

THE LEGEND



Volume 40 #9
September 2022



GTOAA NATIONALS Kingsport, Tennessee

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Tom Szymczyk, editor

This annual convention issue features pictures of all the Concours and Popular Vote winning entries, plus some photos from different aspects of the Meet, and some articles and reports about the various activities that took place. This edition is our biggest of the year and takes a lot of time to assemble. Coming home from the convention to a non-functional computer was a surprise that could have delayed publication of this issue. With help from GTOAA member and good friend Tom Gracie, it got repaired in time to make our printing deadline. Thanks, Tom!

Our convention photography this year was provided by Mike Davis from Moto Lenz Photos. Mike has been our convention photographer for most of the last half-dozen years. Mike has an excellent eye for great cars, as evidenced by his Photographer's Choice Award going to one of our Best of Show Concours winners.

Additional photos for this issue were provided by John Johnson, Chris Winslow, Bob Alexander, Randy Reece, Tim Sickle, Bill Markowski, and Vic Schreck.

Because of all the car pictures and names involved in showing all the winners in this issue, mistakes are definitely possible. If you find that your name is misspelled or we showed the wrong photo for your car, please let me know and we will fix it in an upcoming issue. I know all about having my name spelled incorrectly, so I am aware of how annoying it can be. This is your 15 seconds of fame, so let's make sure we get it right.

Because I spend four days of the convention out in the tech tent checking in Popular Vote, Street Legends, and Original Owner cars, I miss all the seminars and tech speakers. I would also miss lunch if it were not for Bob Alexander and Chris Winslow who took time out of their own busy schedules to relieve me.

I did get to catch up with most of my "once a year" friends -- the people I exchange e-mails and phone calls with all year long but only see at the convention. It truly is the people that make this hobby so enjoyable. The GTOAA officers, staff, and volunteers, plus all the folks who attend our conventions, are what keep the legacy of the Pontiac GTO going.

As always ...

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

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



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Vic Schreck

Gearbox Chatter

Convention Wrap Up

It's hard to believe our 43rd International Convention is now but a memory. When we were presented with the town of Kingsport as a possible site for a future convention, we eagerly visited the site and surrounding area. Impressed with the facility and area, we knew this venue would resonate with our members. Kingsport did not disappoint nor did the weather.

The MeadowView sold out of rooms in our block a month after they went online, the over flow hotels filled quickly, and the weather provided everyone abundant sunshine. Event registrations were outpacing previous conventions leading up to the convention. Despite many late cancellations, Kingsport saw the fourth most-attended convention since 2004. 377 registrants, nearly 800 total attendees, and 232 show cars later, the event was measured in what Randy Pribyl termed at the awards banquet, "Smiles Per Hour." With traveling expenses on the minds of many, many attended without a show car.

From the Convention Visitors Bureau to the management of the MeadowView, to Bristol Motor Speedway, to the cruises, the bus company, the Museum of Country Western Music, Bellafina Chocolate, and Tiny's Distillery, we were welcomed with open arms and shown an eagerness to meet our needs and a hospitality that defines what the South is known for. Everyone we encountered, including folks at area restaurants, was extremely friendly and inviting to us. The impression left by the entire town makes it a no-brainer, we'll be back.

Our marquee event was a day at Bristol Motor Speedway. Interest kept building even to the day of the event. Some 83 registered cars drove the speedway, quite a few more signed up the day of. Our bus trip riders were treated to a surprise track run which left them hooting and hollering the whole time. The video I saw showed the excitement of our guests enjoying *NASBUSing* on the track. All in all, over 200 members enjoyed the day which included a catered cold cut buffet in much welcomed air-conditioning.

Our Original Owner class continues to grow as we added seven new Original Owners to our class bringing the overall total to 122. Tom Oxler, our Original Owner Chairman,



works with Original Owners helping them provide the necessary documentation required showing original ownership so those owners can enter into this prestigious class.

Our Concours field saw some 94 total setting a new record. 20% of this year's concours show field was comprised of the late model GTOs. Chris Winslow's late model GTO Concours team of Judges divided into Unrestored and Modified classes with their largest show field yet. Bill Markowski's team of Judges, led by Paul Freese and Doug Pulskamp, had their work cut out with their teams working late into the day getting all their cars scored.

Work doesn't end there as all judging sheets are passed on to our tabulation team lead by Monica Hooten whose team works late into the night and the next two days getting the numbers in order before the awards are prepared. It's a lengthy process from start to finish but the payoff is the presentation of the awards to the owners.

Another aspect of our convention which is gaining more attention is our Pontiacs in Miniature show. I've been working with Tim Sickle our Pint-Sized Pontiacs Chairman over the past few years getting more kids involved in growing our Model Car Contest part of the convention. He and his son Nick have taken that portion of the show to a new level.

Tim added a Model Car Buildoff several years ago which has been steadily growing. The past two conventions alone



saw a total of over 40 buildoff entries. The buildoff offers youngsters a chance to build snap-together cars and display them with the traditional glue kits. Tim collects kits he thinks the kids will enjoy. Both Tim and Nick have done a spectacular job getting the kids involved and are gaining celebrity status as the kids eagerly welcome both when they see them. The toughest challenge moving forward with this portion of the convention is space requirements. That is a welcome challenge!

Our two cruises, the Daniel Boone Wilderness Cruise and Street Legends Cruise, were both heavily attended. While our numbers for Popular Vote and Street Legends were down this year, the show field was really depleted when those activities were in process. Nearly 50 cars participated in the Daniel Boone Cruise which was quite lengthy. The climax of that cruise was the visit to the Cumberland Gap which is famous in American colonial history for its role as a key passageway through the lower central Appalachians.

Our Street Legends cruise to Bellafina Chocolates saw a total of 167 registered cars. A rough head count of actual participants was more in the 150-range including some local enthusiasts we invited to join us for a Show-N-Shine. Brenda Barnicki, the owner, opened her shop for us that Saturday. Her shop was a madhouse and her prepared treats for our group sold out quickly. Overwhelmed with our group, members of the Gateway GTO Association's Ladies Auxiliary, Sam Nance, and some others got to work on an assembly line reminiscent of the old "I love Lucy" TV Show chocolate candy conveyor line, quickly filling boxes of chocolates for purchase.

