

THE LEGEND



Volume 40 #3

March 2022



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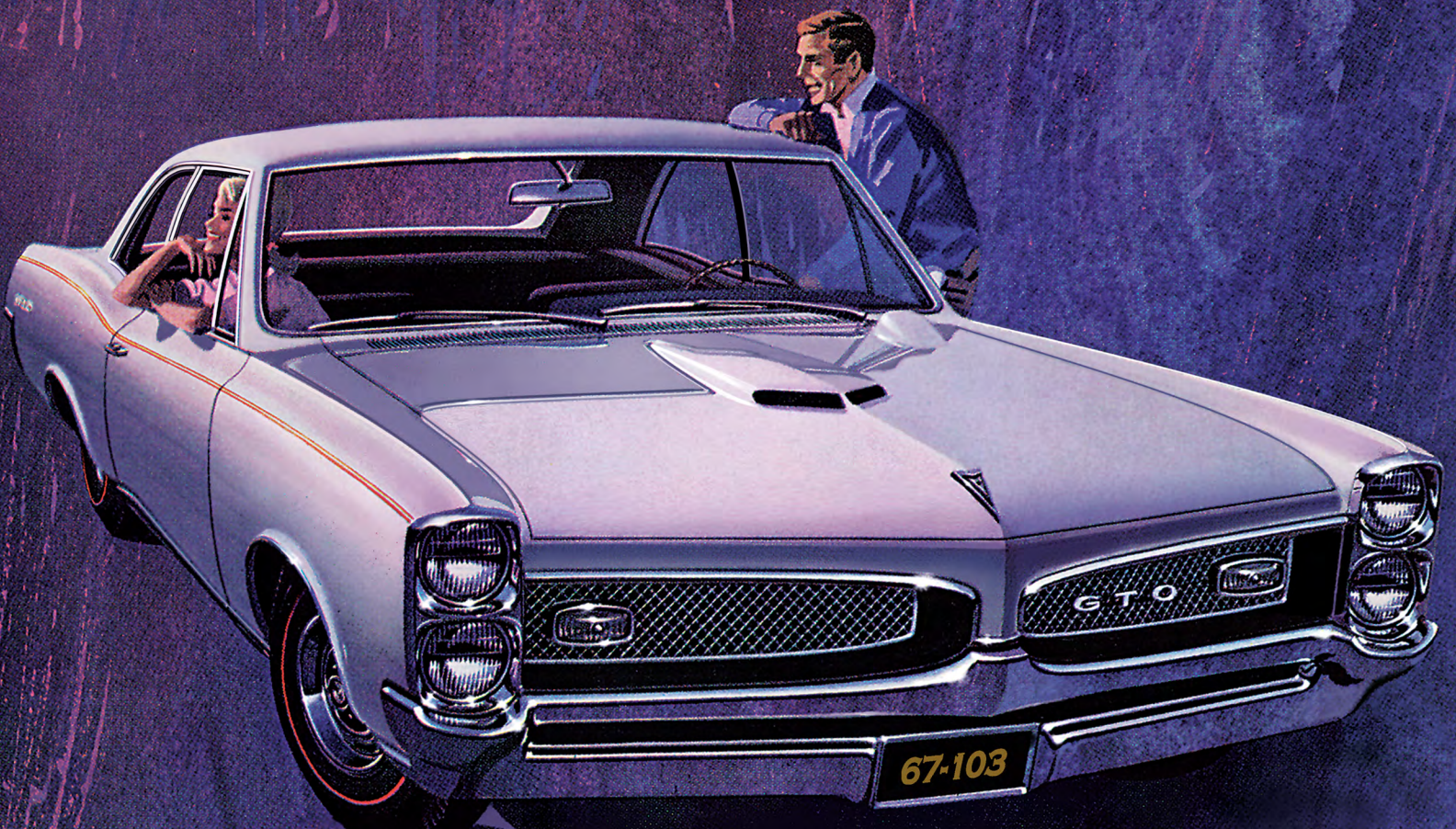
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1966	Marvin Minarich, Sr. 26265 West Highland Drive Channahon, IL 60410 gtomarvin@hotmail.com	815-467-0381	Judges	Darrell Davidson 15709 Marshallville St NW Canal Fulton OH 44614-9017 dcdavidson69@yahoo.com	330-352-0110
1967	Terry Weiner 409 Ronnie 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 gototiger@zoominternet.net	724-662-1040
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1st Gear



Tom Szymczyk, editor

Looking at this month's *Legend* cover, some of you may be asking, "Hey, wasn't there a '65 GTO on the cover last month? And the month before that and the month before that?" You would be correct. Our December, January, February, and March covers all featured 1965 GTOs. "What's up with that?" would be your next question.

We run cover feature articles in the order they are received. It's the only fair method I can think of to schedule them. Everybody wants to be at the front of the line. I don't want to be in the position of choosing which member's car gets featured, so, first in, first out is the way it works.

Good weather is coming (eventually) so once the snow clears, it's good photography weather. Take advantage of the sunshine. E-mail me to get our photo requirements and story guidelines -- goatguytom@aol.com. Then get out there and take some photos.

Speaking of our photo requirements and story guidelines, I have three dozen incomplete files where people have requested our guidelines and requirements and never followed up. Sometimes I have one photo and nothing else. Sometimes I get one photo and two sentences. Or no pictures and one paragraph. Some of those go back to 2015. I keep hoping a complete set of photos and a story will arrive from some of them.

It's March, so by now most of the Concours entries are registered for the convention in Kingsport, Tennessee. But, as usual, Popular Vote registrations are lagging behind. As the Con-

vention Info and registration pages in this issue emphasize, all Popular Vote cars must be registered by June 15 to be assigned a voting class. Any Popular Vote entries received after June 15 end up in the Street Legends category, a non-voting display class. Yes, June 15 seems a long way off. But it will sneak right up on you if you don't get your registration in now. Please don't be one of those people on June 16 begging to get into a Popular Vote class.

