just like 2016 Nationals) there was a Sunday car cruise to Snoqualmie Falls and then off to the XXX Root Beer for a burger, then return to the Hilton.

Stay tuned, we may try to pull off a 10-year Reunion in 2026!

And now onward to the 2022 Tigers on the Columbia.

This will be the Northwest Legends fourth annual (if not for COVID, it would be the sixth) Tigers on the Columbia. As with past years, it will be





held on the beautiful banks of the Columbia River in the Howard Amon Park in Richland, WA. Richland is one of the "Tri-Cities" (along with Kennewick and Pasco) and is in south central Washington about 200 miles east of Seattle.

Tigers on the Columbia is a 3-day event that is held over the Memorial Day weekend. Early registration/check-in is conducted on Friday afternoon in the lobby of the Richland Riverfront Holiday Inn, the host hotel.

On Friday evening, two activities are being offered. One, a car cruise that starts at Holiday Inn and proceeds to a local winery about six miles away. The Tri-Cities "Red Mountain" region is home to literally dozens of wineries. After some wine tasting, the cruise will proceed to the Hanford Reach some 12 miles to the north. From the Hanford Reach, the cruise will end up at Brick House Pizza for a late dinner and beer.

Also, on Friday for those who don't want to go on the cruise, a three-hour Water2Wine dinner cruise is offered on the Columbia River aboard the 96-foot Chrysalis luxury yacht. The Chrysalis is a U.S Coast Guard approved 120 passenger vessel that features two spacious interior salons and two open-air decks. Boarding of the Chrysalis is at the marina located just a few blocks from the host hotel.

On Saturday morning, the car registration moves to the Howard Amon Park. The car venue is spectacular with its grassy green fields and numerous shade trees while sitting on the banks of the majestic Columbia River. The show is held from 8 AM to 3 PM and features day long DJ music



with fabulous lunch dishes of burgers and BBQ served by the local food vendor, Baby J's.

The awards banquet is held on Saturday evening in the Holiday Inn ballroom that features a cocktail hour, a sit-down dinner, and a PowerPoint presentation of all the award winners.

Many will head home on Sunday morning via a cruise through one of Washington's most scenic drives in the winding Yakima River Canyon. These 27 miles of road that connects Selah with Ellensburg rolls through central Washington's desert hills and basalt outcroppings that rise more than 2,000 feet above the riverbed below. The cruise will take a stop for lunch at the iconic Red Horse Diner in Ellensburg. The Red Horse Diner serves up American favorites in a former retro gas station packed with vintage automobile signs and other classic memorabilia. From the Red Horse Diner, attendees will head for home.

For those who want to hang around Richland a bit longer, a Columbia River brunch cruise is offered on the Chrysalis Water2Wine yacht.

This should be a weekend to remember. With COVID hopefully behind us, it's time to get the Pontiac out and enjoy your renewed freedom, see old friends, and meet new ones.

See you at Tigers on the Columbia 2022!

www.northwestlegends.com

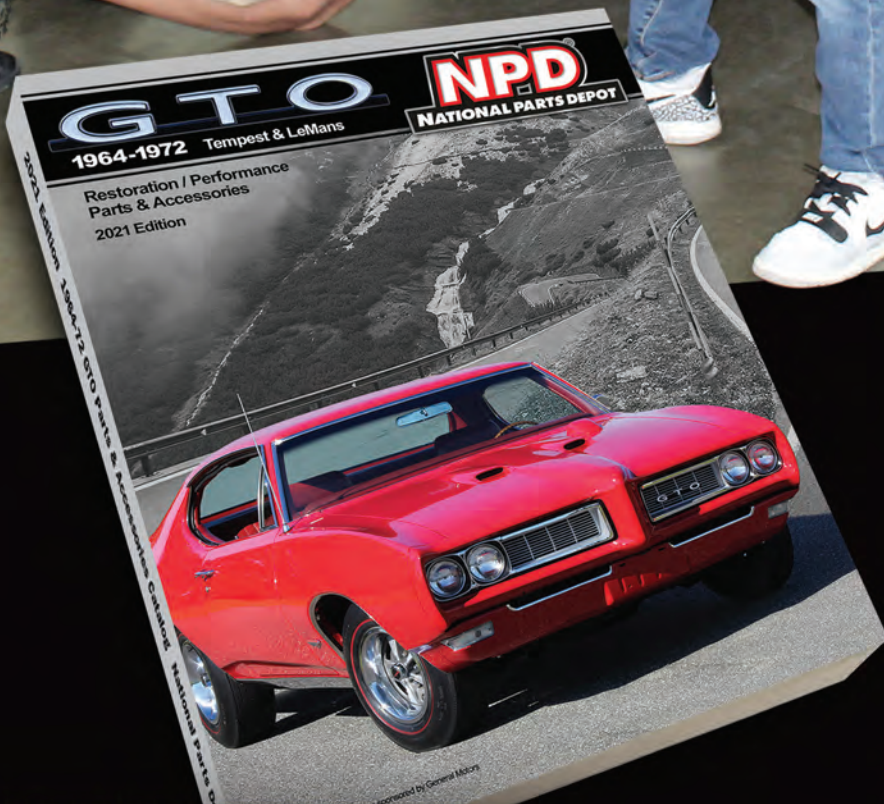


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Quarter Mile With The Judge Is Inflation Always Bad?

by *Giudice Francesco Ambrosio Lorenzo Fregiato*
also known to you as Judge Frank Fregiato

You know . . . what if you have no cash (like me), but have tons of hard assets (like me also)? Is inflation always bad? Recently I ran into Dave Kinney, the publisher of *Hagerty Price Guide* and posed that question to him. He responded in writing. But first, a couple of boring disclaimers:

Disclaimer 1:

This "ain't" legal advice. I'm a full-time judge, not an attorney, and I'm not allowed to give legal advice. Moreover, most legal concepts are unique to your individual states and are very fact specific to your particular situation. Whew! We got that out of the way. But wait . . . one more.