We had quite a few outdoor vendors this year. With ample room for all, their area was spread out allowing them more room than needed. The downside was, despite so much room the last row was a bit obscured from the show field, a hedge row of bushes didn't help matters. Some venues offer a lot of space for outdoor vendors, some offer little space often times crammed in. We layout the vendor area the best we can based on the space allowances presented. For 2023 in Springfield, Illinois, the vendor area will be more prominent. More often than not it seems our vendors don't get any recognition. I want to thank our vendors for coming out and baking in the stifling heat. For those I spoke

with on my requests for air conditioning and ice-cold adult beverages on tap, I am still waiting for them to show up.

There are so many people to thank and acknowledge for their help. Our entire staff, and directors, spouses, friends and families, our entire Registration Team especially. I know I will fail to mention some so I will apologize ahead of time. We had two of our chapters cohost this year's convention: the Heart of Dixie GTO Club from Alabama, and Southeastern GTO Association from Georgia. Charlie Mor-ton's team from the Heart of Dixie and Jim Andrews team from the Southeastern GTO Association made this event possible. Members of each club spent countless hours in the heat directing traffic and helping our members throughout the week. Charlie spent most of the week watching over our off-site trailer parking area.

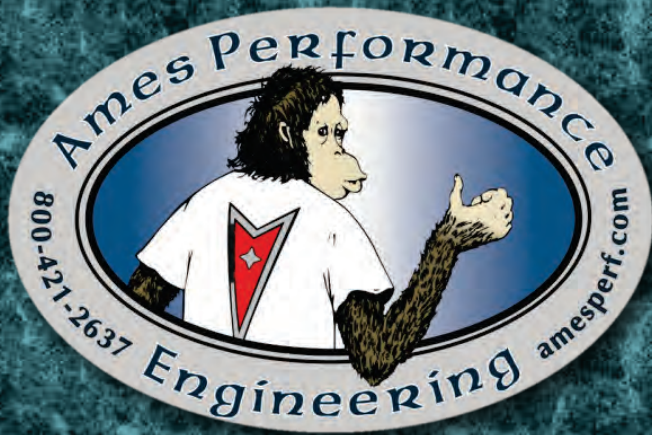
Several GTOAA members attending the convention offered to assist as well: Bill Sanders, Allen, Will, and Luke Pulskamp who spent the week in the hot sun assisting our members with offloading their cars from trailers. I am sure there are others I missed. I'd be remiss if I did not extend a special thank you to our Convention Coordinator Chis Hooten and our deceased friend John Owoc. John passed away during the planning stages of this convention back in October of 2021. Chis jumped on board replacing John and continued on what John started and got all the pieces of the puzzle together. Chris was all over the facility all week long attending to everyone's needs and making sure everything was running smoothly.

I want to give a special thanks to Lara Potter from the Convention Visitors Bureau in Kingsport. Her assistance meeting all our needs for over two years was over the top. Lara and her team made our jobs of planning and executing this convention much easier than it would have been. Romana Jackson, General Manager of the Meadowview, and Steve Hiscutt, the Meadowview's Event Manager, were instrumental in having our needs at the facility met. All our requests were tended to quickly. Despite being short staffed at the hotel, restaurant, and banquet, Romana's team provided us a first-class venue we're sure to visit again. I cannot recall a better staff at any previous convention.

More importantly, a thanks from the entire Board of Directors and Staff to the members who traveled to this year's convention, especially with the cost of transportation. Many traveled long distances to help make this year's meet the success that it was.



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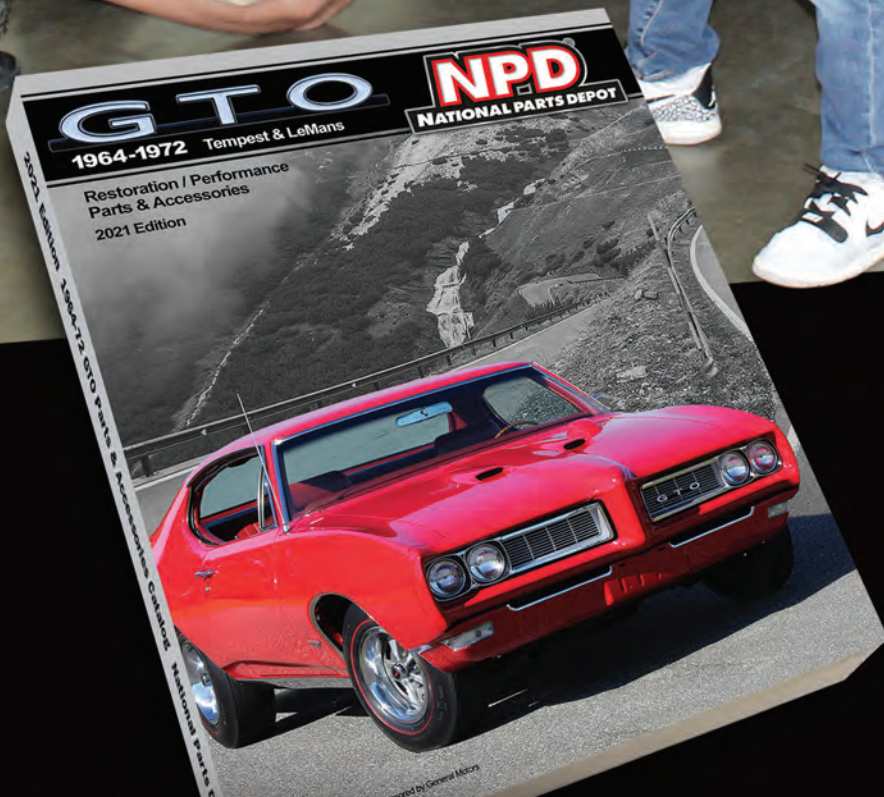


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Clockwise from upper left: aerial view of Concours shot by our intrepid photographers shown at right; Concours Administrator Doug Puskamp inspects a Little GTO; in keeping with the NASCAR theme we had an actual 65 GTO that competed in NASCAR races.