The Convention forms in this issue start on page 14. Or you can go online anytime at www.gtoaa.org and register. The important thing is to get it done before June 15 arrives. We want to see your smiling face (and your cool GTO or Pontiac) in Tennessee -- greenest state in the land of the free. Feel free to sing the rest of the song now...

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

Original Owners / Concours / Popular Vote

In 2010 the GTOAA Board of Directors decided to recognize our members who purchased their car new and maintained ownership as the original owner of their vehicle without ever transferring ownership of the car to another. The first class of Original Owners were presented with Original Owner Awards in 2011 in Portland, Oregon. Since that time the GTOAA has recognized 115 Original Owners of 1964-74 GTOs and A-body cars.

Each year at this time I remind members who are original owners of 1964-74 GTOs or A-body cars who'd like to be recognized for their continued ownership of those cars to contact Tom Oxler our Original Owner Coordinator. Tom will provide you the instructions for you to gather the necessary documentation to submit for recognition at our 43rd International Convention in Kingsport, TN this coming June.

I encourage our members who are original owners of their classic GTO/Pontiac A-Body to consider registering their cars in our Original Owners show field. There are certain requirements that need be met to qualify in order to display your car in this class and are as follows;

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

5. Owner MUST provide a window sticker, and digital photo of themselves standing beside their GTO/A-Body. That photo will be used in the producing of the personalized Original Owner award that will be presented to you at our Awards Banquet.
6. Owner MUST fill out an Original Owner application and supply all the required documentation to the GTOAA's Original Owner Coordinator, Tom Oxler, by May 1, 2022.
7. Owner should plan to attend the Convention Awards Banquet Saturday evening July 2, 2022 at the MeadowView Resort and Convention Center to receive their award. Any questions on the Original Owner class can be directed to Tom Oxler: toxler@prodigy.net

4th Gen GTO Original Owners: 2004 Original Owners will be eligible in 2029, 2005 GTOs in 2030, and 2006 GTOs in 2031.

Concours Show Field

There will be room for 80 indoor concours cars in our indoor show field in Kingsport. We'll have an overflow concours show field outdoors as well, or you can simply register for the outdoor concours show field.

1964-74 GTO / 1970-1971 GT-37 / 1964-1972 A-Bodies (Tempest & LeMans) concours judging standards can be viewed and downloaded in PDF format by visiting our www.gtoaa.org website and selecting the Conventions tab at the top of the page. 1964-74 GTO and A-Body concours questions can be directed to Bill Markowski: wmarkowski@gtoaa.org.

2004-2006 GTO concours judging standards can be viewed and downloaded in PDF format by visiting www.gtoaa.org and selecting the Conventions tab at the top of the page. Questions on 2004-2006 GTO Concours can be directed to Chris Winslow: chriswinslow@charter.net.

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

- All show cars while indoors can have no more than ¼ tank of gas, fire extinguishers are not required, but it's always a good idea to have one.
- Batteries are to be disconnected while inside the facility.

- **No tire/wheel shine or detail sprays may be used inside the facility.**
- Concours cars will have Visqueen mats placed beneath the cars to protect the flooring (we'll provide).
- Concours cars will be located in an area that is not conducive for moving them in and out.
- Concours cars are parked based on arrival and given space required for judging.
- Cars must remain indoors until Sunday morning July 3, 2022.

Please note: Indoor display cars must be inside by Wednesday, June 29, 2022. For those who desire to drive their car on the track at Bristol Motor Speedway, you will be able to do so before placing your car indoors. I suggest you have your car already teched in and processed before heading to the track. You will have time to enjoy the event yet have time to clean your car and get it placed indoors once you return. Once indoors your car will remain until that Sunday morning.

Popular Vote & Street Legends

A misconception over the years is that the Popular Vote show field is only for GTOs. **All Pontiacs** are welcome in the

Popular Vote and Street Legends shows! For all GTOs in Concours, Popular Vote, or Street Legends, the owners must be GTOAA members. For all other Pontiacs, membership in the GTOAA is optional. Non-GTOAA members pay an additional convention registration fee.

Each year the Pop Vote classes change -- the classes are tailored to the actual cars registered. If there is a gaggle of Grand Prixes, we'll create a Grand Prix class. A flock of Firebirds? We'll make a class or two. A batch of Bonneville's? A conglomeration of Catalinas? We'll make classes for them as well. Questions on the Popular Vote show may be directed to Tom Spellcheck: goatguytom@aol.com

The Street Legends show field is a display class for those Pontiacs the owner may otherwise not want to show in the Pop Vote Show. Daily drivers, works in progress, rusted relics, non-running cars, bruised, dented, dinged, damaged, or worse...if you have it, bring it! Questions on Street Legends may be directed to Tom Spellcheck: goatguytom@aol.com

Have a friend with a Pontiac that would like to attend the convention? We welcome and encourage them to register and attend. Their registration will enable them to enjoy the entire convention not just the car show.

Do your interests include other GM Vehicles?



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WW5 QUICK HIT



Charles Knowles

It was the spring of 1972 and the family decided to buy a new Safari station wagon. While passing the time at the dealership I broke open the brochure and like last year there it was: 1972 GTO! A beautiful red post car with stripes like the big poster. I did ask for the poster but no sale, they wouldn't give it up.

So I read on. The brochure talked about all the good stuff available. There was a lot deleted from what was standard in 1971, like the glove box light and chrome around the hood back edge and fenders. But not one word about the WW5 H.O. GTO.