Disclaimer 2:

This is not political. Though in my personal life, I lean to the left or the right. On the bench, and while being one of the authors for *The Legend*, I am totally non-political. This little squib does not change that.

Hagerty Price Guide:

Anyway, Dave Kinney wrote me the following:

"Collector cars have seen big value increases in the past year, but the size and amounts have not been equally distributed. There is a lot of wealth chasing all types of investments, including traditional ones like stocks and real estate. Many factors are coming together to bolster the values of collectibles.

"Whatever the reasons (and there are many) keep in mind that collectibles are also seen as a good store of value in inflationary times, and this, in

turn, helps drive a hot market. Part of the hot marketplace includes GTOs, in every generation. While the inflation monster eats away at your wallet, at least rising values can help offset some of the hurt, but you have to wait until you sell your GTO to pocket that return. In summary, inflation is a factor not to be ignored in this 2022 market."

As pointed out in the forward at page IX by McKeel Hagerty in Volume 47 (January-June 2022) of *Hagerty Price Guide*:

"Of all the things we thought we needed to worry about some 18 months ago, rapid appreciation in the classic car market surely was not one of them. And yet, here we are. We're seeing unprecedented price gains over a vast swath of vehicles . . . The percentage of classic vehicles selling for record prices is the highest it's been since 2015. . . "

In short, though your cash flow has been hurt, your collector cars have gone up in value. Inflation is at an all-time time high, hurting us all. It hurts us in our daily lives like buying the things our families need to survive, but our hard assets (like our homes and GTOs) have gone up in value. See what I mean? This short article is indeed politically neutral.

Conclusion:

As McKeel points out (at page X) most importantly, remember that the key dividend in classic car returns is enjoyment. Yes, do your homework . . . but buy only what you enjoy owning, looking at, and driving . . . like our GTOs.

And so . . . as always . . . stay in gear for the next "Quarter Mile With The Judge" . . . as we keep you informed, and maybe even a bit entertained . . . and providing you with a scapegoat . . . me.

About the author

Frank Fregiato is an Ohio Common Pleas Court Judge. He is a top 5% graduate of OSU Law School, where he served as an editor on Law Journal and achieved Order of Coif academic honors. In undergrad studies at OSU, where he received his B.A., he achieved Phi Beta Kappa and Political Science honors. Judge Fregiato, when he served as County Court Judge, created Live High School Court, the only program of its kind, where actual court was conducted before the students. He currently spearheads an annual car show festival to raise funds for drug free concepts in our grade schools.

He is extremely active in community and charitable affairs, is a pasta waiter with the Sons of Italy, and is a certified Personal Trainer with the American Council on Exercise. In his spare time, he publishes a classic car column "Quarter Mile with the Judge" in The Legend and Smoke Signals.

By way of classic collector vehicles, the Judge owns a '66 GTO convertible, a '68 GTO HO hardtop, a '56 dual quad Corvette convertible, a '63 split window Corvette and a 2014 3LT-Z51 Corvette convertible, all in Gold Concours condition.


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Bob Alexander

Popular Vote FAQs

Frequently Asked Questions

Bob Alexander & Tom Szymczyk

Should I enter Stock or Modified?

Every year we publish the Popular Vote Classification Chart in the January, March, and May issues of *The Legend*. It's also on the GTOAA website year-round. And yet, every year at the convention, we end up reclassing several Modified cars that entered as Stock in Popular Vote. A simple rule of thumb is that if it looks like it could have come from the factory as presented, it can enter as Stock in Popular Vote. The Pop Vote Classification Chart covers pretty much everything. Give it a look on Page 15. If you still aren't sure, call Bob Alexander 970-214-4234 or Tom Szymczyk 856-524-2588.

Why is this important? Reclassing your car at Popular Vote tech causes two issues. (1) the car needs a new dash card which may involve the owner going back to registration ("Hey, I just came from there!") to get one reprinted. Depending on WiFi and computer capabilities, we may be able to print a new dash card right at the tech tent, but please don't count on it; (2) the car now needs to be parked in a different spot than the one assigned. This would be OK if we had unlimited parking for each class, but the reality is we don't. So maybe the car gets parked with the rest of the cars in its class -- or maybe not.

Concours vs. Popular Vote

Popular Vote rules are different from Concours. Concours is all about numbers-matching for the Factory Original and Restored classes, whereas Popular Vote is more lenient. The

Popular Vote Stock category is for cars that appear stock although they may not have the correct engine or transmission.

Popular Vote was created for cars that people just want to enjoy without spending zillions of dollars to do the whole matching-numbers, just-like-the-build-sheet thing. A 455 looks the same as a 389 or a 400 (or a 326 for that matter). In Concours, that makes a difference. In Popular Vote, it does not. Your car was originally gold but now it's red? Points off in Concours Restored or Factory Original, no problem in Popular Vote Stock. Changed the interior color? Same thing, no problem. Added or subtracted a vinyl top? Ditto. If it was available from the factory as shown, even if not originally equipped as such, you can be in Popular Vote Stock.

Can I enter Popular Vote and Concours with the same car?

No. Concours cars are parked in a completely different area from Popular Vote cars and once parked in Concours, you can't move the vehicle until the end of the convention. No chance of moving to the Popular Vote area. Also, it really wouldn't be fair to have a Concours level car competing with driver-quality entries. Or worse, coming in third place in Popular Vote with a Gold level Concours winner! It could happen. So let's not do that.

I thought I was allowed three modifications in Stock classes.