33_N "GREEN'S GOAT"

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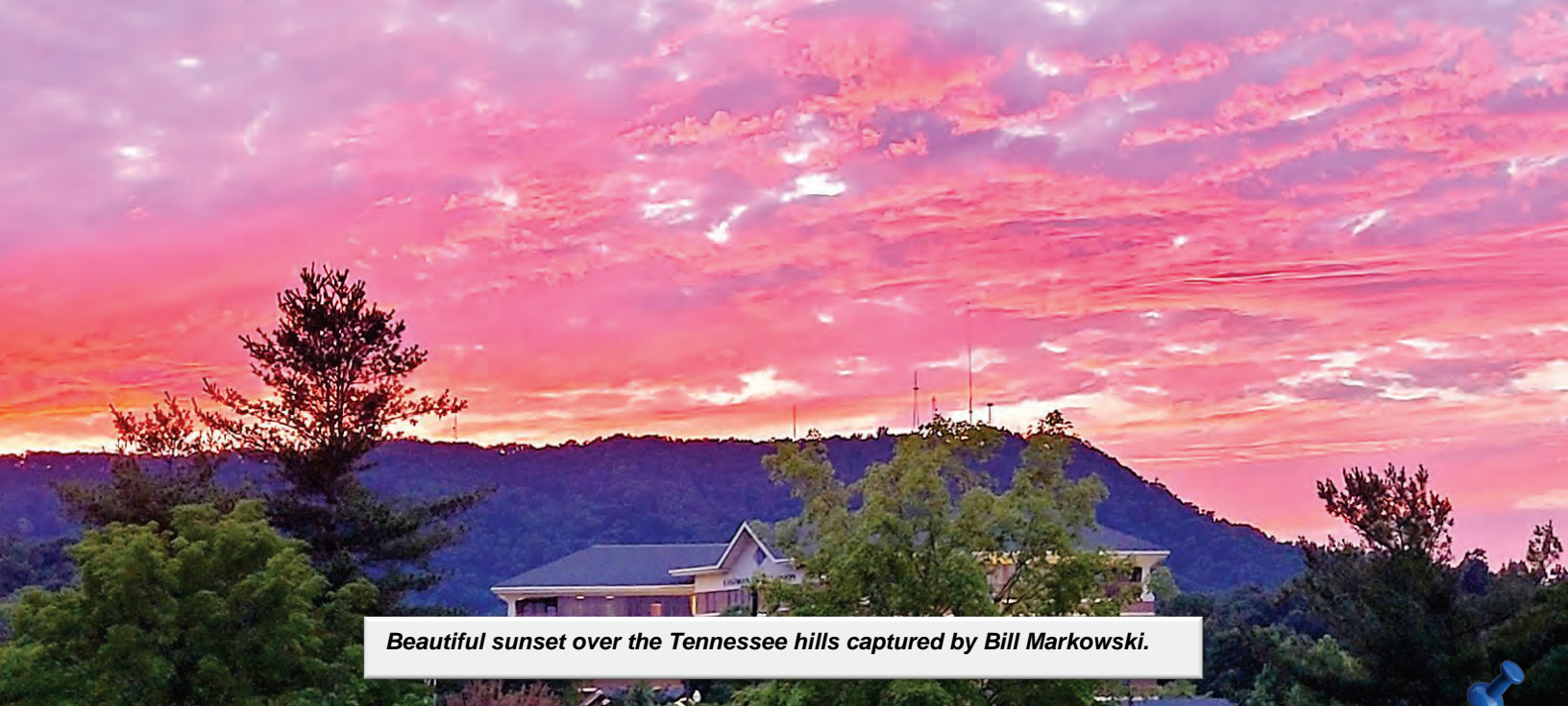
THIS CAR WAS CUSTOM BUILT FROM A DONATED STREET CAR TO COMPETE IN NASCAR PERMATEX SERIES RACES. IT WAS FABRICATED AT ROY PECK'S SHOP IN LAS VEGAS, NEVADA BY JERRY GREEN, DAN BRADBURY, JERRY WIEBERSICK, AND SKIP BIGGER. THE CHASSIS AND ROLL CAGE WERE A CUSTOM DESIGN. THE JOB TOOK 5 WEEKS FROM START TO FINISH. JOE CLEARY OF VEGAS LOCK AND SAFE SPONSORED THE CAR, WHICH RAN AT RIVERSIDE AND DAYTONA.

THE CAR IS PRESENTED IN "AS RACED" CONDITION WITH THE ORIGINAL AND LIKELY LAST REMAINING SET OF DREW DREUIT ON THE DECKLID. YOU CAN SEE HIS "DREW DREUIT" SIGNATURE



Top: Chapter Brunch was the most well-attended in many years -- early morning scheduling seemed to work; Below: can Randy Pribyl get an "Amen?" Yes, he can! Bottom: Candle making class was a very popular activity; Left: Jim Prudente and Gary Hecklen accepting Chapter of the Year Award for Long Island GTOs; president Vic Schreck laughing because Gary was not in attendance when the award was announced. We had to find him in the hallway.





Beautiful sunset over the Tennessee hills captured by Bill Markowski.



Lots of dancing at the Indoor parking Lot party.



Awards banquet was a jam-packed sold out affair.

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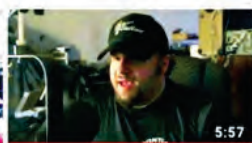


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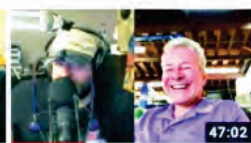
Episode 8: Darren Brandow of the Gasser Bros.



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Pint-Sized Pontiacs Bombard Bristol, Baby!

The GTOAA Model Car Contest has been in existence for a significantly longer period of time as compared to the kids' Buildoff. This year's version was interesting due to the fact that we somehow managed to turn out a few local model builders, who were not even registered for the convention, to display their scale Pontiac Power. More on that in a bit.