Just outside in service was a brown WW5 needing pistons and rings. I recall some sort of problem. So I then got the options book and the confusion set in. I would think at the time the GTO would have its own page about such a special Pontiac, like the '71 Judge in the performance book, but long gone in '72.

continued on page 8

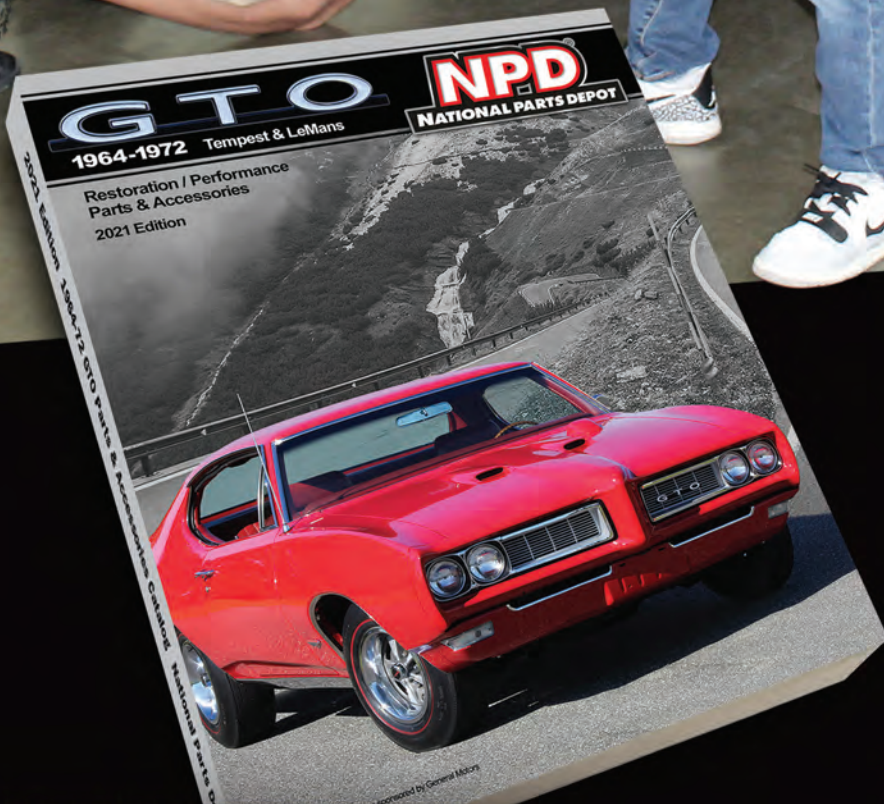
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Digging through the book, finally there is a mention of GTO. For 1971, it's an option package. Then you buy the WW5 as another option package at a grand. Which talks about what's included. But where?

The Handling Package; another option was part of the WW5 so there you got power steering. The WW5 gave you power brakes. If you look at the window sticker, original one, nowhere does it say power steering! Why? It was part of the handling package which was part of the WW5 package. Got that?

At the time it was not advertised anywhere. It was like Pontiac didn't want to sell them but had them to sell. No wonder they did not last. My brother bought a standard GTO instead. Of which to this day says it was not as well built as the '68 he had.

So in the end only 290 were built. I have one and about a dozen more still exist to my knowledge. Yet this was kinda like the last Judge, leaning towards the Trans Am. Just read the write up in the option book... it told the end of that story very clearly: "transform the GTO into a Trans Am like car."

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- G60-15 White-lettered Tires
- GTO Springs and Shocks
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WW4 Performance Option (Code 702 -UPC WW4). Available on LeMans Coupe and Hardtop Coupe.

- 400 cu. in., V8, 4 bbl. Engine
- 4-speed, Floor-shift, Manual Transmission
- Safe-T-Track Rear Axle
- Carpeting (standard on hardtop coupe and with Sport Option)
- LeMans Handling Package
- Power Front Disc Brakes

GTO Option (Code 334-UPC W62). The one—the only—the most famous sport car option! Available on LeMans Coupe and LeMans Hardtop Coupe.

- Heavy-duty, 3-speed, Floor-shift, Manual Transmission
- 400 cu. in., V8, 4 bbl. Engine
- G70-14 Black Tires
- Dual Exhausts with Side Splitters
- Endura Front Bumper
- GTO Hood with Twin Air Scoops
- Front Fender Air Extractors
- Firm Shocks
- Front and Rear Stabilizer Bars
- GTO Decal Identification
- Swirl-finished Aluminum Trim Plate

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 350-M13 3SPD HD MANUAL FLOOR SHIFT
 17F-PW8 G70X14 85W WIDE OVAL TIRES
 682-N10 DUAL EXHAUST WITH SIDE SPLITTERS
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 AK1 BELTS-CUSTOM-SEAT F&R-SHLDR-F 474 89.52
 N98 WHEELS-RALLY II 491 15.80
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 434-L35 RH & LH BODY COLOR MIRRORS
 464-NK3 FORMULA STEERING WHEEL
 481-B80 ROOF DRIP SCALP MOLDING
 502-JL2 POWER DISC BRAKES
 524-B30 CUSTOM CARPETS
 601-MU3 HOOD AIR INLET
 634-K65 UNITIZED IGNITION
 714-U30 RALLY GAUGE CLUSTER & I/P TACHOMETER
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1965 GeeTO TIGER: "To Build A Replica"

Orvil Osche & Keith Moore

In a quote from Milt Schornack's book, *Milt Schornack and the Royal Bobcat GTOs*, in 1965 Royal Pontiac decided to test the market by running two GTOs at dragstrips in the Detroit and surrounding areas. Milt recalls, "I'm sure everyone has heard about these match races. The cars were called the GeeTO TIGERS. Many people have been told that these cars arrived in 1966, but they actually debuted in '65. They were Bobcat cars with Tri-Power 389 engines: the very first GeeTO TIGERS."

Now our story on "To Build A Replica." In the fall of 2009, my friend Keith Moore and I purchased a documented 1965 Pontiac GTO hardtop that was literally in buckets. However, we found the original floor boards and trunk to be very solid. There was a detached frame in very nice shape, and it had the right GTO documentation. These forementioned items were the highlights of this build. Just about

everything else was either missing or needed much repair. It was missing an engine, transmission, door, dash, seats, grilles, and bumpers, just to name a few. Our love and excitement for GTOs was going to be tested over the next several years. Knowing that we would have a lot of work and a lot

of shopping to do, our goal was to save this GTO.

Our first plan of attack was for Keith to store the GTO in his garage. Then we made a very large list of parts we would need. We spent the next several years looking and buying GTO parts at places like the GTOAA Nation-



als, Ames Tri-Power Nationals, Carlisle GM Show, e-Bay, and Craigslist. Time spent between shopping trips was used to do sand blasting, sanding, priming, rebuilding, and assembly.