No, you are not. None of our stated guidelines mention that. The Popu-

lar Vote Classification Chart covers what is and what isn't OK in the Stock category. As mentioned before, the PV Stock designation is for "factory appearing" cars. See page 15 for details.

How come my car was Stock last time and now it's Modified?

Once or twice per convention, a car shows up with obvious modifications but it is entered as Stock. The owner says, "Last time I entered Stock and all they did was take off points for the mods on my car." Huh? There are no "points" to take off in Popular Vote! The car was obviously in Concours last time. And yes, you can enter a car with modifications in Concours Restored and have points taken off your score. The car is only competing against a score sheet in Concours. In Popular Vote Stock we only want stock appearing cars competing with each other, so a car with obvious modification has to be in a Modified Popular Vote class.

Why can't I park with my buddy even though his car is in a different class?

If your car is supposed to be in Class B and you want to park in Class H because your friend is in that class, it will cause a problem. Your car will be out of place. No one is going to vote for your car when they get to your class and your car isn't there. "Out of sight, out of mind," as it were. If parking next to each other is important, both of you should just enter in the Street Legends display-only class. That way you can park together and there will be no confusion.

When I called you on the phone you said my car was OK for Stock but at Tech-In you now say it's Modified?

This has happened more than once, so I guess it will happen again. An owner calls to ask whether his 67 GTO with a different cam can enter as Stock. "Sure," we tell them, "nobody can see the camshaft." Or they ask if white-letter tires are OK on their 65 GTO. "Not a big deal," we reply, "Tires are tires." Then they show up with headers, a chrome alternator, and braided hoses, none of which were disclosed over the phone. That's why we said OK on the phone but not in person.

Why did you reclass my Stock 2004-2006 GTO as Modified?

Every year, at least half the 2004-2006 GTOs entered as Stock turn out to be Modified by GTOAA Popular Vote standards. Some common examples: The factory did not paint flames on the fuel rail covers. Or whatever else you have airbrushed on there. The factory did not assemble those cars with chrome air boxes, or any other after-market induction system. We also see GTOs entered in Stock with grilles painted body color. The factory definitely did not do that. Yet owners with these obvious modifications seem astounded that their car is considered Modified. Both Bob Alexander and Tom Szymczyk have owned new-gen GTOs, so they know what a 2004-2006 factory car looks like.

How come the Popular Vote Classes are different than other years?

Popular Vote classes vary from year to year. We base the PV classes on the cars that actually register. There is no sense in establishing classes where there would be zero cars. Or even one or two cars. So we try to group cars together by body style and year. For example, 64-65 GTO hardtops, or 68-71 GTO convertibles, or 69-71 Judges.

Sometimes a whole bunch of one type of car registers. For example, we might get ten 1966 GTO hardtops and eight 67 GTO hardtops. Rather than have one class (66-67 GTO hardtop) with 18 cars, we would have one for 66 hardtops and one for 67 hardtops. But the following year we might only have three 66 hardtops and four 67 hardtops, so we would have one class for 66-67 GTO hardtops combined. Our goal is always to have a fairly even distribution of cars per class.

What do I do first when I arrive?

If you are trailering your car, navigate to the side of the Convention Center for trailer staging and park your rig there temporarily. If you are driving your car, park it somewhere near the hotel. In either case, walk to the Convention Center entrance near the tech tent. Then go into the Convention Center and get your Meet registration packet.

Once you have your registration package in hand, you can unload and



Tom Szymczyk

drive over to the tech tent. If you didn't trailer, just go to tech once you have your registration packet. (If you need to wash your car you can do that before going through tech.)

As you approach the tech tent, make sure you get in the Popular Vote line. Once you reach the tech tent, the Popular Vote tech guys will look over your vehicle to make sure it is in the right class. They will make any necessary adjustments and you will receive your dash card with your assigned Popular Vote class.

From there you will proceed to the picture stop where your car will be photographed. Then you will be directed to the Popular Vote show lot and your class parking area. There will be helpers on hand to get you parked correctly.

After tech and photo, you can leave your car in the Popular Vote lot. If you trailered, you can then take your rig to offsite trailer parking.

One Final Note

Please remember that everyone you meet along the way, from registration, to trailer parking, to tech inspection, and finally to parking, is a volunteer. They are all Pontiac enthusiasts who are donating their time to make the convention a success.



POPULAR VOTE QUESTIONS?

TOM SZYMCZYK
856-524-2588

BOB ALEXANDER
970-214-4234



2022 GTOAA Convention Car Show Info

JUNE 28 – JULY 2, 2022, KINGSPORT, TENNESSEE

General Info

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

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

Concours Information

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

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

Cars in all Concours classes (except 2004-06 GTOs and Competition Modified) **must provide documentation from Pontiac Historical Services** indicating that the car is an authentic GTO / Judge / GT-37. Concours cars must remain inside the Convention Center until Sunday morning.

Concours Class Descriptions:

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

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

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

Modified & Competition Modified:

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

All Concours questions:

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

Popular Vote Information

Popular Vote is open to all Pontiacs.

Classes are determined by model, year, and body style based on actual registrations received.

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

All cars must complete tech-check-in.

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

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

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

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

may not be sufficient parking space in the proper class.

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

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

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

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

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

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

All Popular Vote Questions:

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

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

Original Owner Display

If you are a previous Original Owner award recipient or will be receiving the award at this year's convention, you have the option of parking in a display-only class of Original Owner GTOs, LeMans, and Tempests inside the Convention Center. Or you can enter the Popular Vote or Concours competition and still receive your Original Owner Award. See indoor car regulations in the Concours section. 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, 2022 via e-mail at toxler@prodigy.net or call 636-928-5548.