Before I get ahead of myself, let me start off by thanking the many people responsible for putting on an event of this size and scope, for making our (*my son Nick and I*) assistance possible at this year's GTOAA convention – first and foremost, the GTOAA. Secondly, the host chapters: the Southeastern GTO and the Heart of Dixie GTO Associations for their Southern hospitality.

Next up, I'd like to take a moment to thank everyone who entered the model car contest and congratulate them for their hard work and their awards.

Back to the subject of local model builders who had Pontiac club affiliations, but were apparently not GTOAA members. They somehow got wind of a car show at the resort, stopped by, and found a model car contest. At this point, they left, eventually making two trips to bring some nice Pontiacs back to display. I didn't even get the chance to tell them that you had to be registered to enter. They did help fill out the table very well, though. Thanks for that.

On to the awards. In the **Junior** class:

- 1st Place – Rusty Roehm, 1968 Turquoise GTO
- 2nd Place – Cassie Roehm, 1964 Lavender GTO (*leftover from the Buildoff in Springfield!*)
- 3rd Place – Robert Emge, 1965 GTO convertible (*his FIRST model build!*)

Best Junior was awarded to Rusty Roehm, for his red 1965 GTO hardtop, for the simple reason that it arrived at the show in pieces, and was “restored” in his room at the resort! Rusty has already warned me that he is set to begin work on next year's project – a 1969 Judge. He had photographed a few on display in the Concours area!

Meanwhile, in the **Senior** side of the competition:

- 1st Place – Tom Szymczyk, White 1970 “TranSlam”
- 2nd Place – Tom Szymczyk, Silver 1968 Firebird (*powered by a Tri-Power OHC-6*)
- 3rd Place – Joe Mayweather, Red 1964 GTO



Junior Division Best of Show Rusty Roehm



Junior Division 1st Place Rusty Roehm



Junior Division 2nd Place Cassie Roehm



Junior Division 3rd Place Robert Emge

Best Senior was snagged by Tom Szymczyk, for his red 1972 GTO hardtop.

I also entertained a visitor to the model car contest—Brian O’Sullivan, who showed up with his extremely cool 1/10th scale Kyosho GTO R/C car, in an attempt to “crash” the model car contest! Thanks, Brian. I really enjoyed meeting you and chatting with you! As I enjoyed chatting with everyone else who stopped by to check out this aspect of the event.

Where are we gonna be next year? Glad you asked. We will be returning to Springfield, Illinois. As the GTOAA Scale Pontiac Coordinator, I expect to be onsite next year, hopefully, with my Hot Wheels hat-wearin’ son Nick to assist me as he did this year. Rumor has it that Social Media Coordinator and Chief Bottle Washer Chad Logan will also be onsite to lend a hand (*or two*).

So, let’s raid those kit stashes, dig up those Pontiac models, and get cracking on those projects for next year. Or get the youngsters (*grandkids?*) busy at it. Trust me—they’ll thank you for it! We will go over the details well in advance for next year – we have plenty of time for that.

On the next two pages, you will find a recap of the Annual GTOAA Model Buildoff kids’ activity, our fastest-growing event at each year’s convention. I look forward to the Buildoff each year as much as I do the scale model kit contest. The kids have fun, I have fun, my son Nick has fun, and this year we added prizes just like we have for the plastic glue kit competition. Give a look on the next couple of pages.



Senior Best Of Show
Tom Szymczyk



Senior 1st Place
Tom Szymczyk



Senior 2nd Place
Tom Szymczyk



Senior 3rd Place Joe Mayweather



Driving Bristol Motor Speedway



by John Johnson

Back in the '80s when the GTOAA hosted one of its early National event at the Indy Motor Speedway, I didn't have a car there, and so no stories to tell, but now having been at the Bristol Motor Speedway this has changed for me as well as over 80 other drivers that took their vehicles around the famed oval. I suspect the stories might even get better as the years go by, but here's my story and I'm sticking to it!

We had trailed my 1969 RA-IV Judge to Kingsport for the Popular Vote Car Show, and my son then drove it from the Meadowview Resort to the track at Bristol. Fortunately it wasn't a long distance as the 3.90 gears make the car feel very busy at highway speeds, and back roads were used to avoid the interstates.

Upon arrival at the track we were ushered into the lobby at the track complex where initial instructions were given out by the Bristol Motor Speedway staff. Everyone then returned to their vehicles and drove into

the track and it was there that you got your first idea of just how steep the banked surface is as you came through the entrance gate from the top edge of the speedway and then down the slope onto the infield. The banking varies in the corners from 24 to 28 degrees which doesn't sound like too much but when you get on the track, that changes in a hurry.

Those cars that were to drive on the track went onto the pit lane and everyone else parked on the infield, and the drivers gathered underneath a

large tent for final instructions. The pace car, a late model Camaro, took the first set of cars out onto the track and the action started! About seven cars make up each flight, and the rule was you can't pass the pace car.

I was able to get in on about the fifth group of cars that were allowed on the track and to say I was excited is an understatement. We started down pit row and onto the track, where the pace car sped up and our group stretched out, and then the first turn came up.





Since we weren't up to speed yet, I didn't feel too much difference in the car's handling, but when we went a little faster up and came into Turn Three, that's when things changed. Going into the turn, I was in a very good middle groove position and then The Judge just started going up the banked surface towards the wall. A quick stab of the brakes as well as a slight steering correction fixed that, but that really got my attention.

Turn Four was "OK" and then it was time to shoot down the short straightaway to the start-finish line. Having a lap under my belt, I punched it and roared into Turn One, thinking I knew what I was doing. Once again

the car started to head up the hill towards the wall, more quickly this time, and a quick stab on the brakes quickly followed once again. I remember saying something to my brother Lynn who was riding with me about this isn't quite what I expected, but then again, I'm not really sure what I did expect.

Down the back straightaway we went, picking up speed again, and we were into then Turn Three running about 65, which seemed somewhat comfortable. I let the car start walking up the track towards the wall and kept my foot steady in the throttle, correcting the steering and ran a lap around the high groove. That was just simply amazing... It is hard to realize just how much centrifugal force moves the car up the track even when only holding your speed.