One day in 2012 Keith and I were at Ames Performance Tri-Power Nationals at Summit Raceway Park. We were walking around searching for car parts and enjoying the show grounds admiring all the Pontiacs. We then came across Jim Wangers 1966 GeeTO TIGER. This ride is a beautiful recreation of the 1966 GeeTO TIGER. I looked at Keith and said, "Why don't we build a recreation of the 1965 GeeTO TIGER?" As far as I know no one has ever recreated the 1965 GeeTO TIGER. The only pictures we have ever seen of the two 1965 GeeTO TIGERS were in *Muscle Car Color History 1964-1967* by Paul Zazarine.

Later that same afternoon Keith and I were in the grandstands watching the Pontiacs race, when we noticed Jim Wangers and Dave Anderson seated a few rows down from us. We approached Jim and presented our idea of building a replica of the 1965 GeeTO TIGER. Jim was so excited that someone was interested in building this infamous machine. His answer



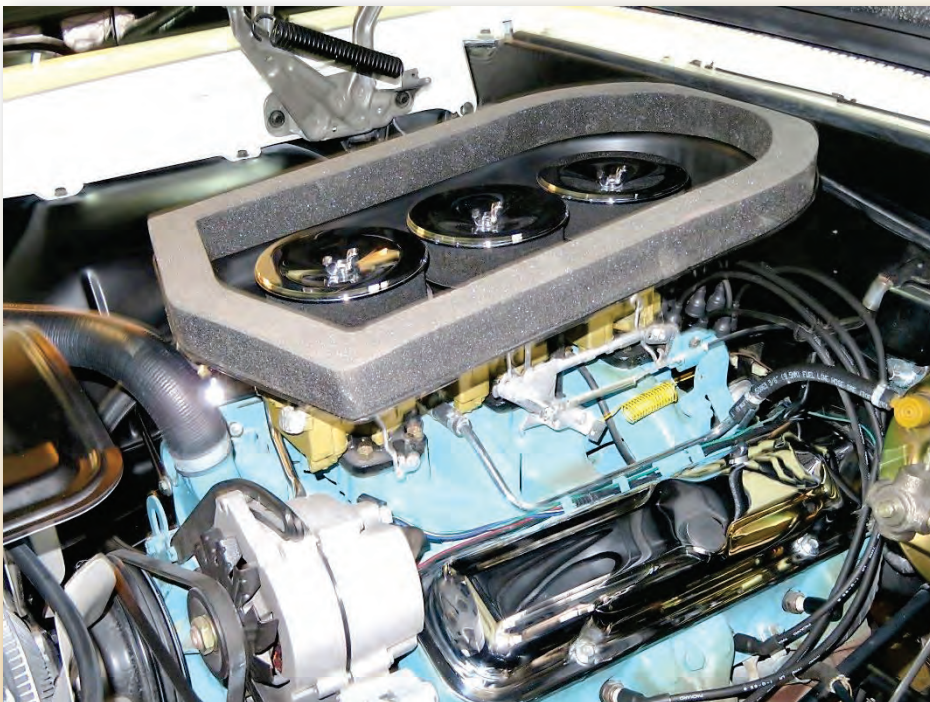
was "Yes, yes, yes and let me know how I can help."

Now we had a goal and a future for our large pile of acquired parts. Over the next few years Keith began working on the frame assembly. This required all new ball joints, inner and outer tie-rod ends, all new bushings,

front and rear coil springs, new shocks, new stainless-steel brake and fuel lines, new wheel cylinders and brake shoes, new emergency brake cables, plus completely stripping and painting the frame with POR coating.

While Keith worked on the rolling frame assembly, I worked on rebuilding the drivetrain. First the engine required boring out the cylinder walls .030, buying all new pistons, Ram Air III cam shaft, rings, bearings, seals, and gaskets. Next, we took the heads to a machine shop for new valves and seals. While the heads were in the machine shop, I rebuilt the M21 four speed transmission. The differential required both Keith's and my skill sets. Being the differential gears, bearings and bushings were in a bucket, we had to wing the assembly. Thanks to the internet, it went quite well.

Once we had the rolling frame assembled and the engine and drive train installed, we set the body on a donor frame and delivered it to my cousin Alvin Bowser who had the skills and equipment to take on this major challenge. Every chance Keith and I had, we would go to Alvin's gar-





age and help with the body work, which turned out to be very little help on our part since neither one of us are body and paint people.

Once the body work was completed and painted, we set the main body onto our rebuilt rolling frame. With the seats reupholstered, Rally gauge dash installed, wiring installed, then and only then could we complete the assembly. These efforts took us several years of enjoyable work on weekends, but turned into much more than we anticipated.

As our GeeTO TIGER build progressed, we had many more questions than answers. In 2014 The Greater Pittsburgh GTO Club hosted the GTO Nationals in Monroeville, PA. At this show Jim Wangers and Milt Schornack were in attendance. Jim had the idea of promoting the GTO by building two 1965 GeeTO TIGER racecars, and it was Milt Schornack who installed, tuned, and tested the Royal Bobcat treatment which he installed in both GeeTO TIGERS.

This Pontiac team of professionals gave Keith and me plenty of opportunity to ask them GeeTO TIGER questions. The two men answered several of our questions, but Milt seemed to take special interest in what Keith and I were building. It was at this show Keith and I showed our assembled drive train to the GTOAA convention and to Jim and Milt. After seeing we were committed to this build, Milt agreed to send us information that

would help with our questions, including color pictures and details that we were unaware of.

This gave us a very good start knowing we had Jim and Milt's permission. Keith and I became friends with Milt in 2010 at the GM Carlisle show in Carlisle, PA. At this show Milt was introducing his 1967 Ultimate GTO right next to where we had our tent set up. Milt sat under our tent and talked for hours about his life and what his plans for the future were. This was the beginning of a great friendship.