GTOAA Popular Vote Classing Chart Revised for 2022

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

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

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

2022 GTOAA Convention Registration Form

June 28 - July 2, Kingsport, Tennessee



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

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

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

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

Name _____

Street Address _____ Email address _____

City _____ State _____ Zip Code _____

Home Phone _____ Cell Phone _____

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

Names of others attending for badges _____

GTOAA Membership Number _____ (must be current)

Chapter Affiliation _____

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

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

Year _____ Model _____ Body Style _____ Color _____

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

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

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

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

Concours: Restored Stock Modified Unrestored Original Competition Modified

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

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

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

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

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

Convention Contacts

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

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

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

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

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

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

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

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

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

2022 Convention Fee Schedule & Activity Selection Form

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

Wednesday, June 29 Activities

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

Thursday, June 30 Activities

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

Friday, July 1 Activities

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

Saturday, July 2 Activities

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

Total \$ _____

Pay by check: make payable to GTOAA

Pay by Credit Card: ___Visa ___Master Card ___Discover

Name on Card: _____

Card Number: _____

Expiration Date: _____ Security Code: _____

Signature: _____

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

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

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

FULL CIRCLE

FIRST & LAST CHAPTER



Jeff Decker



In 1963

my grandfather purchased a '63 Chevy SS convertible and in 1965 he gave the car to my parents prior to us moving to St.

Louis from Eau Claire, Wisconsin. During 1966 in St. Louis, the Chevy convertible was stolen. While unfortunate, this led to my dad ordering a '67 GTO.

Since we lived in St. Louis, my grandfather took the lead in ordering the '67 from the Hames Pontiac Dealership in Eau Claire, Wisconsin, where he had purchased a '66 GTO. He used his "connections" to get the best deal possible. Since my mom was a nurse and worked many weekends and evenings, the GTO was able to be at home most times, so when mom would take us kids out, it was in the GTO. I have very vivid memories of the car and it was the family's pride and joy. It was always kept spotless and all original paperwork was carefully filed away; that would become more important years down the road. I guess I know for sure where my OCD comes from.

The GTO was also used for all the family trips back up to Wisconsin. During trips back to Eau Claire, I heard the stories of people always trying to race my dad and while he never raced it, he would go get his brother in his '66 and then they would go do all the street racing in the '66. My grandfather was a corporate pilot based out of Stevens Point, Wisconsin, and was away much of the time, which I guess might be the reason he never had a clue that his youngest son was out street racing in the '66 GTO.

So when a speed shift broke the transmission as well as the rear axle, my grandfather returned home to find the broken car and thought it was because of a defect. He let the dealership know how unhappy he was and made them fix it. This would have been in the fall of 1966 as the notes to my dad from my grandfather placing the order for the '67 GTO mentions this. I guess the dealership knew the '67 was being purchased and didn't fight the repair on the '66.

My parents ended up selling the '67 GTO in the fall of 1973 because they received an offer for the car that they could not refuse. Even though I was only about 10 years old at that time, I remember my dad lowering the redline needle of the tach and had me behind the wheel to rev the engine before the car left us. I still remember watching the taillights disappear as it drove away and I said to my dad, "Well, there it goes." The car actually only moved a few miles away at an apartment complex near highway 270 and I could see the GTO whenever we drove past.

After almost four and a half years, my dad got a call to see if he wanted to buy the car back but he declined. It was at this time I lost track of the car for a bit. My parents purchased a 1974 Grand Am 400 4-bbl dual exhaust as the GTO's replacement. Years down the road, it became a show car that my dad and I took to local car shows as members of POCI.



During the early 1980s we spotted the GTO, still in the St. Louis South County area, and I couldn't believe my luck when I found out that my sister's boyfriend's brother was friends with the GTO's owner!

I was introduced and the GTO's fourth owner gave me a ride and even let me drive it! I'll never forget how fast he went through all four gears on the service road behind our subdivision. It was just after this that I was told a story of our old GTO from a fellow gearhead in our subdivision who had an immaculate 1970 Chevelle SS 396. He said he knew of the '67 as he had lost to it in a street race. "When the light at the intersection turned green," he said, "I just remember seeing the Goat's taillights walking away from me."

I then lost track of the car again for a while until my dad and I attended the 1990 Fall Behlmann Pontiac car show for what would be my last show before moving to Indianapolis. Like a divine miracle, our old GTO was there!

Now owned by Will Bowers, the sixth owner and a major GTO collector.

This opens up the chapter of Will's 31-year history with the car and a promise that I would get the first refusal offer if he ever sold the car. Will took the greatest care of the car and put much work in it to make it as nice as it is today, including a full and proper repaint in 1991.

My dad had given Will copies of all the original paperwork, but after some years went by with seeing how nice Will was making the car, my dad had Will and his wife over to look at old slides of the car and actually gave Will all the original paperwork. The only items my dad kept were a Ram Air hood scoop, a Hurst T-handle, and the towel that was used to plug up the scoop when he had the car at work.

My dad and I stayed in contact with Will through the years and saw the car a few more times and my dad always went to the Forest Park Easter car show to see it. My sister even hooked up with Will and his wife to

get a ride in the car for what was my sister's 50th birthday. (I forgot to mention my sister was born in 1967.) They had some wine and celebrated my sister and the GTO turning 50!

When Will contacted me last August and said he was considering downsizing and asked if I was interested in buying the '67 back, I said of course but could I have some time to try and sort some things out and Will had no problem with that. I had a full garage with a '76 Firebird and a '90 ZR-1 Corvette and at 56 years old, I was also considering my own downsizing in preparation for future retirement. I was in panic mode to the extreme! Everyone I talked to said to get the car immediately and worry about selling the other cars later.