I must note that Turns One and Two are slightly tighter than Three

and Four, as the track is egg shaped as opposed to being a true oval. I had finally realized that going into Turn Three I had a false sense of confidence because the turn looks bigger, but the extra speed causes that much extra force on the car to head up the hill. This was reinforced in the next lap we drove, and some small level of confidence in my driving skills returned.

After about four circuits of the speedway, I settled into a comfortable pattern and no brakes were needed for the next few laps, but finally the pace car slowed up and headed down low on the track. We all went into the pit road entrance as we all decelerated and followed the other cars in. Those of us whose vehicles were going to make additional laps stayed on pit road while the others went onto the infield.

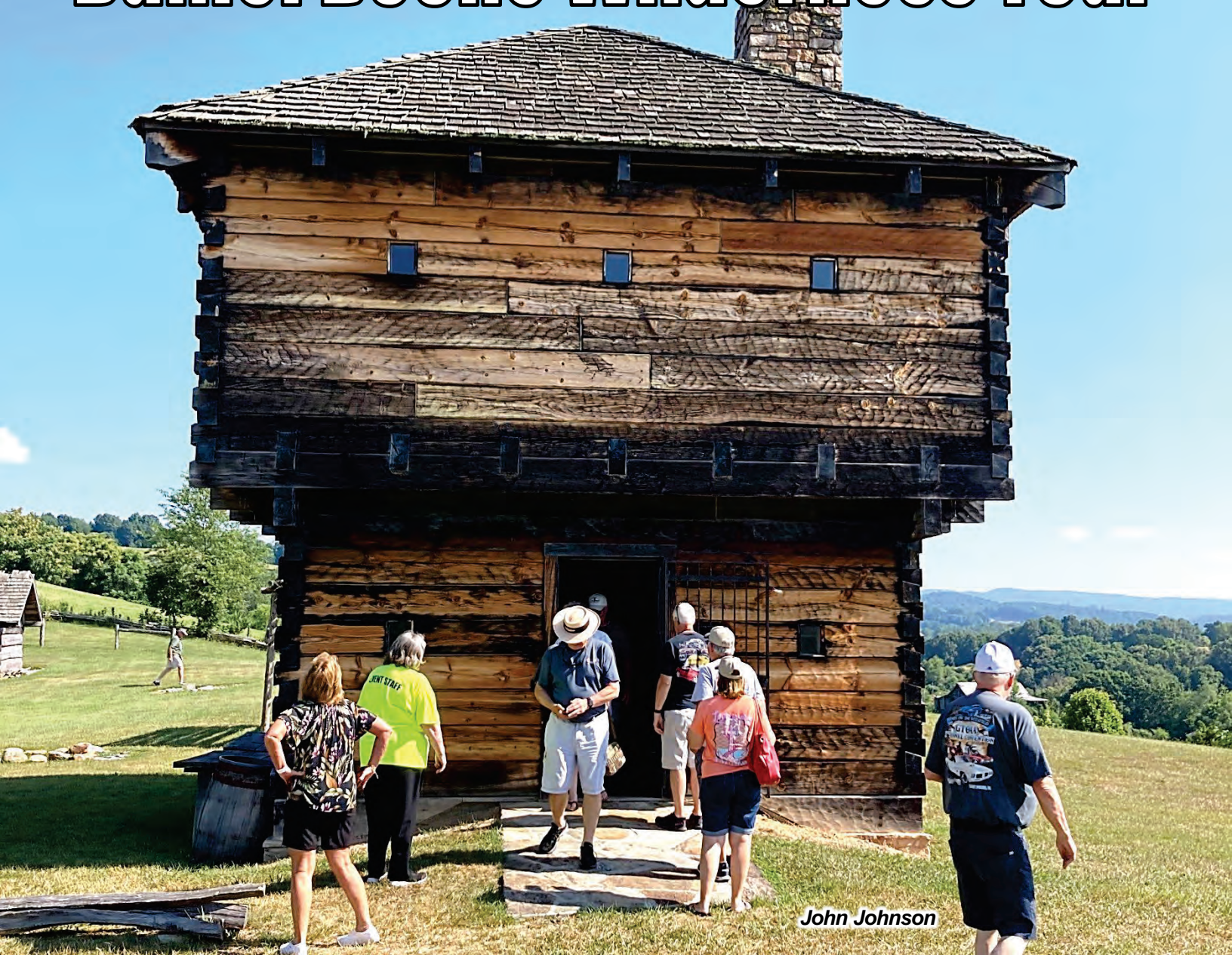
Folks who didn't bring their car to the track arrived via tour bus, expect-



ing to be spectators. They got a surprise when the bus driver took to the banking in the motor coach and made several laps in the "NASBUS" as GTOAA prez Vic Schreck referred to it. Plenty of fun riding or driving.

As we parked the car and shut it off, I realized my experience was over, but the grin didn't leave my face for the longest time. To paraphrase the track's slogan, I had just done Bristol, Baby!

Daniel Boone Wilderness Tour



John Johnson

For many people at the 43rd Annual GTO Nationals, Thursday was the show day for the Concours cars. For 24 others, it was a road trip along the Daniel Boone Wilderness Trail from Kingsport, Tennessee, to Cumberland Gap. This group drove along the general route of where Daniel Boone and his band of rifle and axe-men blazed a trail to allow the continued westward expansion of what would become our

nation. As a point of reference, this was the same month that Patrick Henry gave his famous "Give me liberty or give me death" speech, well before the American Revolution.

We started at the Netherlands Inn, which is the place Boone stayed, waiting for the word authorizing the expedition. The Inn lies at the foot of the Holston River and served as both a

river port and stage coach depot for a number of years.

From there we traveled north towards Duffield, Virginia, and stopped at the Natural Tunnel State Park and the Block House, a place where the Boone party turned west along the Cherokee Indian Trail known as the Great Warriors Path. Captain John Blackstone met us there and gave us

an update on the conditions at the time that the Boone party was proceeding west to do their work.