Over the next several years, Keith

and I built a lasting friendship with Milt Schornack. He would call us on a regular basis and talk about the progress we were making with our project. Milt provided us with details that we could not see in the limited pictures that we had available. Such things like the color of The GeeTO TIGER (orange and black TIGER strips), wheels & shifter by Hurst (all black), by Royal Pontiac (black letters lined in red), TIGER prints over the hood, roof and trunk, also the rear tires were M&H slicks along with the size and where to purchase them. He provided us with pictures of the original 1965 GeeTO TIGER along with many exciting Pontiac and GTO stories of long ago.

Through our conversations, Milt asked us if we could have our GeeTO TIGER finished for the 2018 GTOAA Nationals. This request was early enough that we said we could. Milt explained his idea was to build the pair of '65 GeeTO TIGERS. Milt said he has a friend in Michigan (Bill Bauer) with an Iris Mist '65 GTO. Bill agreed to decal his GTO to match ours. Milt's idea was to present our two GeeTO TIGERS as a matched pair, just like the original racers.





Vic Schreck (current President of GTOAA and at the time the President of the Susquehanna Valley GTOs) was hosting the 2018 GTOAA Nationals. They had decided on having Milt's group of GTO lovers set up a recreation of the two GeeTO TIGER match racers inside the Convention Center in Valley Forge, PA. Just like the famous picture in Paul Zazarine's book. This display included the black top race track, Detroit City Dragway sign between the two racers along with a display set of Christmas tree starting lights. Milt also gave a very complete seminar on the history of The Royal Bobcat. The show was a huge success.

After the 2018 GTOAA Nationals our journey with Milt was not nearly complete. He requested Keith and me to display our GeeTO TIGER along with Bill Bauer's GeeTO TIGER at Ames Performance Tri-Power Nationals in Norwalk, OH.

At this show we shared Milt's display under a large tent with POCI's Tim Dye. It was at this show that I mentioned to Milt I could not get our GeeTO TIGER to idle. Milt immediately went under the hood and started making adjustments and adjust he did. In a matter of minutes, he had it purring like a true TIGER. He still had the touch even in his eighties.

Later that same year Milt requested we all go to the POCI Indian Uprising in St. Charles, IL. Milt's display was set up inside along with his Royal Bobcat memorabilia and the two 1965 GeeTO TIGERS. I for one could not believe the interest POCI members showed in Milt's display and their questions about the Royal Bobcat. Milt and his crew put on a very detailed seminar with classic movie pictures of the original GeeTO TIGERS along with the complete story of the Royal Bobcat Package.

In 2019 Milt's crew set up his display at the GTOAA Nationals in Columbus, IN. For me this show was a lot different because I decided to take my 1965 Teal Turquoise GTO Royal Bobcat and enter it into Concourse Judging. Keith took the '65 GeeTO TIGER and for its first time entered it into Concourse Judging. For the next few days, we were very busy running back and forth making sure our rides were ready for the judges. To our amazement both GTO's received Concourse Gold Certificates.

Again, Milt's display was top notch. He not only had the GeeTO TIGER on display but his original '66 Royal Race Car and his original Ultimate '67 GTO. We truly loved and enjoyed our short time with Milt Schor-nack.

I personally feel our 1965 GeeTO TIGER was Milt's last build. He worked with us from start to finish. He answered all of our questions. He orchestrated all the shows and displays. Keith and I will never forget what a true friend and Pontiac enthusiast he was. GOD BLESS YOU MILT. Our condolences to Milt's family. He will continue to be sadly missed by all that knew him.





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@goaa.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.

This story is about me and my Dad and our quest to replace his 1965 GTO. My name is Bill Shaw and my Dad's name is Frank Shaw, although he also goes by Bill.

My Dad is 80 years old. When I was a boy my Dad drove a 1965 GTO. He had a bunch of trophies for racing it at the local drag strip. He was the lead singer and guitar player in a successful rock band. He worked at the GM plant in Baltimore and built cars. There was no cooler guy in the world in my eyes.

He started working at the GM plant in Baltimore, Maryland in 1965 at the age of 23. He was building the 1965 GTOs and saved up enough money to buy one for himself. It was a 4-speed, 4-barrel in Fontaine Blue. He was actually on shift as his very own car rolled down the line. The way he tells the story he and his buddies, who all knew it was his car, took extra special care of that one. Dad actually got to install the front seats in his own car.

He loved that car. I loved that car. My earliest childhood memories are of him letting me shift the 4-speed as he was driving the car. I learned the "H" pattern quickly. In my mind I thought I was actually driving the car. I, of course, knew nothing of the clutch. I thought it was all me driving that car! He would drive down the road while I, unseat-belted and straddling the console, would shift the gears. How did we ever survive those days?! Dad can't remember exactly when but his best guess is in 1971 or 72 he sold the car for a more family type car.

This past January Dad told me that he still dreams about driving that car. He said getting rid of it was the worst mistake he has ever made. Well... being a retired Army guy, I had my mission! I wanted to find a 1965 as close to Dad's as I could. It had to be a 4-speed. It had to have the 4-barrel and not the Tri-Power. I preferred one with the original numbers matching engine. And I wanted it in blue. I researched nationwide for 1965 GTOs for sale that had those options. There was one that stood out. It was HEAVILY documented. It had all the main options Dad's had originally, plus some. It was located in Ohio about seven hours away.

So, we drove out to Canton, Ohio, from where we live in Harford County, Maryland. The whole way we were like little kids. We were singing *Little GTO* at the top of our lungs and reminiscing on Dad's old GTO. We got to Ohio the night before we were to look at the car. I don't think either one of us slept an hour. I haven't felt like that since the '70s on Christmas Eve.

The next morning while driving to look at the car I was worried Dad wasn't going to like it. My Dad is a super-perfectionist and I was figuring he was going to find a scratch or a dent and call the whole deal off. We walked into the garage where the car was and my jaw hit the floor. She was beautiful.