Years back, my wife and I decided to stop by the Rotella Bakery in Omaha, Nebraska to see if we could meet Rocky Rotella and have him sign his book on rebuilding Pontiac engines that I had just bought. We not only got to meet Rocky and have him sign our book, we were able to visit with him in



his office and look at some new historical Pontiac documents and photos he had recently acquired.

I decided to see if Rocky knew of anyone who would have in interest in my Firebird since I knew he had a '76 Trans Am. Rocky repeated what others had said -- that if the '67 GTO was that important to me that I should secure it immediately and worry about the other cars later.

I informed Will that I wanted to proceed but he really wanted us to see the car first to make sure we knew exactly what we were buying as it had been years since I had seen it myself. On the three hour drive, the day after Labor Day 2020, my mind was racing and I began to wonder how Will was going to handle the transaction as we drove to see and drive the car. I asked my wife to please call our bank and transfer enough money from our savings to purchase the car.

I knew immediately upon seeing the car that we were going to buy it. When I asked Will how he wanted to

handle the transaction, I believe he said, "Money is a good place to start." I then showed him our checking account balance from my phone and the check was written. The three hour drive home was the most nerve racking miles I had ever driven. I just wanted the car home safely.

After settling in at home, my wife said, "I thought we were just going there to drive and look at the car," and I said, "Well, you transferred the money and you knew why." To this day, she says I bamboozled her but she says it with a smile. The car looks brand new today and I feel honored to have it "back in the family." For this '67 Goat, life has come full circle.

Some special notes on the car: It has the original carpeting, original vinyl top, much of the interior is original with some pieces swapped out for other factory pieces, and unbelievably, the engine is original with no major work done to it.

Will told me he changed out the rear main seal (which unfortunately,

the dreaded leaking Pontiac rear main has returned). The owner I met in the '80s told me he had changed out the timing chain to a double roller set and was going to get the heads freshened up. Will told me he ran the car a couple times and turned a 13.9 with 3.73 gears and a 14.2 with the proper 3.23 gears that are now back in it.

I have since redone the distributor curve to make the best power and run only Sunoco Standard Race Fuel. It still runs hard today. It will live a pampered life while we have it, but it is nice to know what it is capable of.

Our '67 GTO has come full circle and is back home!

Want to see your car featured in *The Legend*?

E-mail goatguytom@aol.com and ask for our photo requirements and story outline. All GTOAA members are eligible.



Will Bowers

FULL CIRCLE

THE MIDDLE OF THE STORY

I really wasn't looking for another car; however, it was a slow day at work being the Friday before Labor Day weekend in 1989. Someone had brought in a copy of the St. Louis Post-Dispatch, so, out of habit, I started scanning the classic car ads. The GTO was advertised as a '67 HO, 4-speed with Tri-Power added and Rally 1 wheels.

Needless to say, I called the number several times that day but didn't get an answer until about 4:00 PM. The seller asked if I had called before because his answer machine was not working and he had just gotten home. He did not want to show the car until Saturday. However, he agreed to let me see it since I was going out of town for the holiday weekend.

At that time I was working at McDonnell Douglas and he was located in Florissant. I immediately hit a cash machine for deposit money and was on my way. This was great...I would be the first person to see the car! As soon as the garage door went up, I wanted it.

After driving it, I knew it was sold. I didn't even try to get him down on price, which is totally unlike me. After giving him a deposit, I returned after the holiday and paid the remaining balance. Over the weekend, he had received over 30 calls on the car. Most of the people were offering more than the full asking price. Fortunately, he honored our deal and the car was mine. I later learned that Terry Schott, Gateway GTO Association President, was one of the unlucky callers.

In addition to the options listed in the ad, it had A/C, full tinted glass, power disc brakes, power steering, Rally dash, wood wheel, Cordova top, 3:73 12 bolt posi, front and rear seat belts, and a push button radio with a rear speaker. Over the years I added a number options including; AM/FM, 8 track, defogger, map lights, rare headrests and a reclining passenger bucket seat. The rear end had been replaced with a date correct and proper 3:23, 10 bolt unit.

The A/C system had been stripped out by one of the previous owners. I was able to locate original re-

placement parts and eventually converted to 134A. The car retains its original interior and a few worn spots were repaired with material from another set of original seat covers that were found at a swap meet.

The build date was November 1966. With the rare combination of options, it was obviously an early special-order car. The PHS documents included the engine unit number that confirmed it still retained its original HO motor. All that could be determined from PHS was that it had been delivered to a dealer in Pontiac's Northern District.

Prior to having a base coat clear coat finish applied in the original Gulf Turquoise color, I had to replace several panels. All parts were replaced with available NOS or reproduction items. The motor has always performed well and has not required a rebuild. However I returned it to a 4-barrel with a correct Q-jet carburetor.

The first year for the Q-Jet Pontiac was 1967. Pontiac was apparently concerned that performance minded buyers would be concerned that Tri-



Pontiac was no longer being offered. They included a re-print from Super Stock magazine (see above) in the glove compartment comparing the two carburetor configurations, confirming that they performed almost identically.

Shortly after the purchase, I decided a trip to Mid America Raceway in Wentzville, MO was in order. My first time out, it turned in the 13.90s with street tires.

In the fall of 1990, my luck continued. While attending a Behlmann Pontiac display, I noticed a young guy looking the car over very closely and he said he thought it was his dad's car

that he had bought new. Since I knew it was sold through a dealer in Wisconsin, it seemed unlikely. Later his dad, Nick Decker, stopped by and was able to confirm that it was indeed his. Fortunately, he was a very meticulous individual who had kept all the correspondence with the dealer, the order form, the original window sticker, and other associated documentation.

He confirmed that it had been special ordered through Hames Pontiac in Eau Claire, WI. Nick had been attending the University of Wisconsin and ordered it just prior to graduation and returning to the St. Louis area.