The next stop was at Martin's Station Virginia. National Park employees and volunteers met us there, including Captain Joseph Martin and others (who were dressed in period correct costuming) gave demonstrations of the day-to-day living conditions that were encountered in that era.

Following lunch, some cars headed for Cumberland Gap and the official end of our tour, while other cars returned to Kingsport.



Birthplace Of Country Music Museum Tour



John Johnson

Kingsport, and especially the Bristol area, has for many years been known as a center of different kinds of music, including folk, bluegrass, gospel, and hillbilly, all of which usually get lumped in the "country music" genre.

As music from phonograph records and also broadcasts on radio began to become increasingly popu-

lar in the 1920s, music companies were eager to try to find different artists to maximize their sales potential. In 1927, just two months after Charles Lindbergh made the first solo flight across the Atlantic Ocean in the Spirit of St. Louis, the Victor Talking Machine company sent a portable studio to Bristol, where 76 songs were recorded, many from relatively

unknown acts. These became known as the Bristol sessions, also called the "Big Bang" of country music. Country Music Hall of Fame artist Johnny Cash describes these as "the most important event in the history of country music."

The museum in Bristol is host to numerous artifacts from these sessions, special biographies on artists,



Following our time at the museum and a lunch on our own around town, the bus took us down to the Eastern Tennessee Distillery, home of Tiny Roberson's Mellowmoon moonshine.

Now from the advertising they run, one would have expected us to have had to get off the bus and walk a mile or more into the Tennessee backwoods through twisting foot paths, but that isn't at all how it really happened. Our bus pulled up to a relatively nondescript block building on the outskirts of Piney Ridge, and we walked into a modern, federally approved distillery that was a sight to behold.

Tony and his staff met us there and gave us a tour of the premises, a brief history of their operation, and then samples were served for those of us who were curious enough to try them. I do believe several folks made a few transactions and some 'shine returned to the MeadowView, but I can't be sure of my sources because I think they might have been drinking....

recordings of their music, and instruments that reflect the time in which this music was first recorded. It also has more modern day features including an operational radio station, and special exhibits throughout the year. A "Hillbilly History of Mountain Dew" (which is the slang term for moonshine) was the featured topic when our group toured, which tied in well with the second part of our trip.



"A second reason for the success of Mountain Dew is its name. It's frankly hillbilly appeal. It fits with the great popularity of hillbilly and folk music that is at the moment our biggest cultural fad."

"John Lingo, vice president of planning for Pepsi Cola. Says Lingo: 'Mountain Dew is the Pepsi Cola brother's Caffeine.'"

"It's Frankly Hillbilly Appeal"

Mountain Dew's well-received name and suitable caffeine pep was not the only aspect of the soft drink to "hook [consumers'] interests." They also brought into the "hillbilly appeal."

The trademark, decision to use with three-necked job and brand their name as "Wild have been" great Mountain Dew squarely within a long-standing—and multigenerational—hillbilly image. John Bertha and Sam Rowan's first ideas for Mountain Dew were rooted in nationally popular characters of Appalachia. Paul Winkler cartoon *The Mountain Boys*, Billy DeBek's character "Sandy Smith," and the famous "Smoky Mountain" sign at the top of the mountain. Hillbilly characters were intended to be *funny and entertaining*, and audiences agreed.

Hillbillies quickly became popular characters in a variety of media. In 1944, *Time* magazine's "Person of the Week" issue, the *Grand Ole Opry*, and country music made the "hillbilly capital of the United States." Also, in 1944, a band of hillbillies named *Man of the Mountain*, a band of the mountain and named *Andy, Opie, Aunt Bee, and Barney*, the *Smoky Mountain* (later), on the cast of *New Year* into their living room.

Hillbilly was cool, and Pepsi Cola was willing to play on the "hillbilly" idea. Just weeks after taking the deal for Mountain Dew, Pepsi Cola introduced their new product as the "Grand Ole Opry" and country music in the hills. An oversized hillbilly cabin was built in the ballroom of the famed Waldorf Astoria, and "Smoky Mountain" allowed samples of the "mountain dew" from the hillbilly party. Parties were held, and many spent time with hillbilly entertainers.

"Good Old Mountain Dew"

I'll shut up my jug, if you'll fill up my jug with that good old mountain dew.

"John Lingo, vice president of planning for Pepsi Cola. Says Lingo: 'Mountain Dew is the Pepsi Cola brother's Caffeine.'"

"Rocky Top"

Once two strangers climbed off Rocky Top, Lingo for a machine still Strangers ain't none down from Rocky Top. Ration they never will, Cans won't grow at all on Rocky Top. Dief's too rocky by far, That's why all the folks on Rocky Top, Get their name from a jar.

"Second verse from 'Rocky Top' by Elvis and Brothers Brown, 1953"

"The Rain or Mountain Dew"

How learned men who use the yee Have among the prairie high Of the river water from inland grain. Distilled from wheat and rye, Put away with your pills, it'll ease all ills. Be ye Pagan, Christian, or Jew, So take off your coat and grass you 'stead With a bucket of the mountain dew.

"The Rain or Mountain Dew" Irish folk song c. 1800

Mountain Dew Comes to Appalachia

The term *mountain dew* was imported into Appalachia after the late 1700s, when the English and Scots-Irish settled in the mountains, bringing with them their music, religion, and language individualism, as well as their knowledge of local alcohol.

Adapting to their new home, hillbillies replaced grain, traditionally used in the British Isles, with locally available corn. The result: *corn whiskey*. The clear, unaged liquor became an important part of daily life, used for medicinal purposes and also for enjoyment.

Corn whiskey was also an important part of the Appalachian tradition. Small-scale whiskey-making provided an important source of one of the few sources of cash for poor mountain people. In southern, local markets, it was sold for 50¢.

At first, the making of mountain dew was kept secret. But all changed with the Great War.