Bill Shaw

Dad and I are "stock" kind of guys. We're not into the big tires, bigger re-bored engines, etc. This baby was all numbers matching. Original engine and transmission. Original metal. All original interior. Original factory A/C. A working Verba-phonic rear speaker, and working factory transistor ignition. But the best part of the story, at least to me, is the color.

Unfortunately, it was snowing and there was salt on the roads. The owner was not about to let the car go outside in those conditions as it had been garage kept its whole life. So there was no test drive. After 45 minutes of looking it over, Dad and I decided to buy it. It would be shipped to us in Maryland. The drive home was more jubilant than the ride there! Dad and I were on cloud nine. I kept looking over at him and telling him WE were the owners of a 1965 GTO.

That was probably the best road trip I ever took. We anxiously awaited the cars arrival. Snow storms kept pounding the mid-west and the car's shipment was continuously being delayed. After being home for three weeks, the car showed up at my house in an enclosed trailer late at night. The hauler drove the car off the trailer and I parked it in my garage. The next morning I called Dad and he came over. Upon seeing the car, he started to get emotional. My mission had been accomplished!

Now, the story about the color. On September 18, 1964, Clay Hoskins walked into Luke Pontiac in Arlington, Texas, to order his new 1965 GTO. Clay did his homework and knew exactly what he wanted. Starting with a hardtop model, Clay had an extensive list of options he wanted on his new car. The main thing Clay wanted was a special-order paint job. Clay wanted a Ford color!! 1964 Ford "Guardman Blue Metallic." Clay had seen that color on the 1964 Shelby Mustangs out at the time and that was the color he wanted on his new 1965 GTO.

Although today we would find it hard to believe that GM would paint a car a competitor's color, it was explained to Clay that GM and Ford plants both used Dupont paints at the time. GM was able to find the Dupont Code for the color (4483L) and ordered it to be at the factory in Kansas City, Missouri, when this car was built, thus making it a true 1 of 1! This is all documented on the original order sheet, the original window sticker, the PHS documents, and the paint code on the car is "O" which stands for special order paint.





Next up on Clay's option list was a black vinyl top to accent his unique color choice. The rest of the options list are as follows: code 394 AM/FM Radio, code 404 Under Hood Lamp, Code 422 Exhaust Extensions, Code 424 Instrument Panel Pad, Code 442 Inside Non-Glare Mirror, Code 471 Back-Up Lamps, Code 474 Rear Speaker Verba-Phonic, Code 481 Luggage-Lamp, Code 482 Glove-Box Lamp, Code 491 Courtesy Lamps, Code 504 Rally Gauge Cluster With Tachometer, Code 521 Custom Wheel Discs, Code 524 Custom Sport Steering Wheel, Code 531 Soft-Ray Tinted Windows-All, Code 572 Cover-Spare Wheel Tire, Code 582 Air-Conditioning- Tri Comfort, Code 602 Outside Rear View Mirror, Code 621 Ride And Handling Package, Code 671 Transistor Ignition, Code 701 Safe-T-Track Differential, Code 77W 4-Speed Manual Transmission, and last but not least is the code SPS special order solid paint color.

The details were worked out and Clay went back to Luke Pontiac on September 24, 1964, and wrote a check for a \$50 deposit and set the order process in motion. All Clay could do now was wait. Finally, on January 5, 1965, the GTO was completed at the Kansas City, Missouri, Assembly Plant and arrived at Luke Pontiac on January 8.

Luke Pontiac prepped the car and Clay took delivery on January 9, 1965. Clay financed the car through "Chattel Mortgage" with a contract of 35 payments of \$88 a month. How do we know all that? Because we have all the original paperwork! We also have the original window sticker, the original owner's manual, original Protect-O-Plate, the Luke Pontiac order sheet, the Bank Finance papers residing in a Luke Pontiac envelope, the original Bill-of-Sale, the original Tax Collectors receipt for Title Application, and original Registration receipts dated through 1977.

Also included with the sale were photos of the car throughout its life. But my favorite item is a personal Log Book where Clay recorded everything that ever happened to the car through the 1980s. Every time Clay would change the oil, replace a lightbulb, buy a battery, etc., it got annotated in his little black book. This is a car that has been extremely well cared for its entire life.

The interior appears to be completely original including the carpet, seat covers, and door panels. All original dated glass, original and



working AM/FM radio, and original gauge cluster. Sheet metal is original and rust-free. Chrome and trim is clear and bright. The original engine still rests between the fenders and has recently been completely and professionally detailed. Redline tires sit on the original steel wheels and original wheel discs. Original spare tire and jack and jack tools still reside in the trunk.

From April to October Dad and I attended 9 shows. We walked away with awards at 6 of them. The highlight was the weekend of August 20, 21 when we attended the All Pontiac show in Landisville, Pennsylvania sponsored by the Susquehanna Valley Chapter of the GTOA. We were placed in the 64-67 Stock GTO class. There ended up being 13 cars

in that class at the show. They were all gorgeous and ridiculously original. Dad could not get over the quality of those cars. He went up and down the line looking for Baltimore builds and telling the owners that he had a hand in making them. He was like a kid in a candy store. He told me it was the finest group of GTO's he has ever seen. And then a crazy wonderful thing happened. We were the class winner!

2021 brought me and my Dad closer together than I ever thought possible. Dad loves going to car shows and showing it off. He loves the compliments and the questions he gets. He's like a young man again ... and it's all because of this amazing '65 Goat that we own together.

REFER A FRIEND!

Join today @ www.GTOAA.org

The individual who enrolls the most new GTOAA members from June 16, 2021 through June 15, 2022 will receive:

- A personally monogrammed GTOAA three season jacket
- One year extension of their GTOAA Membership
- Complimentary dinner at their next GTOAA Convention
- Recognition in 'THE LEGEND'

Have your friend visit our website's join page. To enroll electronically, fill out the form accordingly and note your name in the referred by box and submit, or, download the membership application, fill out accordingly and note your name on the form and remit with membership fee to the address on the form.



REFER A FRIEND
TO THE GTOAA AND YOU
CAN WIN A GTOAA JACKET!