Initially, Nick gave me copies of the documentation. Later he invited



Donna and I to his home for a slide show and gave us the original documents (below left). He also made several prints for us from the slides. Included was one picturing his son, Jeff, standing in front of the car at an early age (middle column).

I have had a number of interesting experiences with the car. I don't recall the exact year, but the Club did a road trip to Indy for their clubs show called "A Day at the Track." It was on the grounds of the Indianapolis Speedway and was reminiscent of the early GTOAA Nationals that were held at the track. While driving the car I noticed that the timing seemed off and I had to adjust the distributor several times.

On the way home the engine popped and we experienced a total shut down. After opening the hood it was obvious what had happened. The distributor had locked up, spun around, tangling and damaging all of the plug wires (below).



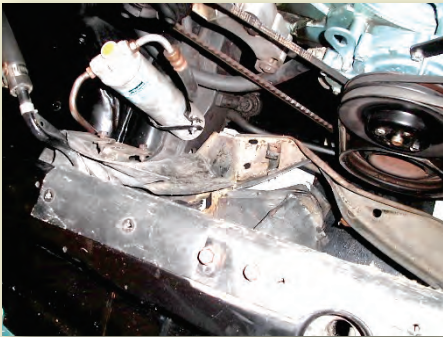
We were stopped on the shoulder of I-70 being blown around by 18-wheelers doing 70 plus mph! This was before cell phones.

I recalled that a club member had also had problems with his car and was waiting at the motel for his father to trailer him home. One of the club members agreed to go back to the motel to see if I could borrow his distributor and wires while I pulled the damaged one. As luck would have it, the club member was still there and loaned me the needed parts. We were back on the road in just over an hour.



Another adventure took place on a ferry trip to St. Charles County. The river was high at that time and the ferry could not dock at its regular location. The ferry was loaded with cars three across. I was in the first row on the far right. We were sitting high enough that the ramp could not be seen from the car. A crewmember was in charge of the unloading process. He motioned me forward. Unfortunately, when I pulled forward, the ramp was not there. He should have motioned me to the center.

The good news was that I did not end up in the river! The bad news was that I ran into a heavy duty metal "T" that was used to tie up the ferry when docking. Fortunately, the "T" was low enough that it went under the bumper and hit the core support and lower radiator tank (photo below).



This car has always been Donna's favorite. In 1990, we drove it to the church when we got married (photo below). My luck with this car continued once again. They say you cannot put a price on your wife's happiness. In this case, I got the car and Donna too!!



Nick Decker's family also had a strong relationship with the GTO. In addition to Jeff, who had moved to Indianapolis, his sister Cindy contacted me in 2017. She was turning 50 and so was the GTO. She wanted to see it, go for a ride, and take some pictures (photo above). We agreed and even popped open a bottle of wine to celebrate her birthday.



The next year, Cindy, her mom, and her son met up with me at the Easter Car Show and took some more pictures (see above.)

Moving on to 2020, Donna and I were in the process of downsizing, selling our house, and leaving the great state of Illinois and moving to Missouri. I decided to contact Jeff to see if he was interested in purchasing the car. He said he was definitely interested and wanted time to sell his Firebird and ZR1 Corvette. I told him no problem I would hold it for 60 days with no deposit required.

We continued to correspond by e-mail and more information on the car was provided, along with pictures. After a couple of weeks he said he definitely wanted the GTO back in the

family. I suggested a visit. He and his wife arrived the day after Labor Day. After an inspection and a drive he wrote out a check and they drove it 250 miles home with no problems.

After 31 years, almost to the day, the '67 was gone. It was a sad day for Donna and me since we also had a special connection to the car. However, we were glad that if the GTO was going to be sold that it was going full circle back to the original owner's family! Jeff and I continue to keep in touch. I send more information as I come across it.

Jeff gives me updates on little things he is sorting on the car. I enjoyed a couple of his early texts. He said when he comes home from work he always goes into the house through the garage. The first time he came home after buying the GTO he could not believe it when he opened the garage door and it was sitting there.



I had another set of seats that I gave Jeff since I didn't think I was going to need them. He actually converted one of them (photo above) into an office chair!

If we were going to sell the '67 we are happy that the GTO was able to go full circle back to the original owner's family.

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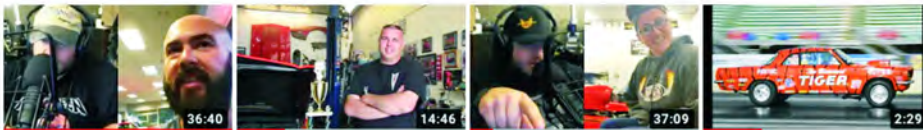
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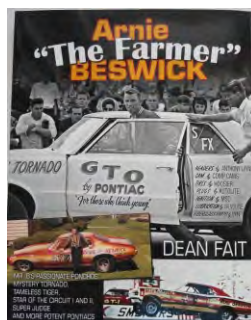
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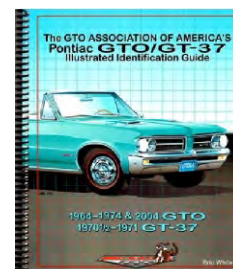
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74 GTO coupe, Denver Gold, Buckskin interior, bucket seats, 4-speed, console delete, PS, PDB, posi, second owner, 2014 GTOAA Restored Gold, badge #132, 48k miles, \$49,000. Terry Remaley 814-676-0720 (no text please) #18113 jun



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

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Hillis Mathes 402-427-7323, e-mail: mathes@abbnebraska.com #10056 jul