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GTOs FOR SALE



66 GTO convertible, solid #2 driver, frame-off restoration and total engine rebuild in 2016, driven less than 500 miles since. Tri-Power, 4-speed Hurst, new Cragars and tires in 2021. Interior excellent, runs great. \$72,000. Martin Kanne. E-mail mkanne3616@aol.com or 816-898-3253, leave message #10275 *sep*



67 GTO, one family owned from Tulsa, Oklahoma, 51,xxx original miles, stored for 38 years. Original A/C works perfectly, original interior and working original AM radio. Have Protect-O-Plate, owner's manual, original keys, original temporary tag, all maintenance and dealership records, copy of window sticker and PHS documentation. William Keller 813-860-8183 #pending *nov*

70 GTO, matching number frame-off rotisserie restoration 10 years ago; 42,000 original miles, 400 auto, AC, PS, PB, Pepper Green, dark green interior; mint condition, always garage kept. Will trade + cash for 70 Judge matching-number car. Frank Hickman 727-599-4809 #21707 *oct*



2005 GTO, silver with red & black interior, 6-speed, g-Force COMP 2 245/40ZR18, Pedders Track-2 kit with poly bushings, very tight. Pioneer Bt/cd player. All LED lights and turn signals, aftermarket taillights, 66,500 miles. Mark Marschlowitz 951-264-4221 #15827 *sep*

2005 GTO, Cyclone Grey, automatic, 1,894 actual miles. Not a typo! This is the brand new GTO you've been looking for. Show-



room clean, stock, never even driven in the rain, always garage kept. \$35,000. Robert Bennett 727-433-4054. #17140 *nov*



2006 GTO, Torrid Red, black, auto, 42,500 miles, second owner for 11 years, stock, \$29,500. Walt Wasyliw 615-500-5009 #16173 *sep*

PONTIACS FOR SALE



99 Trans Am 30th Anniversary, auto, 55,100 miles, stock, \$29,000. Walt Wasyliw 615-500-5009 #16173 *sep*

PONTIACS WANTED

Wanted: 67 GTO 4-speed car. Looking for a former trailer queen that can now be a very solid cruise night eye catcher. Must have original motor & PHS documents. Tom Crain 763-653-8070 or thomascrain@comcast.net #21814 *nov*

Wanted: 67 GTO convertible, prefer auto but will consider 4-speed. Looking for a nice car, no rust buckets or trailer queens. Trying to find a nice driver for local shows and Sunday drives. Rick Potts 239-839-0257 or e-mail rickpotts@comcast.net #21438 *nov*

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

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

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Nov. issue deadline is Sept. 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.

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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 *nov*

Wanted: 69 GTO convertible, must be an automatic and must have A/C. I prefer numbers matching with hideaway headlights, PHS documents a plus. No projects. Steve Gillis 412-638-7177 or email sjgillis@comcast.net #21699 *nov*

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 *sep*

Wanted: 70 Judge numbers-matching car. Will trade my 70 GTO plus cash. My 70 GTO is number matching frame-off rotisserie restoration 10 years ago; 42,000 original miles, 400 auto, AC, PS, PB, Pepper Green, dark green interior; mint condition, always garage kept. Frank Hickman 727-599-4809 #21707 *sep*

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 *nov*

PARTS FOR SALE

64 GTO: convertible top switch \$100, convertible quarter access covers \$50, convertible top mounting brackets \$50, convertible rear courtesy lights \$45, convertible mirror bracket \$30, rear speaker switch \$85, tilt directional switch \$50, windshield wiper/washer switch \$85, console door \$75, console mounting bracket \$35, heater hose bracket \$35, dash trim \$100, automatic shifter \$325, AM radio \$225, heater controls \$115, clock \$135, cigarette lighter \$45, dash ash tray \$45, NOS grille emblem \$75, NOS trunk emblem \$75, NOS quarter emblems \$150 pair, NOS Tri-Power center air cleaner \$225. Lots more! Greg Spreitzer 440-382-8161, e-mail nightdaygp@yahoo.com #1199 *oct*

64 GTO convertible rear window regulator \$50, dog dish hubcaps set \$80; **66 GTO** front and rear bumpers pair \$475; automatic shifter with switches \$300; dash bezel for A/C \$450;

original T3 headlights \$30, original reverb \$150; front + rear window regulators \$45; pair of tail light assemblies \$300; hood \$450; more 66 parts available. **67 GTO** pair of tail-lights \$100; dash bezel with gauges \$250; pair of backup lights \$40; pair of turn signal lamp assemblies \$100. Pictures available on request. Walter Clark 304-552-6483, e-mail wfclark51@gmail.com #5173 *sep*

64-67 GTO NOS quarter emblems #9775877 and 6.5 emblems #9775887 in original GM boxes, \$25 and \$30 each. 70 glove box door, excellent condition \$50. Ed Wolfe 276-496-9334 #16920 *dec*

64 GTO cylinder heads, part #9770716, casting #B294, reconditioned by local machine shop \$1,500. Ken White 315-769-5243 #20172 *oct*

65 GTO seat covers, Aqua. Covers are for both front seats only. Excellent condition. Just wanted new ones. Pictures available. \$195. Tom Schmidt 813-922-9434, call or text. Tampa #17418 *nov*

65 GTO: sun visor supports (two good shape); kick panels (new in the box, black); AC/heater controls; bucket seat chrome side arm covers (good shape); chrome thermostat housing; door handles; rear armrest ashtrays; door reveal moldings; dash trim; headlight rings; window handles; headlight bezels. No set price on any items. All are negotiable. Tom Zine 612-280-9618 #21063 *oct*

65 GTO front bumper (straight) core \$75; **65 GTO** valve covers \$70; **67 GTO** front bumper

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show chrome, will sell for cost of chrome job plus core approx \$1,150; 67 center His / Hers console \$275; 67 valve covers \$70; these are all driver quality parts except bumpers. Rod Crochiere e-mail roderickskis@yahoo.com or call 413-563-5672 #18919 nov

66-67 GTO: NOS automatic wood console top with complete attached chrome top plate and wood shifter insert plate in original GM box \$700; show quality original taillights with no lens cracks complete with factory gaskets \$375; very nice Black custom retractable LH

seat belt with plastic cover \$100; excellent rust free working Rally oil/water gauges \$125; nice original wire grille with complete parking light assembly and GTO emblem \$150; mint condition steering wheel center cap \$100; very nice rust free original set Rally I center caps \$250; excellent original interior day-night mirror \$75. Scott Bluhm 616-481-6612 #3311 oct