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



More Info: publicrelations@gtoaa.org

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Norwalk Racing Profiles: Bruno Beltrame 47:02



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Timothy Sickle

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Kids' Convention Model Car Buildoff

The Model Car Buildoff is the portion of the scale aspect of the convention that is specifically geared towards the younger attendees.

There have been (*and still are*) a number of model kits geared towards these builders, but we have found our most recent selections have proven very popular with this crowd.

They are Airfix models, and are referred to as “Quick-Build” kits. What follows is a snippet of the description from their website—“QUICKBUILD is an exciting range of simple, brick-based model kits ideal for kids.” A very accurate description based on first-hand experience with this group of builders.

Refer to the exploded drawings below. They require neither glue nor paint. Kids simply snap them together, and let the fun continue.



The only possible downside to this series of kits is that they have no Pontiacs represented in their lineup. This does not seem to have deterred the kids' enthusiasm towards them though. As a matter of fact, participation in this activity has grown significantly in the short time that it has been available.

The kit lineup includes the following choices: an Audi TT and R8, a Bugatti Veyron, a Chiron, two Mustangs — a '68 Mustang GT and a late model, an F150 Raptor, Jaguar I-Pace, Lamborghini Aventador, McLaren P1, and finally, a VW Beetle and a Camper van. Some of them come in alternate color

schemes, to expand choices. It should be noted that due in large part to their popularity, we will obviously be limited by these kits' availability. Rest assured, we will be looking to order early to assure a decent selection is available. No matter the variety, youngsters seem to enjoy the subject matter and the group activity.



With all of this said, I will stress once again that there will be a limited supply of these kits and openings in this activity available. So, if there is interest for or by youngsters attending, booking this activity early is highly recommended! We actually ran short last year in the Wisconsin Dells, but quick thinking by the staff allowed us to adjust, and even-



Senior, and one more in case a fabulous diorama or something special shows up.

In an upcoming installment, I will attempt to cover online kit supply alternatives to those of you who don't live near a well-stocked hobby shop, or other source of "raw material."

That's about it for now, folks. As usual, if you run across something that has not been covered in this column (*diecast or plastic*), I'd love to hear about it. Thanks to all of you out there who have responded with comments and Goat finds. Questions? Suggestions? My e-mail is in the column header—ping me any time. As always, have fun buying, building and/or collecting. In closing, remember—the Great One **STILL** rules (*in several scales!*).

ryone that wanted to join in was able to do so. We may have a table available for the display of the kids' finished kits—if they can put them down long enough.

I look forward to seeing you all (kids and adults) at the convention.

While on the subject of scale models, let me again put out the call for entrants to bring along your pint-sized Ponzos of all varieties (i.e., stock, custom, or racing) to display, making for a well-rounded display on the scale side of this convention.

To reiterate, two classes—Junior (up to age 15) and Senior (16 and up), with a number of awards made in both classes, based on workmanship and cleanliness of assembly. Finally, there will be three "Best of Show" awards — Junior,





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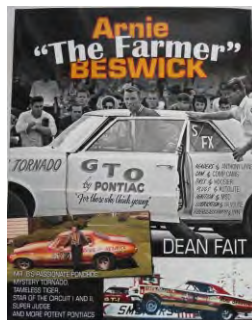
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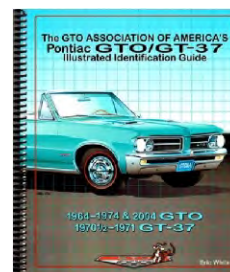


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GTOs FOR SALE



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



67 GTO, PHS doc, 4-speed AC. originally Montego Cream now black/parchment. Modified with Gear Vendor overdrive, Vintage Air, OE reproduction sound system, hood tach and sport steering wheel, correctly dated 400 GTO motor re-stamped WT, professional frame-off 2012, bid online at BringATrailer.com auction. Gary Gibbs #7871 [mar](#)



68 GTO, sport coupe, 4-speed, Hurst, 4.33 pos, 400, refreshed w/2,800 miles, PHS documented, matching #s, original except paint, Carousel Red in excellent condition. Dealer installed hood tach, new suspension, brakes and tires. Includes manuals, sales and magazine literature. \$46,000. Richard Johnson 208-520-8022 or johnrich2011@gmail.com #19195 [apr](#)

71 Judge, Aztec Gold, YE 455 HO, auto trans, A/C, posi, PS, tilt, disc brakes, hood tach, AM/FM stereo push button, eight track, sport mirrors LH remote, rear window defog, Rally



gauges, ride & handling package, G60x15, PHS, plus many more options. \$60,000 OBO. Ted Burgin 901-378-5578 #10551 [apr](#)

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](#)

PONTIACS FOR SALE



73 Grand Am, 47,000 miles, one owner, AC, 8 track, auto, PS, PB, original, new tires, paint, replaced Endura bumper, Camero White, red interior., pics available on request. \$25,000. David Driver 540-434-2232 NO TEXT, davidwdriver@aol.com (VA) 4868 [mar](#)

PONTIACS WANTED

Wanted: 67 GTO, looking for a nice original or restored to stock. No resto mods. Prefer PHS documented. Larry Weiss 502-648-7401 larryweiss@gmail.com. #21418 [mar](#)

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 tpgto@yahoo.com #5576 [mar](#)

Wanted: Looking for 68 or 69 GTO hardtop with 4-speed, daily driver. Will travel. John Leitner 920-319-1764 #21297 [mar](#)

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

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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 4-speed convertible, matching numbers drivetrain. Looking for an original car or recent restoration with documentation. Any 400 or 455 with VIN #s stamping. Car is for my own personal collection. I am willing to fly anywhere in the USA to see the car. Joe De Giosa 818-383-2333 #19674 [mar](#)

Wanted: 2005-2006 GTO. Looking for something under 40k miles. Prefer manual transmission but would consider an automatic. Open to colors. Jason Gristina 985-869-0259 or e-mail carjh00@gmail.com #19543 [mar](#)