PONTIACS WANTED

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

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

Wanted: 67 GTO, red with red interior and a four-speed, NOM is not important but needs to be nice original or restored, no rust buckets. Trying to duplicate my first car. Tom Pavelka 402-461-1796 or e-mail tppto@yahoo.com #5576 jul

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

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

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

PARTS FOR SALE

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

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

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65 Pontiac 389/421HO "77" cylinder heads. Part # 9778777, casting # 77, 1.92 intake, 1.66 exhaust, 68(70) cc, 10.75 compression ratio. Heads have been reconditioned, hot tanked, magnafluxed, resurfaced, new freeze plugs, springs, keepers, seals, valves refaced and re-seated \$1,000. Buyer responsible for shipping (approx \$200 based on location) or can deliver within 200 miles Southern IN. R.A. Battin 812-374-2486 or Rbrtbattin@yahoo.com jul

65 GTO: one #77 bare head (A-29-5); one #76 head (D-2-5) with valves, \$100 each; one bare block 389 (YF 14254) \$100; auto shifter with knob, base plate, rods \$100; pair grilles, good condition \$200; instrument panel \$50; 3-speed trans \$100; new black driver's seat upholstery \$50. **65-66 GTO:** spinner wire hubcaps \$75 each; original wheel well moldings \$35 each; arm rests with original thick pads, not like re-pos \$25 each; convertible visors with brackets \$50 each; T-3 headlights \$25 each; **66** blue back seat upholstery new in wrapper \$50; **66** instrument panel with all instrument clusters \$150; trunk lid \$100; **65** instrument panel, bare

\$50; rechromable horn ring \$25; pair grilles \$150; pair 67 grilles \$150; 68 glove box door, very good \$50; 70 glove box door, very good \$50; Ed Wolfe 276-496-9334 or 376-706-7977 (VA) #16920 **jul**

66 GTO: AM radio \$225, heater controls \$115, clock \$125, rear speaker switch \$85, reverb switch \$100, remote mirror \$175, hood scoop insert \$175, hood release \$115, windshield wiper switch \$85, instrument cluster \$225, trunk light \$65, console bracket \$30, power antenna cable \$125, tilt directional switch \$55, NOS: full front red floor mat \$225, grille emblem \$75, trunk emblem \$75, quarter emblems \$150 pair, transistor regulator \$100, front wheel well moldings \$275 pair, windshield lower molding \$125, left front fender molding \$125, windshield washer pump \$100, remote mirror \$650, trunk latch \$100, lots more! Greg Spreitzer 440-382-8161 nightdaygp@yahoo.com #1199 **jul**

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

66 GTO: original set Rally 1 center caps very nice condition \$275, complete dash wiring harness for Rally gauges \$250, nice original headlight bezel \$100, mint Rally gauges \$475.

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rare Safeguard speedometer gauges with tachometer \$400. **71-74 GTO:** Custom sport steering wheel complete with PMD center cap in nice condition \$550. Scott Bluhm 616-481-6612 #3311 **jul**

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

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

70-71 Ram Air round port exhaust manifolds. Extremely rare. Standard on the 1970 RAIV build and the 1971 455 HO build for Firebirds and GTOs. Date codes RH B231 (2/23/71) LH L171 (12/1/70). \$3,000. Buyer pays shipping (approx \$50 based on location) or can deliver within 200 miles southern Indiana. R.A.Battin 812-374-2486 or Rbrtbattin@yahoo.com **jul**

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

GTO parts: Hurst wheels, 4-3/4" bolt pattern, thin shank, full polished centers \$4,600; Hurst

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more. Call with needs. Mike Pipia 414-581-8733 #18246 nov

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Motor Parts: 1968 #16 heads \$1,200, Tri-Power carbs & manifold \$800 (has pan & chrome air cleaners; Milodon oil pan \$100; M-20 Muncie with Hurst shifter \$1,500; Centerforce 11" clutch disc 10-spline \$75; 14" Rally II wheels w/rings & caps \$500; 100 amp chrome alternator \$100; 10.5" Zoom clutch & disc \$100; Mallory Unilite distributor; power steering pump, oil pump, chrome valve covers; 428 TRW pistons, heater/AC factory box; under dash gauges, Pontiac tach, gauge panel, delete plate, headers, and many more parts; all prices negotiable. Jerry Geisler 863-368-1097 #17679 jul

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, triv-

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ia. E-mail johnjohn@midamerica.net for specifics, please put GTO in subject line, or call 573-581-8013. John Johnson #1390

PARTS WANTED

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

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

Wanted for 69 GTO street machine project: 2x4 intake system (421 SD bathtub, 421 SD medium rise, Nash/Warrior, Edelbrock P65, etc.), or 57-58 bare fuel injection intake, round port headers, 5 or 6-speed manual trans with overdrive, fiberglass hood, fenders, bumper, etc., 15x8 Rally II wheels. I have some interesting parts to trade including RA, HO, SD engine parts (intakes, heads, blocks, rods), 88 Fiero GT engine, Ram Air system parts, 1978

WS6 TA gold wheels, Turbo TA wheels, other miscellaneous parts for GTO, Firebird, Trans Am, and Fiero. Lynn Johnson 636-359-1028 6:00 PM - 9:00 PM Central M-F, Noon - 8:00 PM Sat/Sun or lynnj@centurytel.net #18863

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

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

Wanted for 70 GTO: desperately need the RH and LH quarter window regulators (POWER windows) for a 1970 GTO convertible. I believe they are the same for the hardtop and the same for GM A-body cars 1968-72. I have motors and harnesses. In fact I have tons of power and manual door regulators, motors and harnesses as well as manual quarter regulators if anyone needs them. Buy or trade (I have a LOT of '70 parts). James DeRespino 941-504-2152 #1147 may