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 nov

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

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

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NOS parts: 64 decklid molding clips; 64-65 hardtop roofrail weatherstrips, 3-speed (except 65 Dearborn) speedometer cable; 64-66 headlamp switch, vacuum tri-power check valve, GF61P blue fuel filter; 65 deluxe steering wheel horn cap; 66 custom wheel covers, brake master cylinder; 67 RH grille molding; 67-73 original style THM-400 transmission vacuum modulator; 69-72 oil pressure sender; 71-72 brake combination valve; 72 evaporative thermostatic valve. **USED parts:** 64 AC/HD 19-1/2" fan; 64-65 headliner bows/tack strips; 65 AM radio; 65-72 4-speed, shifters / linkages. 66 RH fender, decklid; 68 JC Rally II wheels. Marvin Koots 248-760-7866 (leave message) pontiacparts@comcast.net #1594 sep

For sale: Rochester Quadrajert carb from a 455 HO motor, number 17057256, shipped \$85. I am using a Holley and will not need this carb. Augie Herman 937-866-3795 #17029 nov

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 for 65 GTO: Set of four (4) Custom Wheel Discs (3-blade spinner hubcaps) in excellent to concours condition, and one (1) straight, non-rusted 14x6 standard steel rim for

a Fremont built GTO stamped "A" by the valve stem and "NT" on one of the lug ribs. Jeff Schaffer 970-238-0284 or e-mail: schafferj421@yahoo.com #7197 sep


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

Wanted for 67 GTO: window crank handle w/ivory - parchment knob. Bill Henry 716-450-6039, e-mail: wdh14057@verizon.net #7160 nov

Wanted for 67 GTO: capacitor discharge ignition set up. Matthew Brown 336-932-2102 Eden, NC #21327 nov

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

Wanted for 70 GTO: A/C compressor/clutch, mounting brackets, bolts, pulleys, and condenser. Kerry Friedman (MO), call or text 314-



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#12907 nov

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

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MISCELLANEOUS

Danbury Mint 1/24 Scale diecast \$150 each: 65 GTO hardtop, black; 65 GTO convertible, black; 65 GTO hardtop, Iris Mist; 67 GTO hardtop, Plum Mist; 67 GTO conv, Turquoise, 69 GTO coupe, Turquoise; 69 GTO convertible Verdoro Green; 69 Judge Carousel Red.

Buyer pays shipping. Note: All Cars are new & never been out of the original boxes. Wally Obermann 715-614-2903 cell or e-mail wallyo@nnex.net (WI) #5519 sep

Found: I have the original window sticker and sales slip for a 67 GTO, VIN 242177B303048. I'd like to give it to the current owner if the car is still around. Harold Burnette (828) 413-4260 or burnetteh46@gmail.com nov

SEEKING INFORMATION

Trying to track down the 1965 GTO I had to sell when I had to go into the Army in 1971. Sold to a guy in Johnstown, PA (for \$900!). Gold hardtop, with parchment interior and brown interior trim. 389 Tri-Power, 4-speed. Would greatly appreciate any information, and there may even be a "finder's fee" if this car still exists!!!! Rick Grgurich 610-393-5898 #18463 feb

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

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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*

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 *dec*

Info wanted: Trying to track down 1969 GTO convertible. Totaled car I restored in SC with my father in the late 1980s. 4-speed, hood tach, originally red garnet pearl coat with tan interior. VIN # 242679B166217. Lenny Buckner 843-696-8337 #21704 *dec*

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 *dec*

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

September 4, 2022, The GTO Association of Central Ohio 38th Annual All-Pontiac Indian Uprising, Quaker Steak & Lube, 8500 Lyra Drive, Columbus, OH 43240. Registration 9am - noon, awards at 3pm. Points judged show with 13 classes. Ron Cozzo 740-777-1135, rcozzo@earthlink.net, www.gtoaco.com

September 16-17, 2022, Pontiac Uprising #33, all-Pontiac indoor car show and drag race hosted by the Kansas Pontiac Club. Held at historic SRCA drag strip in Great Bend, Kansas. Test & Tune Friday afternoon with evening tech session & dinner, race & show on Saturday. Host Hotel Best Western. Mike Cooper 316-655-1408

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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 18, 2022, Greater Ohio GTO Club 10th Annual All-Pontiac Show, Toth Buick-GMC, 3300 South Arlington Road, Akron OH. Registration 9:00 AM to Noon - \$15.00; judging starts at noon; awards 3:00 PM. Trophies, DP, DPZ, 50/50, DJ, food. Louis 330-592-9898, louis.backyard@hotmail.com

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

September 25, 2022, 21st Annual GTO Association of PA car show, Star Buick-GMC, 260 Country Club Rd., Easton (Palmer Twp) PA 18045. 10am-3pm. All makes welcome, music, food & drink, dash plaques 1st 100 cars, door prizes, awards. Pre-registration \$15, day of show \$20. Rain or shine. Flyer and registration info at GTOPA.org. Bob Jones 610-905-1292, e-mail 62straycat@gmail.com

October 2, 2021, 42nd Annual All-Pontiac-GMC Car Show, hosted by Garden State Chapter POCI, Clifton Masonic Lodge, 1476 Van Houten Ave., Clifton, NJ 07013. Registration 9 am until noon, 17 classes, dash plaques. Rain date October 9. Steve Kiellar 201-652-5651 H, 201-264-8521 C, website www.gardenstatePOCI.org



EVENT LISTING GUIDELINES

Maximum 50 words

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

Nov. issue deadline is Sept. 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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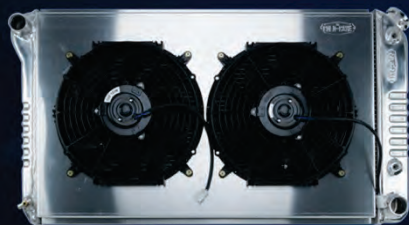
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REFLECTS CHAPTERS REPORTING AS OF AUGUST 1, 2022

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