PARTS FOR SALE

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

64-65 GTO parts: very nice original day-night mirror \$100, rare factory AC or Tri-Power notched 7-blade heavy duty fan in mint condition \$225, excellent rust free AM-FM radio \$600. **66-67 GTO parts:** convertible top interior latches \$125, mint Rally gauges with complete factory dash wiring harness \$575, nice original taillights with gaskets \$350, complete grills with parking lights, wiring, trim moldings and GTO emblem in very nice original condition \$600, mint original wood console door with lock \$125, working AM-FM radio with control knobs \$575, factory Rally oil/water dash gauge \$150. Scott Bluhm 616-481-6612 #3311 [apr](#)

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

65 GTO: sun visor supports (2 - nice), kick panels (new - black), AC/heater controls, new Summit high perf 10.5 inch clutch, bucket seat chrome side arm covers (nice), new coil springs, new coilover shocks, new tubular control arms, bucket seat conversion brackets, chrome thermostat housing, 4-speed linkage, 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 [mar](#)

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

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

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](#)

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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*

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

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

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

70 GTO: Rally II wheels, JL code - dates 9-7-3 (qty 3) & 9-7-2 (qty 1) from 1970 GTO built in August 1969, \$500 all 4; Rally II wheels, JL code- dates 9-7-7 (qty 2), 9-8-8 (qty 2), 9-8-20 (qty 1), 9-9-11 (qty 1), 9-9-17 (qty 1), 9-8-21 (qty 1), and JT code dates 9-12-18 (qty 1), and

0-3-19 (qty 1) (NOS). All JL & JT wheels \$75 except JT NOS wheel \$200. All in good restorable condition. Buyer pays shipping or pickup. Kevin Kutsch 563-221-3420, gtokevin@hotmail.com (Iowa) #5719 *mar*

Parts for sale: 1- Canton oil pan #15389 \$140, 1- Milodon oil pan #30355 \$190, Edelbrock RA4 5057 new in box cam/new lifters \$235, 1- new Edelbrock 11 bolt hole #8856 \$195, timing chain cover #9796346 \$169, 1- 19" 5-blade

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flex fan \$110, Center Force gold clutch cover plate #CF165552 new in box \$185, 2 - 14x7 Rally II wheels very good to excellent shape have not been painted \$135 each. JD Patterson 720-319-6478, e-mail agentjoo4@yahoo.com (letters oo not zerozero) #12624 [mar](#)

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

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

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

Wanted for 66 GTO: the Deputy Robert Kunze Memorial Car Restoration needs a few parts that are not reproduced. If you are not

aware of this project, look at the April 2020 or the October 2021 *Legend* for the full story. We need a full dash assembly with all components, gauges switches, etc., for an AC car. We also need an automatic shifter assembly. We have the console but no shifter components. We need everything from the transmission to the console. We could use a nice steering column as well, tilt or standard. Donations would be great but if you need some cash for your parts that works as well. Sam Nance 316-264-1887 (no text) e-mail:jbhnanca@hotmail.com

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 [may](#)

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

Wanted 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



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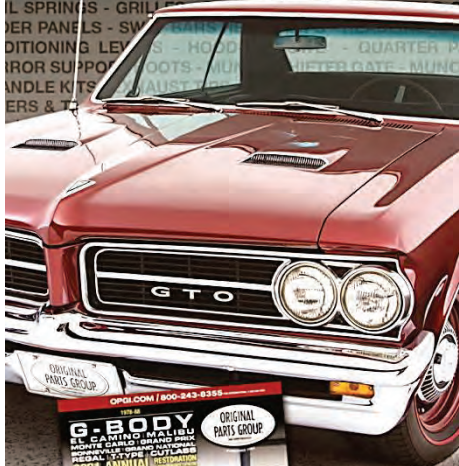

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


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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 convertible: I am restoring a numbers matching 70 GTO 455 HO convertible. Quarter panel installation will be Fall 2022. I own NOS OEM hardtop quarters but not crazy about cutting them down to fit. I am asking the community to help me find NOS OEM "convertible" quarter panels. Jeff Pluchino e-mail: TribalRoadKing@optonline.net or 973-962-6654 (landline) #6993 [mar](#)

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 [mar](#)

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

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

Wanted: Repairable 1969/1970 Custom Sports Steering Wheels. Must be straight; no major rust on spokes. Cracks in steering wheel okay. Will pay for shipping. E-mail photos of

steering wheel(s) and asking price(s) to Kevin Kutsch at gtokevin@hotmail.com. Kevin Kutsch (Iowa) 563-221-3420. #5719 [apr](#)

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

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SEEKING INFORMATION

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

Found: original owner's manual and Protect-O-Plate for 1968 GTO VIN 242378Z115592 sold new in La Crescenta, CA. Steve May 310-251-3822 or smay1156@aol.com #21250 mar

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

Looking for information about a 70 GTO, 455 HO, 4-speed, triple black, purchased at Selzer Pontiac in Chicago November 1969. Any information on previous owners greatly appreciated. James Colgan 815-784-6385 #12346 mar

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

The Judge Survey: for a brief, easy to fill out form to help document how these unique cars were built, please contact John Johnson 573-581-8013, 6:00-10:00 PM CST or johnjohn@midamerica.net

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

March 13, 2022, All-Pontiac Swap Meet, Franklin County Fairgrounds, 4100 Columbia Sreet, Hilliard, OH, hosted by the GTO Association of Central Ohio. Vendor Set-up 8am - 9am, \$20/space. Open to public 9am -2pm, \$5 admission. Rob Wilson 614-519-1019 or ro.wilson@att.net, website www.gtoaco.com

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

May 7, 2022, 32st Annual All-Pontiac show, Enderle Center, Tustin, CA, 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 sccpoci@gmail.com

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

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

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

chrisonell73@charter.net 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

May issue deadline is March 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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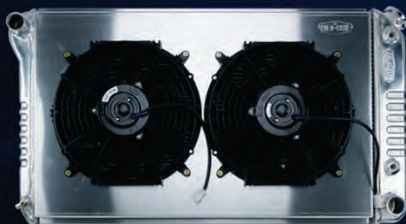
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Is Your Info Correct?

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