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



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

Wanted: Still looking for Q-jets including 7029273, 7029270, or other round port motor parts. I have other Q-Jets and 67-72 GTO / LeMans, Firebird, Grand Prix intakes, blocks,

heads, and other parts to sell/trade. John Johnson 573-581-8013, 6-10 PM Central, or johnjohn@midamerica.net

SERVICES

GTO documentation: Looking for documentation on that GTO? Original equipment and options? The information is available from PHS Automotive Services. PHS is not affiliated with Pontiac Motor Division, but has access to production and build invoice information. With your order you will receive a copy of the factory build sheet, information on decoding it, and copies of press info. Visit www.phs-online.com for ordering details. Results sent to you via e-mail \$85; via e-mail in one day \$100; via e-mail in one day plus hard copy mailed \$115. Fax to 586-781-5167. Ordering by regular USPS mail, send your Vehicle Identification Number (VIN) along with a check (a cashier's check or money order will speed up the process) to PHS Automotive Services, PO Box 183251, Shelby Township, MI 48318. Visa and MasterCard accepted. Office phone 586-781-5164

Automotive Clock and Gauge Restoration: restoration of speedometers, tachometers, fuel gauges, oil gauges, battery gauges, and temperature gauges. Repair and quartz conversions on automotive clocks. Instrument Services, Inc. 4075 Steele Drive, Machesney Park, IL 61115. Phone 815-316-2921, website: www.clocksandgauges.com #17039 \$\$

MISCELLANEOUS

Rare Limited Edition GMP GTO Diecast Models: **Extremely Rare** 1970 GTO black convertible diecast 1:24 scale, limited edition 1 of 350 produced, very detailed, new in box, very deluxe model \$150. **Extremely Rare** 1970 GTO restomod convertible, 1:18 scale, limited edition 1 of 1,000 produced, very detailed, new in box, mint condition, deluxe model \$225. Note: these models are out of production and are no longer being made. Pictures available by text on request. Buyer pays shipping. Wally Obermann 715-614-2903 cell or e-mail wallyo@nnex.net (WI) #5519 jun



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SEEKING INFORMATION

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

Looking for the 67 GTO I purchased December 1966, soon after returning from Viet Nam. I believe the dealership was Don Meadow Motors, South Bend, Indiana. It was Regimental Red, black pinstripe, black interior, 4-speed, no AC, PB, PS, or PW. It did have Rallys. I think radio was AM only. Last seen early 70s Fort Wayne, Indiana. I installed a reverb chamber with a rear speaker and a set of coil-over-shock overloads. I just want to know if it's out there somewhere. I've got stories and a couple pictures for the owner. Dave Wilson 260-672-8673 or bludux4@outlook.com #21542 jun

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

Looking for information about a 70 GTO Ram Air III convertible, 4-speed, AC, Formula steering wheel, silver body, black top and interior that was purchased from the original owner living in Roseville, MN, in the late 70s or early 80s. Information on previous owners would be appreciated. Paul Wegleitner 952-994-1275 #7598 oct

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

GTO MODEL REGISTRY

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

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



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UPCOMING EVENTS

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

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

June 11, 2022, 12th Annual Pontiac Tribute Day, 600 W. 31st St., Kansas City, MO, 64108, 10am-3pm, sponsored by the KC Arrowheads POCI Club. All Pontiacs welcome, \$10 entry fee per car. Not judged, rain or shine. Bill Long wrlpsl@aol.com or Dale Fox 816-215-8841. On Facebook: KCArrowheads

June 25, 2022, 2nd Annual Pontiac-Oakland-GMC Lawn Show, Saratoga Automobile Museum, Saratoga, NY. Hosted by Mohawk Valley Pontiacs, 9:00am - 2:00pm, spectators free, pre-reg online \$15, show day \$20, vendors \$30. Registrants receive 2 free museum passes. Rain date June 26. Show info: Ray De-

Crescenzo 518-857-2468: raygo@aol.com. Pre-reg, show, hotel info: Megan Hennessey megan.hennessey@saratogaautomuseum.org or call 518-401-5185

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

August 19 & 20, 2022, GTOAA East Coast Regionals presented by Susquehanna Valley GTO. All Pontiacs welcome! 1670 Nissley Rd., Landisville, PA 17538. Friday casual cruise in Noon - 6 PM, show Saturday 8 AM - 3 PM. 18 Popular Vote classes, plus Best Of awards. Food, music, shade, raffle, door prizes, model car contest. Trailer parking available. www.svgto.com or svgtoprez@gmail.com

August 28 2022, 42nd Annual All-Pontiac Show at the Garage Eatery, 170 Bridge Road, Islandia NY 11749, 9am-3pm. Great food, raffles, trophies, 17 classes, P/V. Sponsored by Long Island Pontiac Clubs. For flyer and registration info see GTOCLUBLI.COM or call Gary Heicklen 917-208-7864

September 17-18, 2022, 11th Annual GTOAA Regional All-Pontiac Cruise and Show at the

Pontiac-Oakland Museum, Pontiac, Illinois, hosted by Gateway GTO & Heart of Illinois GTO. Cruise, tours, and entertainment on Saturday, all-Pontiac car show on Sunday. See www.gatewaygto.org or call Chris Winslow 636-294-8104 for more details

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

EVENT LISTING GUIDELINES

Maximum 50 words

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

July issue deadline is May 15

E-mail to: GoatGuyTom@aol.com

Or fax to: 856-866-9003

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



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Is Your Info Correct?

If it isn't we haven't received your Chapter Survey information yet. This list reflects updated chapter info received by April 1, 2022. If your club's new info was received after that date, it will appear on the chapter list posted on the GTOAA website. We would all like to have the chapter listings correct and up-to-date. Please contact Holly Geist -- chapters@gtoaa.org -- with any questions, updates, or corrections.

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